

# COUNTY OF TULARE RESOURCE MANAGEMENT AGENCY



5961 South Mooney Boulevard  
Visalia, CA 93277

## Initial Study and Mitigated Negative Declaration

DERREL'S MINI STORAGE  
(GPA 17-031, PZC 18-015)

December 2018

Prepared by  
County of Tulare Resource Management Agency  
Economic Development and Planning Branch  
Environmental Planning Division

## INITIAL STUDY CHECKLIST

1. **Project Title:** Derrel's Mini Storage, General Plan Amendment No. GPA 17-031 and Zone Change No. PZC 18-015
2. **Lead Agency:** County of Tulare  
Resource Management Agency  
5961 S. Mooney Blvd.  
Visalia, CA 93277
3. **Contact Person:** Dana Mettlen, Planner III (Project Planner) – 559-624-7106  
Hector Guerra, Chief, Environmental Planning Division – 559-624-7121
4. **Project Location:** The site is located on the east side of Mooney Blvd./State Route (SR) 63, approximately 700 feet south of Avenue 264. The site is located on APN 150-050-014, and is located within the County-designated City of Tulare Urban Area Boundary (UAB). The site is located in Section 19, Township 19 S, Range 25 E, MDB&M) and at Latitude/Longitude 36.265941, -119.313190.
5. **Applicant:** Aldar Mini Storage, L.P.  
dba Derrel's Mini Storage  
3265 W. Ashlan Avenue  
Fresno, CA 93722
6. **General Plan Designation:** The site is currently designated as Mixed Use Corridor by the City of Visalia. The Tulare County General Plan Land Use designation is currently the Mooney Blvd. Concepts Plan. However, General Plan Amendment No. GPA 04-001 suspended the Mooney Corridor Plan and it was replaced with the Urban Boundaries Element. The General Plan 2030 Update Planning Framework Chapter replaced the Urban Boundaries Element upon its adoption in 2012. The Corridor Plan suspension remains in effect until an alternative plan is adopted by the Board of Supervisors. As such, the General Plan Update (and the Memorandum of Understanding (MOU)) provides the land use mechanism for development projects within this area. As such, the Project requires consistency with the GPU Policies in the Planning Framework Element and the MOU.
7. **Zoning:** Exclusive Agricultural – 20 acre minimum (AE-20)
8. **Description of Project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)** The Project applicant is proposing to change the land use designation of an approximately 15-acre site to allow the construction of a mini-storage facility, including 323,700 square feet of storage stalls and 2,522 square feet of office/residence space. The applicant proposes to change the land use designation of APN 150-050-014 from "Mooney Corridor" to "Mixed Use" and rezone the parcel from Tulare County zoning from Exclusive Agricultural – 20 acre minimum (AE-20) to General Commercial (C-2).
9. **Surrounding land uses and setting (Brief description):** North – agricultural; East – agricultural; South – single-family residential and; West – adjacent commercial uses, Tulare County Office of Education Planetarium & Science Center (west of Mooney Blvd/SR 63).
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** San Joaquin Valley Unified Air Pollution Control District; California Department of Fish and Wildlife; California Department of Transportation.

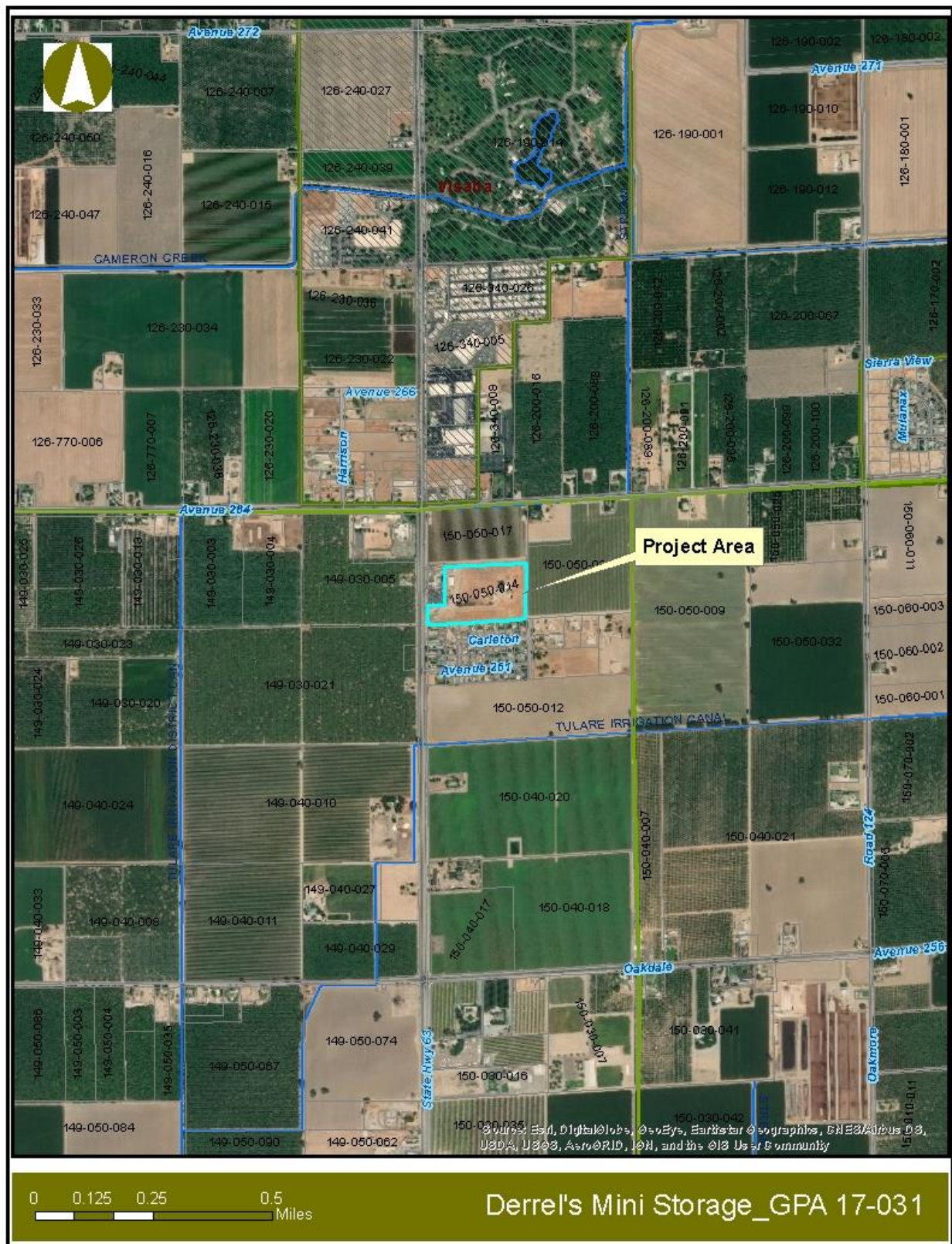
- 11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?** Pursuant to AB 52 and SB 18, a Sacred Land File request was submitted to the Native American Heritage Commission on October 26, 2017, and was returned with negative results on November 7, 2017. On November 9, 2017, tribal consultation notices were sent to twelve (12) tribal contacts representing six (6) Native American tribes. The County received no responses from the tribes within the 30-day response time. Mitigation measures have been included in the project to reduce potential impacts on tribal cultural resources in the event that any are unearthed during construction-related activities.

**Figure 1. Vicinity Map**

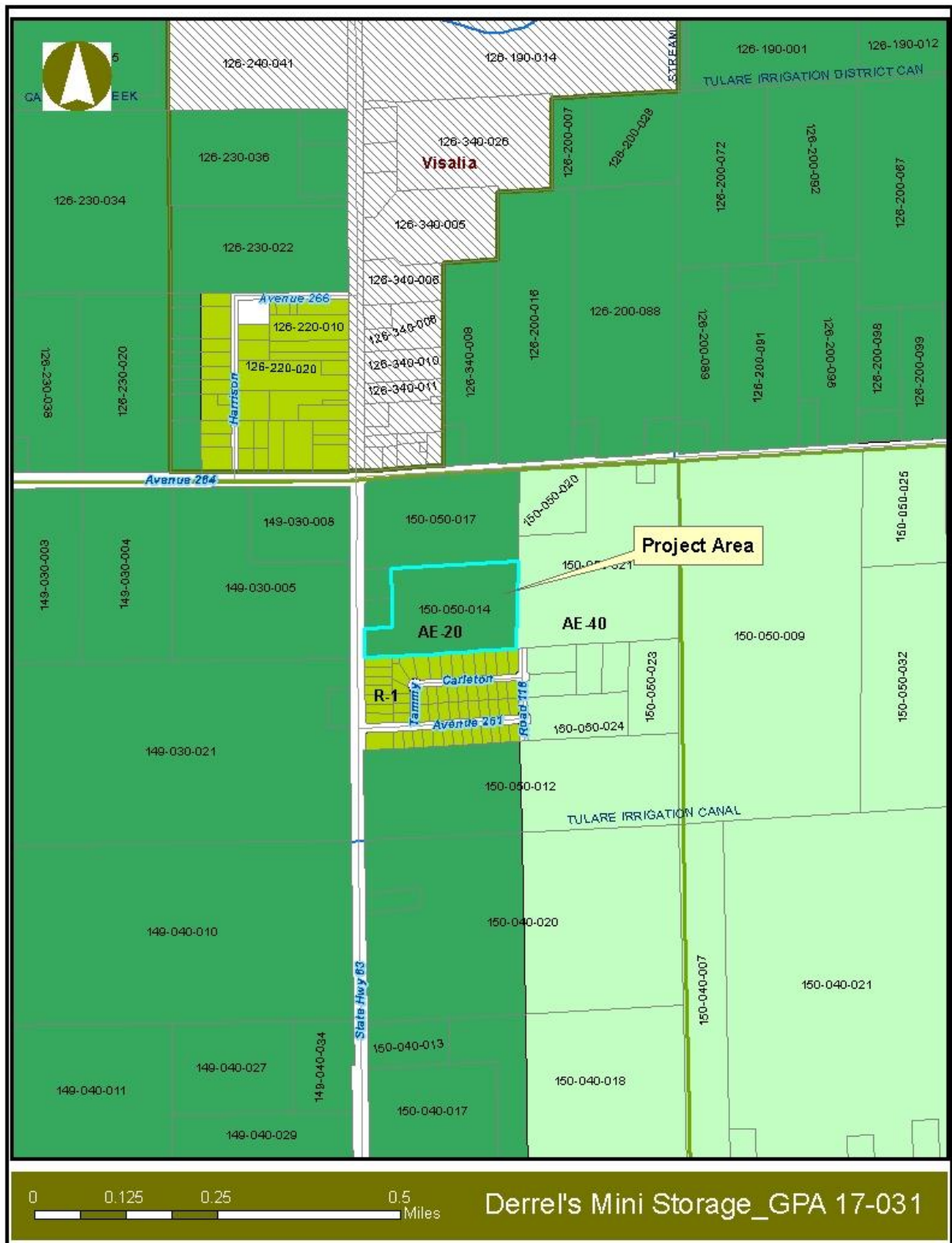




**Figure 2. Aerial Photograph**

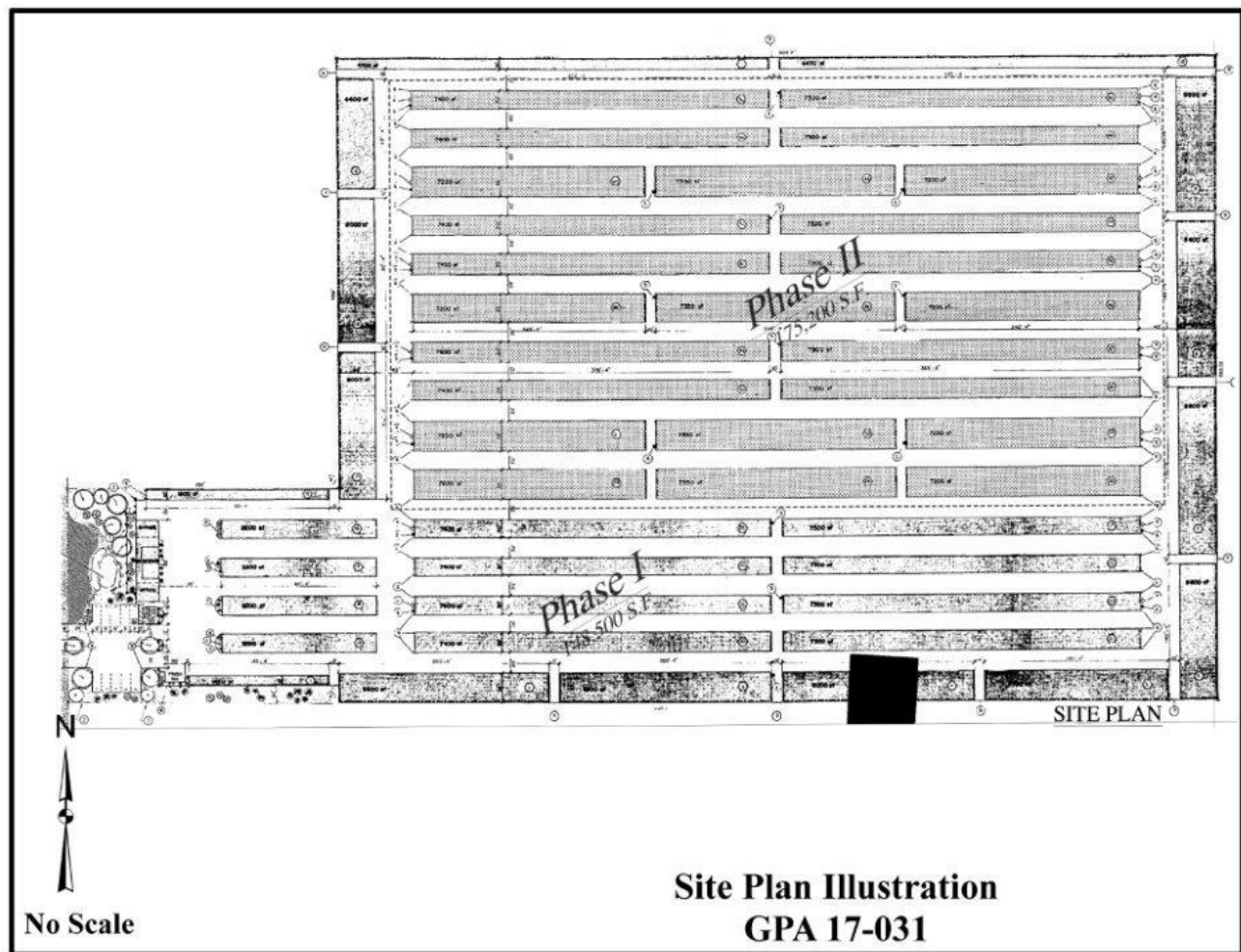


**Figure 3. Existing Zoning**





**Figure4. Site Plan**



## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                          | <input type="checkbox"/> Agriculture and Forestry Resources   | <input checked="" type="checkbox"/> Air Quality                 |
| <input checked="" type="checkbox"/> Biological Resources     | <input checked="" type="checkbox"/> Cultural Resources        | <input type="checkbox"/> Geology / Soils                        |
| <input checked="" type="checkbox"/> Greenhouse Gases         | <input type="checkbox"/> Hazards and Hazardous Materials      | <input checked="" type="checkbox"/> Hydrology / Water Quality   |
| <input type="checkbox"/> Land Use / Planning                 | <input type="checkbox"/> Mineral Resources                    | <input type="checkbox"/> Noise                                  |
| <input type="checkbox"/> Population / Housing                | <input type="checkbox"/> Public Services                      | <input type="checkbox"/> Recreation                             |
| <input checked="" type="checkbox"/> Transportation / Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input checked="" type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance  |   |   |

## B. DETERMINATION:

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 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: 

Hector Guerra  
Printed Name

Date: 12/13/18

Chief Environmental Planner  
Title

Signature: 

Reed Schenke, P.E.  
Printed Name

Date: 12/13/18

Environmental Assessment Officer  
Title

## C. 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.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
1.	AESTHETICS					
	Would the project:					
	a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Analysis:**

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: LU-4.5 *Commercial Building Design*; LU-5.3 *Storage Screening*; LU-7.6 *Screening*; LU-7.9 *Visual Access*; LU-7.14 *Contextual and Compatible Design*; LU-7.19 *Minimize Lighting Impacts*; SL-1.1 *Natural Landscapes*; SL-1.2 *Working Landscapes*; SL-2.1 *Designated Scenic Routes and Highways*; ERM-1.7 *Planting of Native Vegetation*, ERM-1.15 *Minimize Lighting Impacts*; ERM-5.18 *Night Sky Protection*.

- a) **No Impact** - The proposed Project site is located within the Mooney Blvd. Concepts Plan along an extensively developed corridor (State Route 63). The Project site is relatively level, and currently has small structures on site (that is, two mobile-homes, one abandoned mobile-home, garage, two storage sheds, and two abandoned buildings). As noted earlier, the Project site is surrounded by agricultural uses to the north; agricultural uses to the east; single-family residential to the south and; adjacent commercial uses directly west. As such, the Project would result in no impact on a scenic vista.
- b) **No Impact** - There are no designated state scenic highways in the Project vicinity or in Tulare County. Portions of State Routes 190, 198, and 180 are eligible for state scenic highway designation, but are not located in the Project vicinity (per the Tulare County General Plan 2030 Update, Part I – Goals and Policies Report, Chapter 7 – Scenic Landscapes, Figure 7-1). The Project site is not visible from any of the Tulare County eligible state scenic highways. The nearest eligible scenic highway is State Route 198, located approximately 4.25 miles north of the Project site); however, the site is not visible from SR 198 or the next nearest SR (i.e., SR 190 (east of Porterville)). The Project is located adjacent to and east of State Route (SR) 63 which is not a scenic corridor. There are no trees of scenic significance and no historical buildings on or near the Project site. The Project will comply with all applicable General Plan policies. Furthermore, the Project includes design elements to reduce impacts on scenic resources and to minimize visual impacts to or from State Route 63. Therefore, the Project will not substantially damage scenic resources scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state or county designated scenic highway or county designated scenic road.
- c) **Less Than Significant Impact** - As previously noted, the Project site is has small structures on site (that is, two mobile-homes, one abandoned mobile-home, garage, two storage sheds, and two abandoned buildings). These features will be removed when the Project is developed. The most frequent potential viewers of the Project site



		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
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would be customers visiting the establishment, the residents south of the Project site, and travelers along SR 63 (See **Figure 1-1**). The Project is not located on a scenic county road or eligible state scenic highway, the Project site is located on a largely vacant lot with small structures as noted in Item b), above. Project includes design features, such as building architectural design and landscaping plans, to ensure that the Project is developed in a manner that enhances the visual character of its the surroundings. **Figure 1-2** shows typical front landscaping of a Derrel's Mini Storage; this vista will replace the vista shown in Figure 1-1. Furthermore, a 100-foot setback from the centerline of State Route 63 and restriction on advertising paraphernalia (such as billboards) within this setback will minimize impacts on the visual character of the Project site. These design features will be made Conditions of Approval. As such, the Project will not substantially degrade the existing visual character or quality of the site and its surroundings which are open to public view.

**Figure 1-1 Project site (looking east from Mooney Blvd.)**



		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
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**Figure 1-2 Typical front landscaping of Derrel's Mini Storage**



- d) **Less Than Significant Impact** - Lighting impacts from the Project are associated with the use of artificial light during the evening and nighttime hours. Impacts can include light emanating from building interiors (seen through windows) and light from exterior sources, including building or parking lot lighting, security lighting, street lighting, etc. Glare is typically a daytime occurrence caused by light reflecting off highly polished surfaces such as window glass. The most common impacts are from glare to nearby moving vehicles. Glare is typically a daytime occurrence caused by light reflecting off highly polished surfaces such as window glass or polished metallic surfaces. It is not anticipated that the new structures will result in appreciable glare, since the structures will not have highly reflective surfaces.

The Project will result in the creation of a new source of light; however, the Project will comply with the applicable General Plan policies adopted to minimize lighting impacts. Standard conditions of approval require outdoor lighting to be directed away from public roads and adjacent properties and to be dark-sky compliant. All lighting will be hooded, down shielded, and will be appropriate for maintaining a dark sky perspective. Allowed lighting after dark from all exterior luminaires associated with the commercial establishment shall not exceed 5500 lumens, with no back light, no up light, and no glare from any illumination source. This includes lights of all form and function such as parking, store front, path, etc. Therefore, the Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.



		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
<b>2.</b>	<b>AGRICULTURAL AND FOREST RESOURCES</b>					
	<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the Rural Valley Lands Plan point evaluation system prepared by the County of Tulare as an optional model to use in assessing impacts on agriculture and farmland. However, as the project lies within the Mooney Blvd. Concept Plan area and is located within the County-designated City of Tulare Urban Area Boundary (UAB), the RVLP does not apply. As such, actual uses “on the ground” show that the land is not agriculturally productive and is predominantly vacant or has scattered structures as indicated in Item 1 a), earlier. 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:</p>					
	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 non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b)	Conflict with existing zoning for agriculture use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources code 12220(g), timberland (as defined in Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Analysis:</p> <p>The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: AG-1.14 <i>Right to Farm Noticing</i></p> <p>a) <b>No Impact</b> - The Project would not result in the conversion of prime agricultural land to non-agricultural use. The</p>						

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
<p>Natural Resources Conservation Service (NRCS) Web Soil Survey identifies on-site soil as Nord fine sandy loam, 0- 2% slopes on approximately 15% of the site and Tagus loam, 0 -2% slopes on approximately 85% of the site.<sup>1</sup> The California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) <i>Tulare County Important Farmland 2014</i> (Rural Land Mapping Edition, Sheet 2) map identifies the Project site as Semi-Rural and Rural Commercial Land (see).<sup>2</sup> As noted earlier, the Project site is not used to grow crops and contains a mixtures of urban-type structures (i.e., mobile homes, garage, storage sheds, etc.). Therefore, the Project would not result in the conversion of 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, as such farmland does not exist within the Project site, the Project would have no impact on this resource.</p> <p>b) <b>No Impact</b> - The Project would not conflict with existing zoning for agriculture uses, or a Williamson Act contract as the site is not within an agricultural preserve and is not under a Williamson Act Contract. Therefore, the Project will have no impact on this resource.</p> <p>c) <b>No Impact</b> - There are no forestlands on the Project site or in the vicinity. The Project site is zoned Exclusive Agricultural – 20 acre minimum (AE-20); as such, the Project site is not zoned for forestland, timberland, or timberland zoned Timberland Production. Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production. As such, the Project will have no impact on this resource.</p> <p>d) <b>No Impact</b> - The Project will not be located on forest land. As such, the Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, the Project will have no impact on this resource.</p> <p>e) <b>No Impact</b> - The Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use. Therefore, the Project will have no impact on this resource.</p>						
3.	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c)	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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>1</sup> NRCS. Web Soil Survey, <http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed August 2018.

<sup>2</sup> DOC. FMMP. [ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/tul14\\_so.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/tul14_so.pdf). Accessed August 2018.

			<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
		(including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
	d)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	e)	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Analysis:**

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: AQ-2.2 *Indirect Source Review*; AQ-3.4 *Landscape*; AQ-4.2 *Dust Suppression Measures*.

The proposed Project is located in the San Joaquin Valley Air Basin (SJVAB), a continuous inter-mountain air basin. The Sierra Nevada Range forms the eastern boundary; the Coast Range forms the western boundary; and the Tehachapi Mountains form the southern boundary. These topographic features restrict air movement through and beyond the SJVAB. The SJVAB is comprised of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, and Tulare Counties and the valley portion of Kern County; it is approximately 25,000 square miles in area. Tulare County lies within the southern portion of the SJVAB. Air resources in the SJVAB is managed by the San Joaquin Valley Air Pollution Control District (Air District).

Both the federal government (through the United State Environmental Protection Agency (EPA)) and the State of California (through the California Air Resources Board (ARB)) have established health-based ambient air quality standards (AAQS) for six air pollutants, commonly referred to as “criteria pollutants.” The six criteria pollutants are: carbon monoxide (CO), ozone (O<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead (Pb).

National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for each criteria pollutant to protect the public health and welfare. The federal and state standards were developed independently with differing purposes and methods, although both processes are intended to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent.

The Federal Clean Air Act requires EPA to set NAAQS for the six criteria pollutants, noted above, that occur throughout the United States. Of the six pollutants, particle pollution and ground-level ozone are the most widespread health threats. EPA regulates the criteria pollutants by developing human health-based and/or environmentally-based criteria (science-based guidelines) for setting permissible levels. The set of limits based on human health is called primary standards. Another set of limits intended to prevent environmental and property damage is called secondary standards.

EPA is required to designate areas as meeting (attainment) or not meeting (nonattainment) the air pollutant standards. The Federal Clean Air Act (CAA) further classifies nonattainment areas based on the severity of the nonattainment problem, with marginal, moderate, serious, severe, and extreme nonattainment classifications for ozone. Nonattainment classifications for PM range from marginal to serious. The Federal CAA requires areas with air quality violating the NAAQS to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures that states will use to attain the NAAQS. The Federal CAA amendments of 1990 require states containing areas that violate the NAAQS to revise their SIP to incorporate additional control measures to reduce air pollution. The SIP is periodically modified to reflect the latest emissions inventories, planning documents,

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
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rules, and regulations of Air Basins as reported by the agencies with jurisdiction over them. The EPA reviews SIPs to determine if they conform to the mandates of the Federal CAA amendments and will achieve air quality goals when implemented. If the EPA determines a SIP to be inadequate, it may prepare a Federal Implementation Plan (FIP) for the nonattainment area and impose additional control measures.

The SJVAB is considered to be in attainment for federal and state air quality standards for carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>); attainment for federal and non-attainment for state air quality standards for respirable particulate matter (PM<sub>10</sub>); and non-attainment of state and federal air quality standards for ozone (O<sub>3</sub>) and fine particulate matter (PM<sub>2.5</sub>). To meet federal Clean Air Act requirements, the Air District has adopted the following attainment plans: the 2004 Extreme Ozone Attainment Demonstration Plan (for the 1-hour standard); the 2007 Ozone Plan (for the 1997 8-hour standard); the 2009 RACT SIP; the 2013 Plan for the Revoked 1-Hour Ozone Standard; the 2014 RACT SIP; the 2016 Plan for the 2008 8-Hour Ozone Standard; the 2007 PM<sub>10</sub> Maintenance Plan; the 2008 PM<sub>2.5</sub> Plan (for the 1997 annual standard); the 2012 PM<sub>2.5</sub> Plan (for the 2006 24-hour standard); the 2015 Plan for the 1997 PM<sub>2.5</sub> Standard (for annual and 24-hour standards); the 2016 Moderate Area Plan for the 2012 PM<sub>2.5</sub> Standard; the 2018 Plan for the 1997, 2006, and 2012 PM<sub>2.5</sub> Standards; and the 2004 Revision to the California State Implementation Plan for Carbon Monoxide. The State does not have an attainment deadline for the ozone standards; however, it does require implementation of all feasible measures to achieve attainment at the earliest date possible. State PM<sub>10</sub> and PM<sub>2.5</sub> standards have no attainment planning requirements, but must demonstrate that all measures feasible for the area have been adopted.

a) ***Less Than Significant Impact:*** The Air District recommends a three-tiered approach to determine project significance using pre-calculated levels for comparison. The Air District uses these recommended thresholds of significance for determining whether projects have a significant adverse air quality impacts as defined by CEQA (See **Tables 3-1 and 3-2**).<sup>3</sup> The three levels are as follows:

- Small Project Analysis Level (SPAL) – A level at which there is virtually no possibility of exceeding the Air District’s thresholds of significance;
- Cursory Analysis Level (CAL) – Projects over the SPAL but may be close to the Air District’s thresholds of significance (and may be able to drop below the CAL with effective mitigation)
- Full Analysis Level (FAL) – Projects of sufficient magnitude that the emissions would definitely be greater than the Air District’s thresholds of significance.

#### **“Small Project Analysis Level (SPAL) – Project size**

The District has established thresholds of significance for criteria pollutant emissions, which are based on District New Source Review (NSR) offset requirements for stationary sources. Using project type and size, the District has pre-quantified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants.

In the interest of streamlining CEQA requirements, projects that fit the descriptions and project sizes provided below are deemed to have a less than significant impact on air quality and as such are excluded from quantifying criteria pollutant emissions for CEQA purposes.”<sup>4</sup> Following are SPAL thresholds based on Vehicle Trips and Project Type.

<sup>3</sup> Air District. CEQA Project Analysis Levels. <http://www.valleyair.org/transportation/ceqaanalysislevels.htm>. Accessed December 6, 2018.

<sup>4</sup> Air District. Small Project Analysis Level (SPAL). March 1, 2017. <http://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI-SPAL.PDF>. Accessed December 6, 2018.

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
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<b>Table 3-1 Small Project Analysis Level (SPAL) by Vehicle Trips</b>	
<b>Land Use Category</b>	<b>Project Size</b>
Residential Housing	1,453 trips/day
Commercial	1,673 trips/day
Office	1,628 trips/day
Institutional	1,707 trips/day
Industrial	1,506 trips/day
<i>Source: Air District. Small Project Analysis Level (SPAL), Table 5-2. March 1, 2017</i>	

<b>Table 3-2 Small Project Analysis Level (SPAL) by Project Type</b>	
<b>Land Use Category</b>	<b>Project Size</b>
General Light Industry	510,000 ft <sup>2</sup>
Heavy Industry	920,000 ft <sup>2</sup>
Industrial Park	370,000 ft <sup>2</sup>
Manufacturing	400,000 ft <sup>2</sup>
<i>Source: Air District. Small Project Analysis Level (SPAL), Table 5-3(d). March 1, 2017.</i>	

As indicated in the Traffic Impact Study included in Attachment “E” of this MND, the Project is expected to generate 508 daily vehicle trips, which will not exceed the Air District’s SPAL threshold for vehicle trips per day. Also, as the proposed Project contains 323,222 ft<sup>2</sup> of buildings (i.e., mini storage units, an office, a residence, and a garage), it also does not exceed the Air District’s SPAL threshold of 510,000 ft<sup>2</sup> as the mini-storage is comparable to a light industrial-type use. As the Project falls below the SPAL limits for both vehicle trips and project size, the Project will not have a significant impact on air quality.

Although not required by the Air District for projects qualifying under SPAL, for purposes of full disclosure, an emissions analysis was prepared by RMA staff with air quality expertise (Jessica Willis, Planner IV) which is included in Attachment “A” of this document. The *California Emissions Estimator Model (CalEEMod)* was used to quantify Project related construction and operation criteria pollutant emissions. This model is accepted by the Air District for calculating potential air emissions for specific projects. The model results are then compared to the Air District’s annual emissions thresholds of significance which are identified in **Table 3-3**.

<b>Table 3-3 Air Quality Thresholds of Significance – Criteria Pollutants</b>			
<b>Pollutant/ Precursor</b>	<b>Construction Emissions</b>	<b>Operational Emissions</b>	
		<b>Permitted Equipment/Activity</b>	<b>Non- Permitted Equipment/Activity</b>
	<b>Tons per Year (tpy)</b>	<b>Tons per Year (tpy)</b>	<b>Tons per Year (tpy)</b>
<b>CO</b>	100	100	100
<b>NO<sub>x</sub></b>	10	10	10
<b>ROG</b>	10	10	10
<b>SO<sub>x</sub></b>	27	27	27
<b>PM<sub>10</sub></b>	15	15	15
<b>PM<sub>2.5</sub></b>	15	15	15
<i>Source: Air District, GAMAQI, Table 2, page 80</i>			

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
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The emissions were evaluated for a worst-case scenario and were modeled assuming construction of the entire project could be completed in an 18-month period (January 2019 through July 2020). The *CalEEMod* model run is included as a component of Attachment “A” of this MND. **Table 3-4** provides summary results of Project related construction and operational emissions. As indicated in **Table 3-4**, the emissions model results provided annual operation related emissions of 1.72 tpy ROG, 1.85 tpy NO<sub>x</sub>, 0.59 tpy PM<sub>10</sub>, 0.16 tpy PM<sub>2.5</sub>, 2.41 tpy CO, and 0.009 tpy SO<sub>x</sub>, which are below the Air District’s threshold for each pollutant. The model results indicate that the proposed Project falls below SPAL thresholds for vehicle trip and project size and all Project related emissions are below the Air District’s thresholds of significance at a project specific level. Therefore, the proposed Project will not potentially conflict with or obstruct the implementation of the any Air District air quality plans. As such, the impact is less than significant.

<b>Table 3-4 Project-Related Criteria Air Pollutant Emissions</b>						
	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>Construction Emissions</b>						
Year 2019 (tons/year)	0.4669	4.2898	3.2308	0.00685	0.4502	0.2758
Year 2020 (tons/year)	2.4334	1.4500	1.2926	0.00288	0.1409	0.0824
Construction Total (tons/year)	2.9003	5.7398	4.5234	0.00973	0.5911	0.3582
CEQA Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No
Yearly Maximum (pounds/day) <sup>a</sup>	35.0129	32.9985	24.8523	0.0527	3.4631	2.1215
Total Construction (pounds/day) <sup>b</sup>	22.3100	44.1523	34.7954	0.0748	4.5469	2.7554
AAQA Screening Threshold	100	100	100	100	100	100
Exceeds Threshold?	No	No	No	No	No	No
<b>Operational Emissions</b>						
Year 2020 (tons/year)	1.7211	1.8508	2.4141	0.00876	0.5850	0.1640
CEQA Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No
Year 2020 (pounds /day) <sup>b</sup>	9.4307	10.1414	13.2279	0.048	3.2055	0.8986
AAQA Screening Threshold	100	100	100	100	100	100
Exceeds Threshold?	No	No	No	No	No	No
<sup>a</sup> Value based on highest annual emissions, assuming 260 construction days in 2019 and 139 construction days in 2020. <sup>b</sup> Value based on the sum of all construction and for worst-case scenario assumes all construction occurs in one year (260 work days) <sup>c</sup> Values based on 365 operational days per year.						
Source: CalEEMod report (see Attachment “A”).						

The Project falls below the Air District’s SPAL levels and Project related emissions will not exceed the Air District’s thresholds of significance; therefore, the Project will not conflict with or obstruct implementation of the applicable air quality plan. As such, the Project will have a less than significant impact on air quality.

- b) **Less Than Significant Impact** - Nearly all development projects have the potential to generate pollutants that will worsen air quality so it is necessary to evaluate air quality impacts to comply with California Environmental Quality Act. The Air District’s *Guidance for Assessing and Mitigating Air Quality Impacts* (GAMAQI) states, “Determination of whether project emissions would violate any ambient air quality standard is largely a function of air quality dispersion modeling. If project emissions would not exceed State and Federal ambient air quality standards at the project’s property boundaries, the project would be considered to not violate any air quality

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
<p>standard or contribute substantially to an existing or projected air quality violation. The need to perform an air quality dispersion modeling analysis for any project (urban development, commercial, or industrial projects) is determined on a case-by-case basis depending on the level of emissions associated with the proposed project.”<sup>5</sup></p> <p>The Air District’s guidance <i>Ambient Air Quality Analysis Project Daily Emissions Assessment</i> provides a procedure, consisting of three steps, to determine the significance of a project’s impact on ambient air quality.<sup>6</sup> These steps are: (1) determination of applicability to District Rule 9510 (Indirect Source Review); (2) quantification of construction and operational emissions; and (3) preparation of ambient air quality analysis (AAQA) modeling if emissions exceed 100 pounds per day. This Project exceeds the 25,000 square foot and 125,000 square foot applicability thresholds of Rule 9510 for light industrial space. As such quantification of Project-related emissions is required. An emissions analysis using the CalEEMod program was prepared by RMA staff (included in this Initial Study as Attachment “A”) to quantify Project-related emissions.</p> <p>As indicated in <b>Table 3-4</b>, using the CalEEMod analysis to estimate the total construction emissions resulted in: 2.90 tons ROG, 5.74 tons NOx, 4.52 tons CO, 0.0097 tons SO<sub>2</sub>, 0.59 tons PM<sub>10</sub>, and 0.36 tons PM<sub>2.5</sub>. Assuming a worst-case construction scenario (i.e., all construction activities occur in one year and 260 days of construction), the average daily emissions are estimated to be: 22.31 pounds/day ROG, 44.15 pounds/day NOx, 34.80 pounds/day CO, 0.07 pounds/day SO<sub>2</sub>, 4.54 pounds/day PM<sub>10</sub>, and 2.76 pounds/day PM<sub>2.5</sub>.</p> <p>Similarly using the CalEEMod analysis estimated the total operational emissions resulted in: 1.7211 tons/year ROG, 1.8508 tons/year NOx, 2.4141 tons/year CO, 0.00876 tons/year SO<sub>2</sub>, 0.5850 tons/year PM<sub>10</sub>, and 0.1640 tons/year PM<sub>2.5</sub>. Given that operations will occur 365 days per year, the average daily emissions are estimated to be: 9.43 pounds/day ROG, 10.14 pounds/day NOx, 13.23 pounds/day CO, 0.05 pounds/day SO<sub>2</sub>, 3.21 pounds/day PM<sub>10</sub>, and 0.90 pounds/day PM<sub>2.5</sub>.</p> <p>As demonstrated by the emissions analysis presented above, Project construction-related and operation-related emissions will not exceed the 100 pound per day threshold for preparation of an AAQA; therefore, the Project will not violate any air quality standards or contribute substantially to an existing air quality violation.</p> <p>Furthermore, the Air District requires concerted efforts to reduce project-related emissions, including compliance with the following rules and regulations: Regulation VIII (Fugitive PM<sub>10</sub> Prohibitions), Rule 4102 (Nuisance), Rule 4641 (Cutback, Slow Cure and Emulsified Asphalt, Paving and Maintenance Operations), and Rule 9510 (Indirect Source Review). As such, the Project will not violate any air quality standards or contribute substantially to an existing or projected air quality violation.</p> <p>c) <b>Less Than Significant Impact</b> - The Project will be required to comply with Air District standards and rules/regulations. As demonstrated in <b>Table 3-4</b>, Project annual operational emissions do not exceed the Air District’s thresholds of significance for any criteria pollutant. Furthermore, compliance with District Rule 9510 (Indirect Source Review) will further reduce already less than significant project related impacts through the incorporation of project design elements to reduce NOx and PM<sub>10</sub> emissions or the payment of off-site mitigation fees to fund alternative projects in order to achieve reductions on the Project’s behalf. Therefore, the Project will have a less than a significant impact to this Checklist Item.</p> <p>d) <b>Less Than Significant Impact</b> - The Air District suggests that projects classified as meeting SPAL examine areas surrounding the project site for sources of toxic air contaminants, hazardous materials, and odors and to verify the</p>					

<sup>5</sup> Air District, GAMAQI, Page 65. [http://www.valleyair.org/transportation/GAMAQI\\_3-19-15.pdf](http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf). Accessed December 6, 2018.

<sup>6</sup> Air District, Ambient Air Quality Analysis Project Daily Emissions Assessment. <http://www.valleyair.org/transportation/CEQA%20Rules/Ambient-Air-Quality-Analysis-Project-Daily-Emissions-Assessment.pdf>. Accessed December 6, 2018.

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
<p>project itself is not a source of toxic air contaminants or other hazardous air pollutants. County staff evaluated all sources of emissions to determine whether an HRA should be conducted.</p> <p>The Project site is located in generally mixed-use inhabited rural-to-urban transition area. The nearest residence is approximately 25 feet south of the Project boundary and the nearest worker site is approximately 25 feet west of and adjacent to the Project boundary. Approximately 12 rural residences and a 54-unit rural residential subdivision are within ½ mile of the parcel boundary, with the majority of these residences (the 54-unit rural residential subdivision) located south of the Project site, east of SR 63. No other sensitive receptors such as schools, hospitals, convalescent homes, or other sensitive institutions are located within two miles of the Project site. The proposed Project does not handle hazardous materials with the exception of the sale of pre-packaged, common cleaning supplies (such as bleach, ammonia, etc.) and use of cleaning and office supplies (such as printer/copier ink) in daily operations. Medium- and Heavy-duty diesel trucks would be a source of diesel particulate matter, which is considered to be a toxic air contaminant. Once operational, it is not anticipated that the Project would receive any heavy-duty truck or medium-duty truck deliveries.</p> <p>Construction activities will result in temporary, short-term emissions of particulate exhaust emissions from the operations of off-road heavy-duty diesel equipment (diesel PM). Diesel PM was identified as a TAC by ARB in 1998. The risks estimated for an exposed receptor are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments should be based on a 70-year exposure period.</p> <p>The possible sensitive receptor exposure period from the proposed project's construction activities is brief (i.e., less than 18 months) and mobile equipment will not operate in the immediate proximity of any off-site sensitive receptor for an extended period of time. As noted earlier in Item a), above, the proposed Project site is adjacent to a generally mixed-use inhabited rural-to-urban transition area. Approximately 12 rural residences and a 54-unit rural residential subdivision are within ½ mile of the parcel boundary, with the majority of these residences (the 54-unit rural residential subdivision) located south of the Project site, east of SR 63. As noted earlier, there are no sensitive receptors such as schools, hospitals, convalescent homes, or other sensitive institutions located within two miles of the Project site. Thus, because the use of off-road, heavy-duty construction-related equipment will occur for a relatively brief period of time (i.e., 18 months), will be temporary, and intermittent in nature; construction-related TAC emissions are not anticipated to expose sensitive receptors to substantial concentrations of TACs.</p> <p>Tulare County RMA staff has prepared screening analyses for heavy-duty truck-related health risk impacts for other projects that include a higher volume of daily/weekly heavy-duty vehicles than this proposed Project. Air pollutants are linear by nature, as such, it is appropriate to compare a previously approved project with the proposed Project. Therefore, by analogy, one such screening analysis indicated that a project with 2,600 heavy-duty trucks per year would have an estimated health risk of 4.98 in one million for a work site receptor located approximately 25 feet north of the project boundary and a risk of 0.94 in one million for a residential receptor approximately 638 feet southwest of the project boundary (Diesel Truck Health Risk Screening memo, PSP 14-052). As this project will include only construction-related heavy-duty equipment activities and no operational heavy-duty truck activities, the Project would result in intermittent, temporary, and short-term emissions of particulate exhaust emissions from the operations of off-road heavy-duty diesel equipment (diesel PM). As the possible sensitive receptor exposure period from the proposed Project's construction activities is brief (i.e., less than 18 months); mobile equipment will not operate in the immediate proximity of any off-site sensitive receptor for an extended period of time; the temporary, short-term, and intermittent in nature of construction-related, TAC emissions are not anticipated to expose sensitive receptors to substantial concentrations of TACs. As such, it is anticipated that Project-related health risks would not exceed the Air District's health risk thresholds. Therefore, based on the information presented, the County has concluded that an HRA will not be required for determining risks associated with on-site</p>					



		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
<p>heavy-duty vehicles.</p> <p>Furthermore, the Applicant is required to comply with all local, state, and federal policies related to emission of toxic air pollutants in the event such pollutants require control efforts to minimize their impacts. Tulare County Environmental Health Services Division will require a Hazardous Waste Business Plan if materials exceed their thresholds. As such, the Project will not expose sensitive receptors to substantial pollutant concentrations resulting in impacts that are less than significant.</p> <p>e) <b>Less Than Significant Impact</b> - As noted earlier, approximately 66 sensitive receptors (residences) are within ½ mile of the facility, with the majority of these residences (approximately 54) are located east of State Route 63 (with the nearest residence located approximately 25 feet south of the Project site). Potential odor sources associated with the Project could originate from diesel exhaust from construction equipment and fumes from architectural coatings and paving operations during the construction phase; and from diesel exhaust from diesel powered vehicles (e.g., light-to-medium-duty moving trucks) once the Project becomes operational. However, these odors, if perceptible, would dissipate rapidly as they mix with the surrounding air and would be of very limited duration. As such, Project-related objectionable odors would not affect a substantial number of people in the area; therefore, the Project would result in less-than-significant impact as due to odors.</p>						
<b>4.</b>	<b>BIOLOGICAL RESOURCES</b>					
	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	d)	Interfere substantially with the movement of any native resident or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
		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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Analysis:**

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: ERM-1.1 *Protection of Rare and Endangered Species*; ERM-1.6 *Management of Wetlands*; ERM-1.7 *Planting of Native Vegetation*.

- a) ***Less Than Significant Impact With Mitigation*** – A CNDDDB search investigation/query identified potential special status species which might occur onsite or in the project vicinity. Sources of information used in their research included: the *California Natural Diversity Data Base (CNDDDB)* (DFG 2018) related to plants and animals of the San Joaquin Valley region. See Attachment “B” for the Biological Resources Evaluation Technical Memorandum which includes a complete listing of all potential species for the Project vicinity. The CNDDDB searches indicated that there were four special status plant species (California jewelflower (*Caulanthus californicus*), Hoover's spurge (*Euphorbia hooveri*), San Joaquin adobe sunburst (*Pseudobahia peirsonii*), San Joaquin Valley Orcutt grass (*Orcuttia inaequalis*)) and ten special status wildlife species (blunt-nosed leopard lizard (*Gambelia sila*), California tiger salamander (*Ambystoma californiense*), San Joaquin kit fox (*Vulpes macrotis mutica*), Swainson's hawk, (*Buteo swainsoni*), Tipton kangaroo rat (*Dipodomys nitratoideus nitratoideus*), tricolored blackbird (*Agelaius tricolor*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), and western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)) previously recorded within the 9-quad Project vicinity. Of these 14 special status species, only four (California jewelflower, San Joaquin adobe sunburst, San Joaquin kit fox, and western yellow-billed cuckoo) were recorded within five miles of the Project site. Biological field surveys were not conducted during this biological investigation because of the highly disturbed nature of the site.

As contained in the CNDDDB results (in Attachment “B”), the presence of Swainson's hawk was indicated within 10 miles of the site in the last 10 years. Other raptors, such as white-tailed kite, red-tailed hawks, great-horned owls and barn owls are all known to forage and nest in the various areas throughout Tulare County, however, no evidence is available to suggest these species are within the vicinity of the Project site (for example, through CNDDDB information and existing uses; such as residential uses, commercial uses, roadways, etc., and the absence of trees for nesting). The nearest tree suitable for nesting (other than decorative trees at the adjacent single-family residential subdivision) is approximately 1,200 feet east, while the next nearest tree is approximately 1,300 feet south/southeast.

RMA staff visited the site to conduct an existing field conditions visit to visually inspect the Project site's existing, physical condition. RMA staff discovered that the Project site is non-irrigated, does not contain or is adjacent to any

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
<p>water course, is denuded of ground vegetation (as it is disked regularly to control nuisance weeds and create fire protection buffers for adjacent land uses), has a limited number of non-native trees, and is actively used by current inhabitants vehicles (i.e., cars, pick-up trucks, medium-duty trucks, etc.) for parking and other off-road movements. Extensive and continuing disturbances to the landscape has removed any naturally occurring (or anthropogenic) habitat (e.g., wetlands, riparian habitat, sensitive community, or vernal pools) suitable for special status species (i.e., special status plant species (Hoover's spurge, San Joaquin adobe sunburst, and San Joaquin Valley Orcutt grass) and special status animal species (vernal pool fairy shrimp, vernal pool tadpole shrimp, California tiger salamander, Tipton kangaroo rat, tricolored blackbird, blunt-nosed leopard lizard, and San Joaquin kit fox). The California jewelflower is presumed to be extirpated (i.e., local extinction of a species that ceases to exist in the chosen geographic area of study, though it still exists elsewhere) from Tulare County.<sup>7</sup> The western yellow-billed cuckoo is also presumed to be extirpated in the Project area. Also, on September 17<sup>th</sup>, 2014, the U.S. Fish and Wildlife Service (USFWS) published its determination to reduce the southern portion of the Valley elderberry longhorn beetle (VELB's) presumed historic range, excluding Kings, Kern and Tulare Counties. As such, Tulare County is no longer considered within the range of the species. Therefore, the presence of the abovementioned plant or animal species (and their habitat) is highly unlikely and the Project would not involve any changes to habitat(s) of any special status species. However, as the site is adjacent to active farmland which could serve as breeding, denning, foraging, roosting, or nesting habitat and is within the historic range of some special status species (e.g., San Joaquin kit fox, tricolored blackbird, Swainson's hawk) and some species of special or conservation concern (e.g., bats, migratory birds, and raptors), mitigation is included requiring pre-construction surveys and additional mitigation, as deemed appropriate by the California Department of Fish and Wildlife, in the event a special status animal were to occur.</p> <p><u>Mitigation Measure(s):</u></p> <p><i>Mitigation for Special Status Plant Species and Plant Species of Special Concern</i></p> <p><b>4.1 Preconstruction Survey.</b> Preconstruction surveys shall be conducted following the protocols established in the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (2018) before any ground-disturbing activities are to begin. If the surveys detect the presence of listed or protected species, then the ground-disturbing activities impacting the plants and/or natural communities must cease until appropriate measures or consultation with the California Department of Fish and Wildlife (CDFW) and/or U.S. Fish and Wildlife Service (USFWS) can take place.</p> <p><b>4.2 Preconstruction Survey.</b> If preconstruction surveys detect special status species, the Applicant shall initiate informal consultation with the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS), if applicable. The Applicant shall communicate with and coordinate its activities with a CDFW/USFWS biologist who is specifically assigned to deal with these issues in Tulare County. That biologist shall identify, for the Applicant or the Applicant's engineer, measures for avoidance, minimization, and compensation if necessary.</p> <p><i>Mitigation for Nesting and Migratory Birds and Raptors</i></p> <p><b>4.3 Avoidance.</b> If feasible, tree removal and project buildout will occur outside of the avian nesting season, typically defined as February 1 to August 31.</p> <p><b>4.4 Preconstruction Surveys.</b> If future tree removal or construction activities are to occur between February 1 and August 31, a qualified biologist will conduct preconstruction surveys for active migratory bird nests no</p>					

<sup>7</sup> California Department of Fish and Wildlife. Accessed in November 2018 at: <https://www.wildlife.ca.gov/Conservation/Plants/Endangered/Caulanthus-californicus>.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	<p>more than 10 days prior to the start of work. Should any activnests be discovered in or near proposed construction zones, the biologist shall establish a behavioral baseline of all identified nests and will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged and are capable of foraging independently. Identified nests shall be monitored to detect behavioral changes. If behavioral changes occur, the biologist shall consult with the Fresno Field Office of the CDFW to determine the best course of action.</p> <p><i>Mitigation for San Joaquin Kit Fox</i></p> <p><b>4.5 Preconstruction Survey.</b> Preconstruction surveys for the San Joaquin kit fox shall be conducted pursuant to the “Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance” (USFWS 2011) on and within 200 feet of the project site, no less than 14 days and no more than 30 days prior to the beginning of initial ground disturbance activities on the site. The primary objective is to identify kit fox habitat features (e.g., potential dens and refugia) on the project site and evaluate their use by kit foxes. If a potentially active kit fox den is detected within or immediately adjacent to the area of work, the Sacramento Field Office of the USFWS and the Fresno Field Office of the CDFW shall be contacted immediately to determine the best course of action and a minimum 3-day focused survey shall be conducted using a tracking medium and/or infrared camera to determine use. Preconstruction surveys will be repeated following any lapses in construction of 30 days or more.</p> <p><b>4.6 Avoidance.</b> Should active or potentially active kit fox dens be detected during preconstruction or focused surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified immediately. A minimum 50-foot disturbance-free buffer will be established around potential or atypical (manmade) burrows and a 100-foot disturbance-free buffer around known or previously occupied dens, or as otherwise determined to be appropriate pursuant to consultation with the USFWS and CDFW. Buffer areas shall be maintained until an agency-approved biologist has determined that the burrows have been abandoned. If CDFW determines that take cannot be avoided, an Incidental Take Permit shall be obtained prior to the start of ground disturbing activities.</p> <p><b>4.7 Minimization.</b> Future construction activities will observe all minimization measures presented in the USFWS Standardized Recommendations. Such measures include, but are not limited to: restriction of construction-related vehicle traffic to established roads, construction areas, and other designated areas; inspection and covering of structures (e.g., pipes), as well as installation of escape structures, to prevent the inadvertent entrapment of kit foxes; restriction of rodenticide and herbicide use; and proper disposal of food items and trash.</p> <p><b>4.8 Mortality Reporting.</b> The Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified immediately (by phone, email, in person) and in writing within three working days in case of the accidental death or injury to a San Joaquin kit fox during construction. Notification must include the date, time, location of the incident or of the finding of a dead or injured animal, and any other pertinent information.</p> <p><b>4.9 Employee Education Program.</b> Prior to the start of construction activities, the applicant will retain a qualified biologist to conduct a tailgate training for all construction staff on the San Joaquin kit fox. This training will include a description of the kit fox and its habitat needs; a report of the occurrence of kit fox in the project site; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of the measures being taken to reduce impacts to the species during construction. Attendees</p>				

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
<p>will be provided a handout with all of the training information included in it. The applicant will use this handout to train any construction personnel that were not in attendance at the first meeting, prior to those personnel starting work on the site.</p> <p><i>Mitigation for Roosting Bats</i></p> <p><b>4.10 Avoidance.</b> To avoid potential impacts to maternity bat roosts, future tree and building removal should occur outside of the period between April 1 and September 30, the time frame within which colony-nesting bats generally assemble, give birth, nurse their young, and ultimately disperse.</p> <p><b>4.11 Preconstruction Survey.</b> If any removal of mature trees or buildings is to occur between April 1 and September 30 (general maternity bat roost season), then within 30 days prior to scheduled removal, a qualified biologist will conduct a survey for roosting bats. The biologist will visually inspect all potential roost sites for individual bats, guano, and staining, and will listen for bat vocalizations. If necessary, the biologist will wait for nighttime emergence of bats from roost sites. If bats are observed to be roosting, the Fresno Field Office of CDFW shall be consulted to determine the best course of action and to determine whether a Bat Eviction Plan is required. If no bats are observed to be roosting or breeding, then no further action would be required, and construction could proceed.</p> <p><b>4.12 Minimization.</b> If a non-breeding bat colony is found in disturbance areas, the individuals will be humanely evicted from trees and/or buildings, under the direction of a qualified biologist. To ensure that no harm or “take” of any bats occurs as a result of construction activities, the colony site shall be monitored to ensure that all bats have exited the roost.</p> <p><b>4.13 Avoidance.</b> If a maternity colony is detected during preconstruction surveys, a disturbance-free buffer will be established around the colony and remain in place until a qualified biologist determines that the nursery is no longer active. The disturbance-free buffer will range from a minimum of 50 to 100 feet as determined by the biologist.</p> <p>Therefore, the Project would result in less than significant impact with mitigation.</p> <p>b) <b>No Impact</b> – As indicated in Item a), above, extensive and continuing disturbances to the landscape has removed any naturally occurring (or anthropogenic) habitat (e.g., wetlands, riparian habitat, sensitive community, or vernal pools) suitable for special status species. As such, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Therefore, there would be no impact to this resource.</p> <p>c) <b>No Impact</b> - The National Wetlands Inventory does not identify any wetland and aquatic features within the project site, including: palustrine, emergent, temporarily flooded wetlands.<sup>8</sup> However, two Tulare Irrigation District canals, are within the Project vicinity. During construction best management practices, including compliance with all applicable Regional Water Quality Control Board (RWQCB) requirements, including a storm water pollution prevention plan (SWPPP), will be required. Prior to issuance of the special use permit and building permits, a grading and drainage plan will be submitted and approved by the Tulare County RMA Engineering Branch. The Project will not substantially alter the existing drainage pattern of the site and will be designed such that stormwater will be retained onsite. As such, the Project would have no impact on this resource.</p>					

<sup>8</sup> National Wetlands Inventory. Accessed November 2018 at: <https://www.fws.gov/wetlands/data/mapper.html>

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
d)	<p><b>No Impact</b> - The Project site does not provide essential habitat for migratory birds as it is relatively small, it is denuded of vegetation, and has a limited number of native and non-native or surrogate trees. The absence of habitat likely eliminates the site's ability to represent a unique or important resource for migratory birds (and bats). Because the Project site is immediately adjacent to State Route 63 and it does not contain any physical habitat attractors (i.e., water courses, trees, etc.), the Project is unlikely to affect the movement of wildlife through the area.</p> <p>The use of the Project Site as a "movement corridor" by native wildlife is not likely as habitats from the site that were once native to the San Joaquin Valley and areas of significant native habitat important to native wildlife species are absent in the general site vicinity. Wildlife movement corridors in the San Joaquin Valley are more typically associated with natural drainages (rivers and creeks) having significant riparian vegetation along the channel banks. Alternatively, wildlife movement corridors may link important habitat patches of similar values for similar assemblages of species. The Project Site fits neither criterion. Therefore, the proposed project will have no effect on wildlife movement corridors and wildlife habitat. As such, no impact related to this Checklist Item will occur.</p>				
e)	<p><b>No Impact</b> - The County of Tulare does not have an adopted local Oak Tree Management Plan and no Oak woodlands occur within the Project Site. The proposed project will have no impact on oak woodlands.</p>				
f)	<p><b>No Impact</b> - According to the California Department of Fish and Wildlife, there are no Natural Community Conservation Plans and one Habitat Conservation Plan, the PG&amp;E San Joaquin Valley Operations and Maintenance Habitat Conservation Plan, within Tulare County.<sup>9</sup> According to the U.S. Fish and Wildlife Service's Environmental Conservation Online System (ECOS) there are at five listed Habitat Conservation Plans in Tulare County including portions of the PG&amp;E San Joaquin Valley Operations Maintenance Habitat Conservation Plan; State Route 99/Cartmill Avenue Interchange Low-effect HCP; the Tulare Irrigation District Main Intake Canal Lining Project; the Woodville Solid Waste Deposit Expansion Project; and portions of the Kern Water Bank.<sup>10</sup> The Project site is not subject to these plans. As such, no impact related to this Checklist Item will occur.</p>				
<b>5.</b>	<b>CULTURAL RESOURCES</b>				
	Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Disturb any human remains, including those interred outside of	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>9</sup> California Department of Fish and Wildlife. Summary of Natural Community Conservation Plans (NCCPs). October 2017. <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=15329&inline> and California Regional Conservation Plans. October 2017. <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>. Accessed December 6, 2018.

<sup>10</sup> U.S. Fish and Wildlife Service. ECOS Environmental Conservation Online System. Habitat Conservation Plans. <https://ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP>. Accessed December 6, 2018.

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
	formal cemeteries?				

**Analysis:**

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: ERM-6.1 *Evaluation of Cultural and Archaeological Resources*.

A search by the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS) to identify areas previously surveyed and identify known cultural resources present within or in close proximity to the Project Study Area was conducted on November 6, 2017 (see Attachment “C”). A search of the Sacred Lands Inventory on file with the Native American Heritage Commission (NAHC) was also requested and resulted in negative results (i.e., no sacred lands were identified in the Project site) in a letter received from the NAHC on November 7, 2018 (see Attachment “C”).

a) ***Less Than Significant Impact With Mitigation*** - There are no known historical resources located on the Project site and the Project site has no recorded historic structures, monuments, or markers. According to the information provided by the SSJVIC, there have been no previous cultural resource studies conducted within the project area. There have been three studies conducted within the one-half mile radius (TU-01085, -01498, and -01747). There are no recorded cultural resources within the project area and it is not known if any exist there. There is one recorded resource within the one-half mile radius (P-54005288). This resource is an historic era canal. The records search included historic sites listed on the National Register of Historic Places, the California Inventory of Historic Resources, the California State Historic Landmarks Registry, and in the Center files of pertinent historical and archaeological data.

A Sacred Lands File search was conducted by the Native American Heritage Commission. The NAHC provided a response letter on November 7, 2017 indicating “negative results” (i.e., no sacred lands were identified on the Project site). Also, six Native American tribes were contacted and were provided an opportunity to consult in this Project; no tribes accepted the consultation property and no tribes raised the possibility of Native American artifacts or other resources being present on the Project site (see Attachment “C” of this MND).

However, despite the absence of documented cultural resources within the project area, undiscovered potentially significant resources might still exist in the area and subsurface resources could be discovered during subsurface construction-related activities. In such an event, potentially significant impacts to previously unknown subsurface resources may occur. With the implementation of **Mitigation Measure 5-1**, the Project-specific impacts would be less than significant with mitigation.

**Mitigation Measure(s):**

**5-1** In the event that historical, archaeological or paleontological resources are discovered during site excavation, the County shall require that grading and construction work on the Project site be immediately suspended until the significance of the features can be determined by a qualified archaeologist or paleontologist. In this event, the specialists shall provide recommendations for measures necessary to protect any site determined to contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recover, excavation analysis, and curation of archaeological or paleontological materials. County staff shall consider such recommendations and implement them where they are feasible in light of Project design as previously approved by the County.

With the implementation of **Mitigation Measure 5-1**, as applicable, therefore, the Project will not result in any substantial adverse change in the significance of an historical resource as defined in Section 15064.5.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
<p>b) <b><i>Less Than Significant Impact With Mitigation</i></b> - The CHRIS and NAHC/SLF searches did not identify any archaeological (or cultural) resources. Additionally, the Project site has no natural streams, rivers, or geologic features on or near the site which may suggest the presence of archaeological resources. However, as noted earlier, there is a possibility that subsurface resources could be uncovered during construction-related activities. In such an event, potentially significant impacts to previously unknown subsurface resources may occur. <b>Mitigation Measure 5-1</b> will be implemented which requires cessation of grading or construction if any paleontological, archaeological or historical resources are discovered during surface or subsurface grading or construction activities on the site. As such, the Project will result in a less than significant impact with mitigation.</p> <p>c) <b><i>Less Than Significant Impact</i></b> – No paleontological resources or unique geologic feature of paleontological or cultural value have been identified at the proposed Project site. However, <b>Mitigation Measure 5-1</b> will be implemented which requires cessation of grading or construction if any paleontological, archaeological or historical resources are discovered during surface or subsurface grading or construction activities on the site. Therefore, the Project will result in a less than significant impact.</p> <p>d) <b><i>Less Than Significant Impact</i></b> – The CHRIS, NAHC/SLF searches, and consultation with Native American tribes did not identify any known remains or formal cemeteries. However, a Standard Condition of Approval (below) will be imposed that requires immediate cessation of grading or construction, and other requirements specified by State law, in the unlikely event of discovering human remains during activities on the Project site.</p> <p><b>Condition of Approval:</b> Consistent with Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5, if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). In the event of the accidental [that is, unanticipated] discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:</p> <ol style="list-style-type: none"> <li>1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: <ol style="list-style-type: none"> <li>a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and</li> <li>b. If the coroner determines the remains to be Native American: <ol style="list-style-type: none"> <li>i. The coroner shall contact the Native American Heritage Commission within 24 hours.</li> <li>ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.</li> <li>iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or</li> </ol> </li> </ol> </li> <li>2. Where the following conditions occur, the landowner or his/her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. <ol style="list-style-type: none"> <li>a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.</li> <li>b. The descendant fails to make a recommendation; or</li> <li>c. The landowner or his authorized representative rejects the recommendation of the descendent.</li> </ol> </li> </ol>					



		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
With implementation of this Condition of Approval, potential Project impacts would be reduced to a less than significant impact.					
<b>6.</b>	<b>GEOLOGY/SOILS</b>				
	Would the project:				
	a)	Expose people or structures to 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 No. 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	ii)	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	iii)	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	iv)	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Analysis:					
The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: HS-1.2 <i>Development Constraints</i> ; HS-1.4 <i>Building and Codes</i> ; HS-1.11 <i>Site Investigations</i> ; HS-2.8 <i>Alquist-Priolo Act</i>					

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
<p><i>Compliance.</i></p> <p>a. i - iv) <b>No Impact</b> - As noted in Item 2 Agricultural and Forest Resources, the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey identifies on-site soil as Nord fine sandy loam, 0- 2% slopes on approximately 15% of the site and Tagus loam, 0 -2% slopes on approximately 85% of the site which results in a relatively flat site.<sup>11</sup> These soils are both well drained and predominantly remnants of alluvial fan soils. According to the Department of Conservation California Geological Survey (CGS) the Project site is not located within an earthquake fault zones, landslide zone, or liquefaction zone, or tsunami zone.<sup>12</sup> The Tulare County General Plan identifies three faults that are potential sources of seismic activity in Tulare County: the San Andreas Fault (approximately 40 miles west of the County boundary), the Owens Valley Fault Group (located on the eastern base of the Sierra Nevada mountains in Tulare County), and the Clovis Fault (located in Fresno County).<sup>13</sup></p> <p>According to the Health and Safety Element of the Tulare County General Plan 2030 Update, the proposed Project site lies within the V-1 seismic zone, which covers most of the San Joaquin Valley floor.<sup>14</sup> The V-1 seismic zone, which is characterized by a relatively thick section of sedimentary rock overlying a granitic basement, has “low” risks for shaking hazards, “minimal” risks for landslides, “low to moderate” risk for subsidence, “low” risks for liquefaction, and “minimal” risk for seiching.<sup>15</sup> According to the Five County Seismic Safety Element for Fresno, Kings, Madera, Mariposa, and Tulare Counties, “Amplification of shaking that would affect low to medium-rise structures is relatively high, but the distance of the faults that are expected sources of the shaking is sufficiently great that the effects should be minimal. The requirements of Zone II of the Uniform Building Code should be adequate for normal facilities.”<sup>16</sup></p> <p>There are no known active fault traces in the Project vicinity. The Project area is not within an established Alquist-Priolo Earthquake Fault Zone, Landslide Zone, or Liquefaction Zone. No active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low.</p> <p>Therefore, the Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving earthquakes, strong seismic ground shaking, liquefaction, or landslides</p> <p>b) <b>Less Than Significant Impact</b> – As noted in Item a), the Project site is relatively flat with well-drained soils. Construction activities associated with the proposed Project would involve grading, and excavation activities that could expose barren soils to sources of wind or water, resulting in the potential for erosion and sedimentation on and off the project site. Construction activities associated with the proposed Project would involve grading, and excavation activities that could expose barren soils to sources of wind or water, resulting in the potential for erosion and sedimentation on and off the project site. Standard development standards restrict grading and include erosion prevention. The Tulare County Public Works Branch recommended a grading and drainage plan as a Condition of Approval. As such, the following conditions of approval, as recommended by the Tulare County Public works will be implemented to reduce any potential impacts from soil erosion: A grading and drainage plan shall be prepared by a licensed civil engineer and shall be submitted to and approved by the Tulare County Resource Management Agency – Engineering Branch prior to the issuance of the special use permit and any building permits; the grading</p>					

<sup>11</sup> NRCS. Web Soil Survey, <http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed August 2018.

<sup>12</sup> CGS. Regulatory Maps Portal. Website <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>. Accessed August 2018.

<sup>13</sup> Tulare County General Plan 2030 Update, Background Report, Pages 8-6 to 8-7.

<sup>14</sup> Tulare County. General Plan 2030 Update. Part I – Goals and Policies Report, Chapter 10, Section 10.2 – Geologic and Seismic Hazards, Figure 10-5.

<sup>15</sup> Five County Seismic Safety Element for Fresno, Kings, Madera, Mariposa & Tulare Counties. 1974. Summary of Seismic Hazards & Safety Recommendations, following page 2

<sup>16</sup> Five County Seismic Safety Element for Fresno, Kings, Madera, Mariposa & Tulare Counties. 1974. Page 15

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
<p>and drainage plan shall include existing and proposed contours and detail the means of disposal of storm water runoff from the site in such a manner that all such runoff shall be collected and disposed of on-site; and grading and drainage plan shall specify a means of disposal such that runoff is not diverted to adjacent property or road frontage. A Condition of Approval requiring all on-site parking areas and driveways to be surfaces for all-weather conditions and continually maintained will further reduce soil erosion. Therefore, with implementation of the Conditions of Approval above, the Project would not result in substantial soil erosion or the loss of topsoil. A less than significant impact to this resource would occur.</p> <p>c) <b>Less Than Significant Impact</b> - As previously discussed in the response to Item 6 a), the potential for liquefaction and landslide at the Project site is low. The United States Department of Agriculture Natural Resources Conservation Service (USDA/NRCS) indicates that Nord fine sandy loam (on approximately 15% of the site) and Tagus loam (on approximately 85% of the site) underlie the Project site and are both well drained soils. These soils are not prone to landslide, spreading, subsidence, liquefaction or collapse. The proposed Project would implement all applicable requirements of the most recent California Building Standards Code, which provides criteria for the seismic design of buildings. Therefore, a less than significant impact to this resource would occur.</p> <p>d) <b>Less Than Significant Impact</b> - As previously discussed, the United States Department of Agriculture Natural Resources Conservation Service (USDA/NRCS) indicates that Nord fine sandy loam (on approximately 15% of the site) and Tagus loam (on approximately 85% of the site) underlie the Project site and are both well drained soils. The proposed Project would implement all applicable requirements of the most recent California Building Standards Code, which provides criteria for the seismic design of buildings. Therefore, a less than significant impact to this resource would occur.</p> <p>e) <b>Less Than Significant Impact</b> - The proposed Project will include a septic system (i.e., tank and leach field) to accommodate the wastewater resulting from administrative office use. The following Condition of Approval will ensure that an on-site septic system (i.e., tank and leach field) are installed as part of the Project: The Applicant must secure a permit from the Tulare County Environmental Health Department for an on-site septic disposal system and comply with permit conditions. The permit application will require an engineered design report. The engineered design report should include percolation testing and address the recommendations of the Geologic and Geotechnical Feasibility Report.</p> <p>Therefore, with implementation of the Condition of Approval above, a less than significant impact to this resource would occur.</p>						
7.	GREENHOUSE GAS EMISSIONS					
	Would the project:					
	a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b)	Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Analysis:						
The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: AO-3.4						

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
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*Landscape; ERM-4.2 Streetscape and Parking Improvements for Energy Conservation.*

This Initial Study is relying on the guidance and expertise of the San Joaquin Valley Unified Air Pollution Control District (Air District) in addressing greenhouse gas (GHG) emissions. The Air District is a public health agency with jurisdiction over air quality and resources in the San Joaquin Valley Air Basin. The following assessment follows the Air District's recommendation for evaluation of potential impacts on GHG emissions as provided in the *Guidance for Assessing and Mitigating Air Quality Impacts* (GAMAQI) adopted by the Air District Governing Board on March 19, 2015. The Air District has determined that projects complying with an approved GHG emission reduction plan or GHG mitigation program, which avoids or substantially reduces GHG emissions within the geographic area in which the project is located, would be determined to have a less than significant individual and cumulative impact for GHG emissions.<sup>17</sup>

The *Tulare County Climate Action Plan* (CAP) serves as a guiding document for County actions to reduce GHG emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the Tulare County General Plan 2030 Update which provides the supporting framework for development in the County. The CAP builds on the General Plan's framework with more specific actions that will be applied to achieve emission reduction targets required by State of California legislation. The Tulare County General Plan 2030 Update fulfills many sustainability and GHG reduction objectives at the program level. Individual projects that will implement the General Plan will comply with these policies resulting in long-term benefits to GHG reductions that will help the County achieve the CAP reduction targets. The CAP identifies the policies from the various General Plan elements that promote more efficient development, and reduce travel and energy consumption.

- a) ***Less Than Significant Impact*** – The Project includes the construction of 326,222 square foot mini-storage facility. The Project will result in direct GHG emissions from the construction of the Project and from the operations of the proposed buildings (heating and cooling, cleaning supplies, etc.) as well as from on-road vehicles used in the transport of customers and employees to and from the site.

The CAP requires projects to achieve an average of a 6-percent reduction in greenhouse gases over and above reductions achieved by adopted regulations. The CAP identifies a number of strategies and measures that can be used to achieve the required reductions. As indicated in **Table 7-1**, the Project is consistent with the GHG emissions reductions required by the CAP. Furthermore, **Table 7-2** (CAP/General Plan Consistency Analysis) assesses the Project's consistency with the CAP and measures recommended by the CAP.

<b>Table 7-1. Project GHG Emission Reductions</b>			
Source Category	Unmitigated Emissions (tons per year)	Mitigated Emissions (tons per year)	Percent Reduction (%)
Area	6.2200e-003	6.1300e-00.	1.45
Energy	250.9768	250.9768	0.00
Mobile	847.8508	759.5950	10.41
Waste	154.2148	154.2148	0.00
Water	196.9912	157.5930	20.03
Total	1,450.0397	1,322.3857	8.80
<i>Source: CalEEMod Emissions Modeling, see Attachment "D"</i>			

<sup>17</sup> Air District. GAMAQI. Page 112.

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
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It should be noted that; “In 2030, Tulare County is forecast to generate approximately 6.1 million tonnes of CO<sub>2</sub>e. The largest portion of these emissions (59 percent) is attributed to dairies/feedlots, while the second largest portion (20 percent) is from mobile sources. Per capita emissions in 2030 are projected to be approximately 27 tonnes of CO<sub>2</sub>E per resident.”<sup>18</sup> As shown in **Table 7-2** the Project is consistent with General Plan policies to reduce overall GHG emissions and will be required to reduce GHG emissions by 6% consistent with the CAP. Therefore, Project related GHG emissions will result in a less than significant impact.

- b) **No Impact** – As indicated in **Table 7-2**, this Project is consistent with the Tulare Climate Action Plan and the Tulare County General Plan. The Project will not conflict with any Air District rules/regulations, for the purpose of reducing greenhouse gas emissions. The proposed Project’s objectives and Project components do not conflict with the goals of AB 32 and the State’s greenhouse gas reduction targets. Thus, the proposed Project is consistent with the aforementioned plans, policies, and regulations. No impacts related to this Checklist Item will occur.

<b>Table 7-2 CAP/General Plan Consistency Analysis</b>	
<b>Measure</b>	<b>Discussion</b>
Density Consistent with Blueprint goals	Project is consistent with Blueprint goals by developing within the Mooney Blvd. Corridor Concept Plan..
Pedestrian Network	The Project’s frontage along Mooney Blvd. will include pedestrian sidewalks.
Street Grid Measure	The Project is an infill development and has frontage only along Mooney Blvd.
Proximity to Bike Path/Bike Lanes Measure	Project is not currently served by bike lanes or paths; SR 63, between the Cities of Visalia and Tulare are not planned or used as bike routes..
Pedestrian Barriers Minimized	The Project is an infill development and has frontage only along Mooney Blvd. As such, it will not create any new pedestrian barriers.
Exceed Title 24 Measure - Commercial, Mixed-Use, Residential	The Project will be constructed consistent with the 2019 California Building Code. However, as there will be only one residence for the employee/resident managers, the Project may not exceed 2008 Title 24 by a minimum of 10 percent.
Energy Star Roof Measure – Commercial, Mixed-Use, Residential.	Project buildings have not been designed, but roof materials will be considered in achieving Title 24 energy efficiency requirements.
Non-Roof Surfaces Measure - Commercial	Project buildings have not been designed. Surfaces will be evaluated to determine the architectural design process and if it is economically viable to meet or exceed California Green Building Code Standards.
<b>Item</b>	<b>Required</b>
Percent reduction in greenhouse gas emissions	6%

<sup>18</sup> Tulare General Plan 2030 Update Background Report. Page 6-34.

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
	Consistency with General Plan policies with affects on energy consumption and greenhouse gas emissions	Yes			
	Consistency with Rural Valley Land Plans or Foothill Growth Management Plan development criteria	N/A			
	Consistency with Urban Growth Boundary expansion criteria	N/A			
	Consistency for development within Rural Community Urban Development Boundaries and Hamlet Development Boundaries	Yes. Consistent with development requirements of the Mooney Blvd. Corridor Concept Plan.			
<b>8.</b>	<b>HAZARDS AND HAZARDOUS MATERIALS:</b>				
	Would the project:				
	a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	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 for people residing or working the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	g)	Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	h)	Expose people or structures 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Analysis:**

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: HS-4.1 *Hazardous Materials*; HS-4.3 *Incompatible Land Uses*; and HS-4.4 *Contamination Prevention*.

- a) ***Less Than Significant Impact*** – Project construction-related activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction-related activities. Construction-related activities will also be required to comply with the California fire code to reduce the risk of potential fire hazards. The local fire agency will be responsible for enforcing the provisions of the fire code. These materials are not anticipated to expose human health or the environment to undue risks associated with their use and less than significant impacts will occur during construction activities.

Hazardous materials, such as cleaning supplies, general office supplies, and pest control, will be used and stored on the site during Project operations. The Tulare County Environmental Health Services Division (TCEHSD) requires submittal of a Hazardous Materials Business Plan, if the site ever handles or stores quantities of hazardous materials in excess of 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas or any amount of a hazardous waste. Compliance with local, state and federal regulations would be adequate such that the Project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, the Project would result in a less than significant impact to this resource.

- b) ***Less Than Significant Impact*** – The Project would not 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 or risk explosion. As noted above, the TCEHSD requires a Hazardous Materials Business Plan if the Applicant will handle or store quantities of hazardous materials in excess of 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas, or any amount of a hazardous waste. While the facility operates in compliance with local, state and federal regulations, there is no significant hazard to the public or the environment. Therefore, the Project would result in a less than significant impact to this resource.

- c) ***Less Than Significant Impact*** – The Tulare County Office of Education (TCOE) Planetarium and Science Center property and TCOE services is located approximately 350 feet northwest of the Project site (across State Route 63/Mooney Boulevard at the former Liberty Elementary School). However, other than cleaning supplies, general office supplies, and pest control products and/or other similar products, the Project will not use or store hazardous

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
<p>materials. As previously stated, a Hazardous Materials Business Plan would be required by the TCEHSD if the Applicant will handle or store quantities of hazardous materials in excess of 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas, or any amount of a hazardous waste. As such, the Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, the Project would result in a less than significant impact to this resource.</p> <p>d) <b>No Impact</b> - According to the State of California Department of Toxic Substances Control (DTSC) <i>EnviroStor</i> database map and <i>Hazardous Waste and Substance Sites List</i>, the Project site does not contain and is not proximate to a listed hazardous site, pursuant to Government Code Section 65962.5.<sup>19</sup> Therefore, the Project would result in no impact to this resource.</p> <p>e) <b>No Impact</b> – According to the <i>Tulare County Comprehensive Airport Land Use Plan</i> (CALUP), the Project site is not located within an airport land use plan or two miles of a public-use airport. The nearest public-use airports with airport land use plans are Visalia Municipal Airport (approximately five miles northwest of the Project site in Visalia) and Tulare Municipal Airport (Mefford Field, approximately 7.5 miles southwest of the Project site in Tulare). Therefore, the Project would result in no impact to public-use airports.</p> <p>f) <b>No Impact</b> – The Project site is not in the vicinity of any private airstrips. Therefore, the Project would result in less than significant impacts to this resource.</p> <p>g) <b>No Impact</b> – No emergency response evacuation plan is associated with the proposed Project. The Project is located immediately east of Mooney Blvd./SR 63 and will have one direct access/egress point off/on to Mooney Blvd./SR 63. As such, the Project will include safe evacuation and adequate access to emergency equipment; as such, the Project will not impair implementation of, or interfere with, County-adopted emergency response plans. Therefore, the Project would result in no impact to this resource.</p> <p>h) <b>No Impact</b> – The Project is lot located in or adjacent to wildlands, it is located in a transitional urbanized area between the Cities of Visalia and Tulare. As such, the Project would not expose people or structures 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. Therefore, the Project would result in no impact to or from this resource.</p>						
9.	HYDROLOGY AND WATER QUALITY					
	Would the project:					
	a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>19</sup> DTSC. *EnviroStor*, <http://www.envirostor.dtsc.ca.gov/public/>, and *Hazardous Waste and Substance Sites List*, [http://www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm). Accessed September 2018.



			<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
		which would not support existing land uses or planned uses for which permits have been granted)?				
	c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course or stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	e)	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	f)	Otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	j)	Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Analysis:**

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: HS-4.4 *Contamination Prevention*; WR-2.1 *Protect Water Quality*; WR-2.2 *National Pollutant Discharge Elimination System (NPDES) Enforcement*; WR-2.3 *Best Management Practices (BMPs)*; WR-2.4 *Construction Site Sediment Control*; WR-3.3 *Adequate Water Availability*.

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
a)	<p><b><i>Less Than Significant Impact</i></b> – The proposed Project will utilize an on-site, new septic tank and leach field which will be reviewed by the Tulare County Health and Human Services Agency (HHSA), Health Services Division (HSD). The following conditions of approval, as recommended by the Tulare County Environmental Health Services Division (EHSD) will be implemented to reduce potential impacts from wastewater treatment: the specifications and engineering data for the septic disposal system shall be reviewed and approved by the EHSD prior to the release of building permits; seepage pits are not allowed; and the Applicant shall submit a Will-Serve letter for water service prior to Project approval. The County Environmental Health Services Division requires that septic tanks and leach fields are located outside of areas subject to vehicular traffic and are not paved over. Alternatively, if the Applicant chooses to utilize an on-site well(s) for domestic purposes rather than connecting to the nearest provider, Applicant will be required to comply with all applicable HHSA requirements. Therefore, the Project would result in a less than significant impact to this resource.</p>				
b)	<p><b><i>Less Than Significant Impact</i></b> – The Project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Domestic water for the Project site is currently provided by an on-site well capable of providing water for the equivalence of an office/single-family residence and landscape irrigation (approximately 534,000 gallons). As noted earlier, the site currently contains two mobile-homes utilizing a common well; as such, an approximate water balance of the existing and proposed uses will likely occur. However, as noted in the Conditions of Approval in item a), the Applicant shall submit a Will-Serve letter from the California Water Company prior to Project approval or, alternatively, comply with all applicable HHSA requirements if the Applicant chooses to utilize an on-site well(s) for domestic purposes rather than connecting to the nearest provider. Therefore, the Project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. As such, the Project would result in a less than significant impact to this resource.</p>				
c)	<p><b><i>Less Than Significant Impact</i></b> – The Project will not substantially alter the existing drainage pattern of the Project site or the surrounding area, resulting in substantial erosion or siltation. The Project will retain all stormwater on-site through the utilization of storm water swales incorporated into the landscaping. As such, the following conditions of approval, as recommended by the Tulare County Public works will be implemented to reduce any potential impacts from soil erosion (see also Checklist Item 6 Geology/Soils): a grading and drainage plan shall be prepared by a licensed civil engineer and shall be submitted to and approved by the Tulare County Resource Management Agency – Engineering Branch prior to the issuance of the special use permit and any building permits; the grading and drainage plan shall include existing and proposed contours and detail the means of disposal of storm water runoff from the site in such a manner that all such runoff shall be collected and disposed of on-site; and grading and drainage plan shall specify a means of disposal such that runoff is not diverted to adjacent property or road frontage. A Condition of Approval requiring all on-site parking areas and driveways to be surfaces for all-weather conditions and continually maintained will further reduce soil erosion (see also Checklist Item 6 Geology/Soils). Therefore, the Project would result in a less than significant impact to this resource.</p>				
d)	<p><b><i>No Impact</i></b> – The Project will not substantially alter the existing drainage pattern of the site or area in a way that would increase surface runoff. As noted above, a grading and drainage plan is required as a Condition of Approval by County Engineering. Therefore, the Project would result in no impact to this resource.</p>				
e)	<p><b><i>No Impact</i></b> – The Project will not result in runoff water that would exceed capacity of existing or planned stormwater drainage systems, nor would the Project provide substantial additional sources of polluted runoff. The Project is not served by a community storm water drainage system; all stormwater will be retained onsite. As previously noted, a grading and drainage plan is required by County Engineering. Therefore, the Project would result in no impact to this resource.</p>				
f)	<p><b><i>No Impact</i></b> – The Project consists of a mini-storage facility and The Project will not utilize hazardous materials with</p>				

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
<p>the exception of general office and cleaning supplies. The Tulare County Environmental Health Services Division (TCEHSD) requires submittal of a Hazardous Materials Business Plan, if the site ever handles or stores quantities of hazardous materials in excess of 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas or any amount of a hazardous waste. There is low risk of hazardous materials being released to the environment on the Project site. As such, the Project will not otherwise substantially degrade groundwater quality. Therefore, the Project would result in no impact to this resource.</p>						
<p>g) <b>No Impact</b> – The Project is a retail store and no housing is proposed in the Project. As such, the Project will not place any housing within a 100-year flood hazard area. The Project site is located within a Flood Zone X, per Federal Emergency Management Agency (FEMA) National Flood Insurance Program Flood Insurance Rate Map (FIRM) for Community Number 065066, dated June 16, 2009, Panel No. 1676 (Map Nos. 06107C0940E and 06107C0945E).<sup>20</sup> Construction of buildings within a Flood Zone X requires no specific flood mitigation measures; however, FEMA recommends that all finished floor levels be elevated one (1) foot above adjacent natural ground. Therefore, the Project would result in no impact to this resource.</p>						
<p>h) <b>No Impact</b> – As noted Item g), above, the Project site is outside the 100-year flood hazard zone. Therefore, no structures will be affected by flood flows. As such, the Project would result in no impact to this resource.</p>						
<p>i) <b>No Impact</b> – The Project would not expose people or structures to a significant risk of loss, injury or death involving flooding including flooding as a result of the failure of a levee or dam. Therefore, the Project would result in no impact to this resource.</p>						
<p>j) <b>No Impact</b> – As the Project is not located in or near a lake or enclosed body of water, near a seashore, or located in lands conducive to mud slides/flows, the Project would not be subject to inundation by seiche, tsunami or mudflow. Therefore, the Project would result in no impact to this resource.</p>						
<b>10.</b>	<b>LAND USE AND PLANNING</b>					
	Would the project:					
	a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Analysis:</p> <p>The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: PF-1.2 <i>Location</i></p>						

<sup>20</sup> FEMA. <https://msc.fema.gov/portal/search?AddressQuery=tulare%20County%20California#searchresultsanchor>. Accessed October 2018.

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
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*of Urban Development; LU-1.10 Roadway Access; LU-4.5 Commercial Building Design.*

- a) **No Impact** - The entire ±15-acre Project site is located in unincorporated Tulare County. The proposed Project does not include a land division, roads, major infrastructure, transportation facility, or off-site construction. The requested Zone Change is site specific and does not apply to any properties other than the ±15-acre Project site. As such, the Project will not divide an established community and would result in no impact to this Checklist Item.
- b) **No Impact** - The Project site is currently designated by the Tulare County General Plan Land Use designation as Mooney Blvd. Concepts Plan. However, General Plan Amendment No. GPA 04-001 suspended the Mooney Corridor Plan and it was replaced with the Urban Boundaries Element. The General Plan 2030 Update Planning Framework Chapter replaced the Urban Boundaries Element upon its adoption in 2012. The Corridor Plan suspension remains in effect until an alternative plan is adopted by the Board of Supervisors. As such, the General Plan Update (and the Memorandum of Understanding (MOU)) provides the land use mechanism for development projects within this area. As such, the Project requires consistency with the GPU Policies in the Planning Framework Element and the MOU. The applicant proposes to change the land use designation of APN 150-050-014 from "Mooney Corridor" to "Mixed Use" and rezone the parcel from Tulare County zoning from Exclusive Agricultural – 20 acre minimum (AE-20) to General Commercial (C-2). Therefore, the Project would result in no impact to this resource.
- c) **No Impact** – As noted in the discussion for Biological Resources Checklist Item f), the Project site is not located in an area covered by an adopted habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservation plans. Therefore, the Project would result in no impact to this resource.

## 11. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis:

- a) **No Impact** – No oil or gas wells are located within or near the proposed Project site. According to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR)<sup>21</sup>, there are only three areas within Tulare County that produce (or have produced) gas and oil: the Trico gas field; and the Deer Creek (including Deer Creek North) and Terra Bella oil fields. The nearest of these fields (North Deer Creek) is located approximately 20 miles southeast of the Project site.<sup>22</sup> No other valuable mineral resources are known to exist on or near the Project site. Therefore, the Project would result in no impact to this resource.
- b) **No Impact** - According to the Environmental Resources Management Element of the Tulare County General Plan 2030 Update (Part I – Goals and Policies Report, Chapter 8), the most important minerals that are extracted in

<sup>21</sup> DOGGR. [http://www.conservation.ca.gov/dog/maps/Pages/d4\\_index\\_map1.aspx](http://www.conservation.ca.gov/dog/maps/Pages/d4_index_map1.aspx). Accessed August 2018.

<sup>22</sup> Tulare County. General Plan 2030 Update Background Report, Figure 10-3.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
<p>Tulare County are sand, gravel, crushed rock, and natural gas. The Project site does not contain any of the minerals or natural resources of local or state significance known to exist in the County. According to the Environmental Resources Management Element, the Project site is not in a Mineral Resource Zone and none are in the immediate Project vicinity; the nearest mineral resource zone (MRZ-3a) is located approximately six miles northeast of the Project site (Section 8.2 – Mineral Resources, Figure 8-2). Therefore, the Project would result in no impact to this resource.</p>						
<b>12.</b>	<b>NOISE</b>					
Would the project result in:						
	a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b)	Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Analysis:  The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: HS-8.1 <i>Economic Base Protection</i>; HS-8.3 <i>Noise Sensitive Land Uses</i>; HS-8.6 <i>Noise Level Criteria</i>; HS-8.8 <i>Adjacent Uses</i>; HS-8.11 <i>Peak Noise Generators</i>; HS-8.14 <i>Sound Attenuation Features</i>; HS-8.18 <i>Construction Noise</i>; HS-8.19 <i>Construction Noise Control</i></p> <p>The Health and Safety Element of the Tulare County General Plan 2030 Update (Part I – Goals and Policies Report,</p>						

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
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Chapter 10) identifies noise producers in the County including highways and roads, railroads, manufacturing plants, airports, and agricultural operations. Table 10.1 of the Health and Safety Element (Section 10.8 – Noise, page 10-25) establishes noise level criteria for typical land uses throughout Tulare County. Exterior noise levels in the range of 60 dB Ldn or Community Noise Equivalent Level (CNEL), or below, are generally considered acceptable for residential land uses, 70 dB Ldn (or CNEL) or below are considered acceptable for golf courses, and 75 dB Ldn (or CNEL) or below are considered acceptable for industrial and agricultural uses.

The distinction between short-term construction noise impacts and long-term operational noise impacts is a typical one in CEQA documents and local noise ordinances, which generally acknowledge that short-term noise from construction-related activities is inevitable and cannot be mitigated beyond a certain level. The Health and Safety Element (Section 10.8 Noise) does not identify short-term, construction-noise-level thresholds. It does, however, limit noise generating activities such as construction to hours of normal business operation unless specific County approval is given. Thus, the County consents to short-term noise at levels that it would not accept from permanent noise sources.

- a) **Less Than Significant Impact** – Proposed Project construction-related activity would involve short-term, temporary noise sources from earthmoving equipment operations. Typical construction equipment would include a grader, trencher, and other miscellaneous equipment. During the construction phase, noise from construction activities would contribute to the noise environment in the immediate proposed Project vicinity. Activities involved in construction would generate maximum noise levels, as indicated in **Table 12-1** ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers, well maintained equipment, shielding noisier equipment parts, and/or time and activity constraints) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise control.

During the site preparation phase of the Project, earthmoving equipment will circulate throughout the site thus dispersing both volume and frequency of noise exposure at variable distances resulting in dissipated dBA. Earthmoving operations will occur in close proximity to the nearest residences (approximately 25 feet in some instances). Although the noise generated from earthmoving equipment may exceed the acceptable 60 dB Ldn for residential uses during earthmoving operations, the impact is intermittent, short-term, and temporary, and will only occur during normal business hours (typically from 8:00 a.m-5:00 p.m.). Therefore, the Project will not expose persons to excessive noise levels during construction-related activities.

<b>Table 12-1 - Typical Construction Noise Levels</b>		
<b>Type of Equipment</b>	<b>dBA at 50 ft</b>	
	<b>Without Feasible Noise Control</b>	<b>With Feasible Noise Control<sup>1</sup></b>
Dozer or Tractor	80	75
Excavator	88	80
Scraper	88	80
Front End Loader	79	75
Backhoe	85	75
Grader	85	75
Truck	91	75
<i>Source: U.S. Department of Transportation, Federal Transit Administration. 2006.</i> <sup>1</sup> Feasible noise control includes the use of intake mufflers, exhaust mufflers, and engine shrouds operating in accordance with manufacturers specifications.		

No schools, hospitals, convalescent homes, or other sensitive institutions are located within 0.25 miles of the Project site. As shown in Table 10.1 of the Health and Safety Element (Section 10.8 Noise, page 10-25), industrial and agricultural uses are classified together and have normally acceptable noise levels up to 70 dB, and levels

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
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between 70 and 80 dB are conditionally acceptable. This level is higher than the normally acceptable level of 60 dB for residences, but the “conditionally acceptable” noise exposure level for residences is 70 dB. The Project will generate intermittent noise during operating hours of 8:00 A.M.-5:00 P.M. (e.g., attributable to departing and arriving moving trucks and other equipment such as landscaping equipment and heating/cooling systems) used on the site. Table 8-9 of the Tulare County General Plan 2030 Update Background Report (page 8-55) shows that the segment of State Route 63 (from SR 137 to Avenue 264) experiences a noise level of 69.7 dB at 50 feet and 65.2 dB at 100 feet. The noise generated by the Project is similar to surrounding agricultural activities and vehicle traffic and would not exceed the levels currently experienced on State Route 63. As such, the proposed Project will not result in permanent noise, ground-borne noise, or vibrations; although the equipment may generate low frequency sound vibrations. Therefore, the Project would result in a less than significant impact to this resource.

- b) ***Less Than Significant Impact*** – Vibration is the periodic oscillation of a medium or object. Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. Similar to airborne sound, ground borne vibrations may be described by amplitude and frequency. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS), as in RMS vibration velocity. The PPV and RMS (VbA) vibration velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal and is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (FTA 2006).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. As it takes some time for the human body to respond to vibration signals, it is more prudent to use vibration velocity when measuring human response. The vibration velocity level is reported in decibels relative to a level of  $1 \times 10^{-6}$  inches per second and is denoted as VdB. The typical background vibration-velocity level in residential areas is approximately 50 VdB. Ground borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (FTA 2006).

Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or continuous. The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day (FTA 2006). **Table 12-2** describes the typical construction equipment vibration levels.

<b>Table 12-2 Typical Construction Vibration Levels</b>	
<b>Equipment</b>	<b>VdB at 25 ft<sup>2</sup></b>
Small Bulldozer	58
Jackhammer	79
<i>Source: U.S. Department of Transportation. Federal Transit Administration, Transit Noise and Vibration Impact Assessment. 2006.</i>	

Vibration from construction-related activities will be intermittent, short-term, and temporary and not exceed the FTA threshold for the nearest residences (with the nearest approximately 25 feet south of the Project site). Consistent with Tulare County Policy HS-8.18 Construction Noise, the County will limit the potential noise impacts of construction activities by limiting construction activities to the hours of 7 a.m. to 7 p.m., Monday through Saturday when construction activities are located near sensitive receptors. No construction shall occur on Sundays or national holidays without a permit from the County to minimize noise impacts associated with development near sensitive receptors. As such, the Project would result in a less than significant impact related to this Checklist Item.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
<p>c) <b>No Impact</b> – The Project is not anticipated to result in a substantial permanent increase in ambient noise levels, although intermittent increases in noise may occur from arriving and departing moving vans/trucks and from other equipment (e.g., landscaping equipment) used on the site. As noted earlier, the hours of construction-related activities shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Friday or weekends (if allowed by the County). Therefore, the Project would result in no impact to this resource.</p> <p>d) <b>Less Than Significant Impact</b> – The Project is not anticipated to result in substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. The Project site is within a noise-impacted corridor (SR 63) which is considered an arterial roadway in this segment where the Project is located. The very nature of the as a mini-storage facility will likely not exacerbate noise from the adjacent roadway (SR 63). Therefore, the Project would result in a less than significant impact to this resource.</p> <p>e) <b>No Impact</b> - According to the Tulare County Comprehensive Airport Land Use Plan (CALUP), the Project site is not located within an airport land use plan or within two miles of a public-use airport. The nearest public-use airports with airport land use plans are Visalia Municipal Airport (approximately 5 miles northwest of the Project site in Visalia) and Tulare Municipal Airport (Mefford Field, approximately 7.5 miles southwest of the Project site in Tulare). Therefore, the Project would result in no impact to this resource.</p> <p>f) <b>No Impact</b> - The Project site is in the vicinity of any private airstrips. Other than intermittent, short-term, and temporary construction activities-related noise, the Project will not result in a substantial increase in ambient noise levels in the Project vicinity. Therefore, the Project would result in no impact to this resource.</p>						
13.	POPULATION AND HOUSING					
	Would the project:					
	a)	Induce substantial 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Analysis:						
There are no Tulare County General Plan 2030 Update policies for this resource that apply to this Project. The Tulare County General Plan Housing Element and the Tulare County Regional Housing Needs Determination Plan both goals, objectives, and policies encourage housing throughout unincorporated and incorporated areas. However, the nature of the Project (a mini-storage facility) will not result in a substantial impact on housing.						
a) <b>No Impact</b> - Approximately 60 temporary, local construction workers and two permanent employees are anticipated						



		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
<p>to be utilized for the proposed Project (which will include one residence to house the facility manager). The employees are anticipated to be part of the existing workforce in Tulare County. The Project Applicant is proposing that the facility operate 7:00 am to 7:00 pm, seven days a week. Therefore, demand for additional housing as a direct result of the proposed Project will be less than significant and will not induce population growth in the area. As such, no impact related to this Checklist Item will occur.</p>						
<p>b) and c) <b>No Impact</b> - The proposed Project includes only one residence/office and no other new homes. There are two mobile-homes that will be removed as part of this Project; however, the occupants are aware of the proposed/pending project and are aware that the mobile-homes (and other structures on the site) will be removed. As such, implementation of the proposed Project will result in displacement of two existing mobile homes housing and but will not necessitate the construction of replacement housing elsewhere as the region contains sufficient new and existing housing opportunities. The proposed Project will not result in demographic or population changes, induce population growth, alter the location, distribution, or density of the area's population, or substantial displacement of housing or people; and the Project does not conflict with the County's adopted Housing Element. Therefore, the Project would result in no impact to these resources.</p>						
14.	<b>PUBLIC SERVICES</b>					
	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:					
	a)	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b)	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c)	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	d)	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	e)	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Analysis:</p> <p>The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: WR-3.3 <i>Adequate Water Availability</i>; PFS-7.1 <i>Fire Protection</i>; PFS-7.2 <i>Fire Protection Standards</i>; PFS-7.8 <i>Law Enforcement Staffing Ratios</i>; and PFS-7.9 <i>Sheriff Response Time</i>.</p> <p>a) <b>Less Than Significant Impact</b> – The proposed Project is within the service area of the Tulare County Fire Department. The County of Tulare Fire Department has 28 stations that are located throughout the County within its most densely populated areas and currently maintains minimal staffing to meet the requirements set forth under NFPA 1720-1721 for a rural area. These requirements consist of one full-time person per station per shift with other paid on-call firefighters. Per the Tulare County Fire Department, while this is sufficient to meet the basic needs of the County, this level of staffing often results in an elevated fire loss value during some emergency conditions when compared with other departments with additional staff support<sup>23</sup>. Also, mutual aid/response can be provided by the Visalia and Tulare Fire Departments; respectively, if requested by the County. The Project will not increase the service area for either Tulare County or Cities of Visalia and Tulare Fire Departments. Lastly, as the Project will be required to comply with applicable Building, Fire, Mechanical, Electrical and Plumbing Codes, and Fire Department approval, the Project would result in a less than significant impact related to this Checklist Item.</p>						

<sup>23</sup> Tulare County Recirculated Draft Environmental Impact Report (SCH # 2006041162). Page 3.9-25.

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
<p>b) <b>Less Than Significant Impact</b> - The proposed Project will not include any population growth and will, therefore, not impact the need for additional police facilities. Police protection will be provided by the Tulare County Sheriff's Department. The proposed Project will not significantly impact the ability of police protection services to respond if needed. As no residential construction is proposed for this site, there will be no corresponding or significant population growth as a result of the Project. Further, as the proposed Project is a mini storage business, the Applicant anticipates only one employee (a resident/manager); therefore, there will not be a significant increase in persons and an insignificant impact to police services. Similar to fire protection, Also, mutual aid/response can be provided by the Visalia and Tulare police departments; respectively, if requested by the County. Therefore, the Project will have a less than significant impact to this resource.</p> <p>c) <b>No Impact</b> - The proposed Project will not include any population growth and will, therefore, not impact the need for additional school facilities. As such, the Project would result in no impact to this resource.</p> <p>d) <b>No Impact</b> - The nearest community park in the vicinity of the proposed Project is Mooney Grove Park (approximately ¾ mile north of the Project site). As noted earlier, the Project will not include any population growth and will not, therefore, impact this resource.</p> <p>e) <b>No Impact</b> - Electricity to the Project site will be provided by Southern California Edison. Existing communication facilities are adequate for the Project. The proposed Project will not impact the need for any other public or utility services. Therefore, the Project would result in no impact to this resource.</p>						
15.	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Analysis:</p> <p>No Tulare County General Plan 2030 Update policies for this resource apply to this Project as the Project will not result in any population growth which could otherwise result in the need for expanded or new recreation facilities.</p> <p>a) and b) <b>No Impact</b> - Typically, the increased use of parks and recreational facilities result from the addition of new housing and the accompanying growth of persons. No new housing is proposed as part of the proposed Project and at full buildout there will be one full-time employee. The nearest public park (Mooney Grove Park) is located approximately ¾ mile north of the Project site. The nature of the proposed Project's land use (a mini-storage facility), absence of substantial population, the proximity of the site to existing recreational facilities, no increase in the use of any public park facilities, and no environmental impacts on existing neighborhood, regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; there will be no impact to these resources.</p>						

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
<b>16. TRANSPORTATION/TRAFFIC</b>						
Would the project:						
	a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b)	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c)	Result in a change in air traffic patterns, including either increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	e)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Analysis:</p> <p>The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: LU-1.10 Roadway Access; LU-5.5 Access; LU-7.4 Streetscape Continuity; and TC-1.14 Roadway Facilities.</p>						

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
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A Traffic Impact Study (TIS) was prepared by Peters Engineering Group in June 2018, to evaluate anticipated Project-related traffic and to identify potential traffic-related impacts. The TIS is included in this Initial Study as Attachment “E”.

- a) **Less Than Significant Impact** – According to the Caltrans *Transportation Concept Report State Route 63*, (December 2014, Page 40), the Average Daily Trips (ADT) on Mooney Blvd./State Route 63 at the segment adjacent to the Project site is approximately 13,900 (2013) with a Year 2035 projection of 21,500.<sup>24</sup> The TIS (page 6) states that per the Institute of Transportation Engineers (ITE, 9<sup>th</sup> Edition), the Project will result in an estimated 508 ADT; with peak hour estimates in the morning at 18 ADT and peak hour estimates in the evening at 31 ADT.

A traffic impact study (TIS) is not required as specified in guidelines in the Transportation and Circulation Element of the Tulare County General Plan 2030 Update (Part I – Goals and Policies Report, Chapter 13), which require a traffic study when peak hour trips exceed 100 (see Policy TC-1.15, page 13-4). Pursuant to the California Department of Transportation (Caltrans) *Guide for the Preparation of Traffic Impact Studies*, a TIS should be prepared if a project generates over 100 peak hour trips assigned to a state highway facility, where the facility is experiencing noticeable delays; approaching unstable traffic flow conditions (LOS C or D).<sup>25</sup> However, the Applicant agent had consultant Peter’s Engineering prepared a TIS which is included as Attachment “E” of this MND.

According to the Caltrans *Transportation Concept Report State Route 63 (Concept Report)*, the segment of State Route 63 between the Cities of Visalia and Tulare, including the segment adjacent to the Project vicinity is planned as a 6-lane conventional highway.<sup>26</sup> State Route 63 currently operates at an LOS “C” but will be at LOS E in Year 2035. With improvements identified in the Concept Report, SR 63 would operate at LOS “D” in Year 2035.<sup>27</sup> The Project assigns approximately 18 Enter and 16 Exit trips in the A.M.; and 31 enter and 28 Exit trips in the P.M. peak hour trips all onto SR 63.<sup>28</sup>

<b>Table 16-1 - Full Project Trip Generation</b>									
<b>ITE Land Use</b>	<b>Units</b>	<b>A.M. Peak Hour Traffic Volumes</b>			<b>P.M. Peak Hour Traffic Volumes</b>			<b>Weekday Traffic Volumes</b>	
		Rate Split	Enter	Exit	Rate Split	Enter	Exit	Rate	Total
Mini-Warehouse (151)	307,100 sq. ft.	0.11 52/48	18	16	0.19 53/47	31	28	1.65	508
Reference: Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, September 2017 Rates are reported in trips per 1,000 square feet of net rentable area Splits are reported as Entering/Exiting as a percentage of the total									

As indicated in the TIS, “The year 2040 no-Project conditions analyses are based on the assumption that the Project site is vacant in the year 2040. This scenario estimates the long-term cumulative significant impacts without the Project.

<sup>24</sup> Tulare County Association of Governments State Route 63/Mooney Blvd. Travel Time Study August 2016. Page 32. Accessed October 2018 at:

<http://www.tularecog.org/wp-content/uploads/2018/08/Final-2017-SR-63-Report.pdf>

<sup>25</sup> Caltrans. Guide for the Preparation of Traffic Impact Studies. [http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf). Accessed October 2018.

<sup>26</sup> Caltrans *Transportation Concept Report State Route 63*, Project and Strategies to Achieve Concept table. Page 42.

[http://www.dot.ca.gov/d6/planning/tcrs/sr63tcr/sr63\\_final\\_tcr\\_december2014.pdf](http://www.dot.ca.gov/d6/planning/tcrs/sr63tcr/sr63_final_tcr_december2014.pdf)

<sup>27</sup> Ibid. 55.

<sup>28</sup> Traffic Impact Study-Proposed Derrel’s Mini Storage No. 82 26200 North Mooney Boulevard, Tulare County, California” June 2018 Page. 6. Prepared by Peters Engineering Group (included in Attachment “E” of this MND).

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
<p>The intersection of Mooney Boulevard and Avenue 264 is expected to operate at LOS “D” during both the a.m. and p.m. peak hours. The calculated 95th-percentile queues are generally contained with available storage lanes; however, long queues are expected to occur for through movements on Mooney Boulevard and for the shared eastbound approach on Avenue 264. The long queues on Mooney Boulevard are likely to block access to the adjacent left-turn lanes.</p> <p>The intersection of Mooney Boulevard and Oakdale Avenue is expected to operate at LOS “D” during the a.m. peak hour. The calculated 95th-percentile queues are generally contained with available storage lanes; however, long queues are expected to occur for through movements on Mooney Boulevard and for the shared westbound approach on Oakdale Avenue.</p> <p>The long queues are likely to block access to adjacent turn lanes. These results generally confirm the Caltrans TCR concept for Mooney Boulevard within the study area as a six-lane conventional highway.”<sup>29</sup></p> <p>“The year 2040 with-Project conditions analyses are based on the assumption that the Project site is developed with the proposed Project. This scenario estimates the long-term cumulative impacts. The intersection of Mooney Boulevard and Avenue 264 is expected to operate at LOS “D” during both the a.m. and p.m. peak hours. The calculated 95th-percentile queues are generally contained with available storage lanes; however, long queues are expected to occur for through movements on Mooney Boulevard and for the shared eastbound approach on Avenue 264. The long queues on Mooney Boulevard are likely to block access to the adjacent left-turn lanes. This result is nearly identical to the 2040 no-Project scenario.</p> <p>The intersection of Mooney Boulevard and Oakdale Avenue is expected to operate at LOS “E” during the a.m. peak hour. The Project is expected to increase the average delay at the intersection by approximately 1.6 seconds per vehicle during the a.m. peak hour, which is typically not enough to identify a significant impact. It is also noted that the intersection is affected by school traffic and regular users of the mini storage facility would likely adjust travel schedules to avoid school congestion. The calculated 95th-percentile queues are generally contained with available storage lanes; however, long queues are expected to occur for through movements on Mooney Boulevard and for the shared westbound approach on Oakdale Avenue. The long queues are likely to block access to adjacent turn lanes. This result is nearly identical to the 2040 no-Project scenario.</p> <p>These results generally confirm the Caltrans TCR concept for Mooney Boulevard within the study area as a six-lane conventional highway.</p> <p>The Project contributes minimal amounts of additional delay to the study intersections, which will experience a cumulative significant traffic impact with or without the Project. With the planned widening described in the TCR the study intersections will operate at acceptable levels of service.”<sup>30</sup></p> <p>Therefore, the Project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, and impacts are Less Than Significant.</p> <p>b) <b><i>Less Than Significant Impact</i></b> – The minimum requirements for Level of Service (LOS) standards in Tulare County are set forth by Tulare County Association of Governments (TCAG). LOS standards shall be no worse than “D” in rural areas (TCAG, 2014-2040 <i>Regional Transportation Plan &amp; Sustainable Communities Strategy</i>, System Performance Policy No. 2, page 2-4). As previously noted, State Route 63 currently operates at LOS “C” and is</p>					

<sup>29</sup> Ibid. 10.

<sup>30</sup> Op. Cit. 10 and 11.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	<p>anticipated to decline to LOS E in Year 2035 unless improvements per the Concept Report are implemented.</p> <p>As Project-related traffic in and of itself will not cause the adjacent roadways to operate at an unacceptable LOS, the Project will not conflict with the applicable congestion management program; impacts are Less Than Significant.</p> <p>c) <b>No Impact</b> – No air traffic exists in the Project area. “The proposed project will consist of a single building with a single level. The proposed construction does not interfere with air traffic or result in the need to increase or change current air traffic operations.” Therefore, there are no impacts to air traffic.</p> <p>d) <b>No Impact</b> – The Project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, hazards or barriers for vehicles, pedestrians, or bicyclists. SR 63 is directly adjacent to the Project, and relatively level, and is without curvature in either direction as it traverses the Project site. As such, the Project will not increase hazards due to a design feature thereby resulting in no impact.</p> <p>e) <b>No Impact</b> - The site has direct access to State Route 63. As such, the Project will not result in inadequate emergency access. Conditions of Approval have been included that requires the applicants to provide surfaced, year-round access for emergency fire department response and submittal of all site plans to the County Fire Chief for approval to assure fire protection measures and standards are met.</p> <p>f) <b>No Impact</b> - The Caltrans <i>Transportation Concept Report State Route 63</i> states that bicycle access is not prohibited along SR63, but it does not list a facility type for bicycles (i.e., Class I, II, or III) and notes that while not prohibited, the presence of sidewalks along this segment of SR 63 varies.<sup>31</sup> The following conditions of approval, as recommended by the Tulare County Public Works Department, Tulare County Planning Department, and Caltrans, will be included to reduce potential traffic-related impacts: all on-site parking areas and driveways to be surfaced for all-weather conditions and continually maintained so as not to create conditions detrimental to the surrounding roadways; all parking and internal circulation shall be designed such that vehicles enter and exit the site by moving forward; there shall be no maneuvering or backing onto the public right-of-way (State Route 63); only one driveway will be allowed; an eastbound left-turn lane will be allowed pending Caltrans review of the site plan; a westbound right-turn deceleration lane shall be provided for the proposed driveway; the truck turning templates shall be shown on the site plan in order to verify all turning movements and driveway width; the throat depth of the proposed driveway shall be constructed with sufficient length to provide stacking area for vehicles entering the project site; and on-street parking along State Route 63 shall be restricted.</p> <p><b>No Impact</b> – TCAG’s <i>2014-2040 Regional Transportation Plan &amp; Sustainable Communities Strategy</i> contains policies regarding public transit, bicycle, and pedestrian facilities within Tulare County. The Project is located in a rural area and located adjacent to State Route 190. There are no bicycle or pedestrian facilities on this segment of State Route 190 for this Project to affect. Therefore, the Project would result in no impact on adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.</p>				
17.	<b>TRIBAL CULTURAL RESOURCES</b>				
	<p>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</p>				

<sup>31</sup> Caltrans *Transportation Concept Report State Route 63*, Bicycle Facility and Pedestrian Facilities tables. Pages 17 and 18-19; respectively. See: [http://www.dot.ca.gov/d6/planning/tcrs/sr63tcr/sr63\\_final\\_tcr\\_december2014.pdf](http://www.dot.ca.gov/d6/planning/tcrs/sr63tcr/sr63_final_tcr_december2014.pdf)

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	Native American tribe, and that is:					
	a)	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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b)	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, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Analysis:**

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: ERM-6.1 *Evaluation of Cultural and Archaeological Resources*; ERM-6.3: *Alteration of Sites with Identified Cultural Resources*; ERM-6.4: *Mitigation*; ERM-6.7 *Cooperation of Property Owners*; ERM-6.8 *Solicit Input from Local Native Americans*; ERM-6.9: *Confidentiality of Archaeological Sites*; ERM-6.10: *Grading Cultural Resources Sites*.

A search by the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS) to identify areas previously surveyed and identify known cultural resources present within or in close proximity to the Project Study Area was conducted on November 6, 2017 (see Attachment "C"). A search of the Sacred Lands Inventory on file with the Native American Heritage Commission (NAHC) was also requested and resulted in negative results (i.e., no sacred lands were identified in the Project site) in a letter received from the NAHC on November 7, 2018 (see Attachment "C").

- a) **No Impact** - A Sacred Lands File search was conducted by the Native American Heritage Commission. The NAHC provided a response letter on November 7, 2017 indicating "negative results" (i.e., no sacred lands were identified on the Project site). Also, six Native American tribes were contacted and were provided an opportunity to consult in this Project; no tribes accepted the consultation property and no tribes raised the possibility of Native American artifacts or other resources being present on the Project site. (see Attachment "C" of this MND)

There are no resources within or in the immediate vicinity of the study area that are listed on the National Register of Historic Places (NRHP), the California Register of Historic Resources (Cal REG), California Points of Historical Interest (PHI), or the California State Historic Resources Inventory (HRI). No buildings or historic structures, monuments, or markers will be removed as part of the Project. Therefore, the Project will not result in any substantial adverse change in the significance of an historical resource as defined in Public Resources Code Section 5020.1(k). Therefore, the Project would result in no impact to this resource.

- b) **Less Than Significant Impact With Mitigation** - After receiving the NAHC's list of applicable tribes for consultation pursuant to AB 52 and SB 18, Tulare County RMA staff contacted twelve (12) Native American tribal contacts, representing six (6) tribes, by letter (see Attachment "C") regarding the proposed Project, to provide an opportunity for consultation. No tribe responded requesting consultation within the mandatory response time-frames.

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
<p>There would be a potentially significant impact if tribal cultural resources were to be uncovered during proposed Project construction. However, implementation of <b>Mitigation Measures 17-1 through 17-3</b> as contained in the Mitigation Monitoring and Reporting Program (see Section D of this IS/MND) will reduce potential impacts to tribal cultural resources to less than significant with mitigation.</p> <p><u>Mitigation Measure(s):</u></p> <p><b>17.1</b> In the event that historical, archaeological, paleontological, or tribal cultural resources are discovered during site excavation, the County shall require that grading and construction work on the Project site be immediately suspended until the significance of the features can be determined by a qualified archaeologist or paleontologist. In this event, the property owner shall retain a qualified archaeologist/paleontologist and shall contact the Tule River Indian Tribe to provide recommendations for measures necessary to protect any site determined to contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recovery, excavation analysis, and curation of archaeological, paleontological, or tribal cultural materials. County staff shall consider such recommendations and implement them where they are feasible in light of Project design as previously approved by the County.</p> <p><b>17.2</b> The property owner shall avoid and minimize impacts to paleontological and tribal cultural resources. If a potentially significant paleontological or tribal cultural resource is encountered during ground disturbing activities, all construction within a 100-foot radius of the find shall immediately cease until the Tule River Indian Tribe is notified and a qualified paleontologist determines whether the resources requires further study. The owner shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The Tribe and paleontologist shall notify the Tulare County Resource Management Agency and the Project proponent of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the Tulare County Resource Management Agency determines avoidance is not feasible, the Tribe and paleontologist shall design and implement a data recovery plan consistent with applicable standards. The plan shall be submitted to the Tulare County Resource Management Agency for review and approval. Upon approval, the plan shall be incorporated into the Project.</p> <p><b>17.3</b> Consistent with Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5, if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:</p> <ol style="list-style-type: none"> <li>1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: <ol style="list-style-type: none"> <li>a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and</li> <li>b. If the coroner determines the remains to be Native American: <ol style="list-style-type: none"> <li>i. The coroner shall contact the Native American Heritage Commission within 24 hours.</li> <li>ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.</li> <li>iii. The most likely descendent may make recommendations to the landowner or the person</li> </ol> </li> </ol> </li> </ol>					



		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
<p>responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or</p> <p>2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p> <p>a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.</p> <p>b. The descendant fails to make a recommendation; or</p> <p>c. The landowner or his authorized representative rejects the recommendation of the descendent.</p> <p>Implementation of <b>Mitigation Measures 17-1 through 17-3</b> would reduce potential impacts to tribal cultural resources resulting from construction-related activities. Therefore, the Project would result in a less than significant impact with mitigation.</p>						
18.	UTILITIES AND SERVICE SYSTEMS					
	Would the project:					
	a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	e)	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

			<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
	f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	g)	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Analysis:**

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: PFS-2.1 *Water Supply*; PFS-2.2 *Adequate Systems*; PFS-2.3 *Well Testing*; PFS-2.5 *New Systems or Individual Wells*; PFS-3.1 *Private Sewage Disposal Standards*; PFS-3.4 *Alternative Rural Wastewater Systems*; PFS-4.2 *Site Improvements*; PFS-4.4 *Stormwater Retention Facilities*; PFS-4.5 *Detention/Retention Basins Design*; PFS-5.7 *Provisions for Solid Waste Storage, Handling, and Collection*; and PFS-7.2 *Fire Protection Standards*.

- a) **No Impact** – As a Condition of Approval, the Project will utilize a new, on-site septic system with septic tank and leach lines to accommodate the wastewater resulting from the office/residential use. Any new septic system is reviewed by the Tulare County Environmental Health Services Division and the applicant will be required to adhere to these requirements. As the Project will not connect to an existing wastewater treatment facility, it will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. Therefore, the Project will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. As such, no impact related to this Checklist Item will occur.
- b) **No Impact** – The Project will not require or result in the construction of new water or wastewater treatment or expansion of existing facilities, the construction of which could cause significant environmental effects. As previously noted, treatment of wastewater will be achieved via an engineered on-site septic system. As such, the Project does not require the expansion of existing or the construction of new off-site wastewater facilities. As discussed further in Checklist Item f) below, the Applicant may connect to the nearest water supplier or utilize an on-site well to provide their domestic water supply for the Project. As such, the Project will not require the expansion of existing water facilities or the construction of new water facilities.
- c) **No Impact** – The Project will retain all Stormwater on-site through the utilization of two storm water retention basins. As such, the Project does not require or result in the construction of new or expansion of existing off-site storm water drainage facilities, which could cause significant environmental effects.
- d) **No Impact** – The Project will have sufficient water supplies (including fire flow) available to serve the Project from the nearest water provider (Cal Water) or from its own, individual well (also see discussion at Items 9 a) and b)). As water demand will be limited to the Project's 1-2 employees and provision of fire flow as required by the Tulare County Fire Marshal, the well or connection to the nearest water provider will be required to accommodate the Project's domestic water needs and fire flow. As such, the Project will have no impact on this resource.
- e) **No Impact** – The Project is not served by a wastewater treatment facility. As previously noted, the Project will be served by an on-site engineered septic system. The system will be designed in compliance with California Building Code and Waste Discharge Requirements to ensure the system has adequate capacity to capacity to serve the Project's projected demand.
- f) **Less Than Significant Impact** – Solid waste disposal services for the Project will be provided by USA Waste, the solid waste hauler (disposal company) servicing the area. Tulare County Solid Waste Department operates two

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
<p>landfills with sufficient capacity to accommodate the proposed Project. The proposed Project will not generate solid waste in quantities that will potentially impact a landfill in an adverse manner; as such, the Project will be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. Therefore, the Project will have a less than significant impact on this resource.</p> <p>g) <b>No Impact</b> – As previously noted, waste disposal services will be provided by USA Waste, the solid waste hauler servicing the area. As such, the Applicant must comply with federal, state, and local statutes and regulations related to solid waste. Therefore, there are no impacts to this resource.</p>					
<b>19.</b>	<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a)	Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal species, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Analysis:</p> <p>The earlier resource analyses (Checklist Items 1 through 18) indicates that at least seventy-two (72) Tulare County General Plan 2030 Update policies may apply to the Project. Mitigation Measures may apply to biological, cultural, and tribal cultural resources if a potential impact is determined.</p> <p>a) <b>Less Than Significant With Mitigation</b> - Based on the analyses above, no "Significant Impacts" were identified, and findings of "Less Than Significant Impact" or "No Impact" are appropriate for the Project for all resources with</p>					

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
<p>the exception of Biological, Cultural, and Tribal Cultural Resources; which were found to be “Less Than Significant With Mitigation.” For resources in which “Less Than Significant Impacts” were identified, potential impacts will be reduced to a less than significant level by application and enforcement of State and other local standards, rules, regulations, orders, etc., or through County General Plan Policies, ordinances and/or conditions of approval made a part of the Project.</p> <p>As discussed in Checklist Item 4. Biological Resources, RMA staff visited the site to conduct an existing field conditions visit to visually inspect the Project site’s existing, physical condition and discovered that the Project site is non-irrigated, does not contain or is adjacent to any water course, is denuded of ground vegetation (as it is disked regularly to control nuisance weeds and create fire protection buffers for adjacent land uses), has a limited number of non-native trees, and is actively used by current inhabitants vehicles (i.e., cars, pick-up trucks, medium-duty trucks, etc.) for parking and other off-road movements. Extensive and continuing disturbances to the landscape has removed any naturally occurring (or anthropogenic) habitat (e.g., wetlands, riparian habitat, sensitive community, or vernal pools) suitable for special status species (i.e., special status plant species (Hoover’s spurge, San Joaquin Adobe Sunburst, and San Joaquin Valley Orcutt Grass) and special status animal species (Vernal pool fairy shrimp, Vernal pool tadpole shrimp, California Tiger Salamander, Tipton kangaroo rat, tricolored blackbird, and San Joaquin kit fox). The California Jewelflower is presumed to be extirpated (i.e., local extinction of a species that ceases to exist in the chosen geographic area of study, though it still exists elsewhere) from Tulare County.<sup>32</sup> Also, on September 17<sup>th</sup>, 2014, the U.S. Fish and Wildlife Service (USFWS) published its determination to reduce the southern portion of the Valley elderberry longhorn beetle (VELB’s) presumed historic range, excluding Kings, Kern and Tulare Counties. As such, Tulare County is no longer considered within the range of the species. Therefore, the presence of the abovementioned plant or animal species (and their habitat) is highly unlikely and the Project would not involve any changes to habitat(s) of any special status species. However, as the site is adjacent to active farmland which could serve as breeding, denning, foraging, roosting, or nesting habitat and is within the historic range of some species (e.g., San Joaquin kit fox, tricolored blackbird, Swainson’s hawk), mitigation is included requiring pre-construction surveys and additional mitigation in the event a special status animal were to occur. As such, <b>Mitigation Measures 4-1 through 4-13</b> are included requiring pre-construction surveys and additional mitigation in the event a special status plant/animal were to occur. Therefore, impacts to special status plant/animal species would be less than significant with mitigation.</p> <p><b>Mitigation Measures 4-1 through 4-13</b> have been included in the Mitigation Monitoring and Reporting Program (included as Section D of this Initial Study) for the San Joaquin kit fox and non-specific migratory birds. These mitigation measures include preconstruction surveys, avoidance, minimization, etc., and would reduce potential impacts to special status wildlife species to less than significant with mitigation.</p> <p>b) <b>Less Than Significant With Mitigation</b> - As noted in Item a), above, no “Significant Impacts” were identified, and findings of “Less Than Significant Impact” or “No Impact” are appropriate for the Project for all resources with the exception of Biological, Cultural, and Tribal Cultural Resources; which were found to be “Less Than Significant With Mitigation”. With implementation of <b>Mitigation Measures 4-1 through 4-13</b> (at Item 4 Biological Resources), <b>Mitigation Measure 5-1</b> (at Item 5 Cultural Resources), and <b>Mitigation Measures 17-1 through 17-3</b> (at Item 17 Tribal Cultural Resources), potential Project specifics and cumulative impacts related to this Checklist Item will be reduced to less than significant with mitigation. As such, a finding of less than significant with mitigation is appropriate for the Mandatory Findings of Significance.</p> <p>c) Based on the analyses above, no “Significant Impacts” were identified, and findings of “Less Than Significant Impact” or “No Impact” are appropriate for the Project for all resources with the exception of Biological, Cultural,</p>					

<sup>32</sup> California Department of Fish and Wildlife. Accessed in November 2018 at: <https://www.wildlife.ca.gov/Conservation/Plants/Endangered/Caulanthus-californicus>.

		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
and Tribal Cultural Resources; which were found to be “Less Than Significant With Mitigation.” Other than potential impacts to animal or plant species, and cultural or tribal cultural resources (e.g., historical, archaeological, etc.); i.e., non-living resources), there will be no substantive impact on human beings as the mere nature of the Project is a self, mini-storage facility.					

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#### **D. MITIGATION MONITORING AND REPORTING PROGRAM**

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in compliance with State law and the Mitigated Negative Declaration prepared for the Project by the County of Tulare.

The California Environmental Quality Act (CEQA) Section 21081.6 requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment.<sup>33</sup> The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation. The Mitigation Monitoring and Reporting Program contain the following elements:

- **Action and Procedure.** The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
- **Compliance and Verification.** A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
- **Flexibility.** The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the Mitigation Monitoring and Reporting Program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

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<sup>33</sup> Public Resource Code §21081.6

Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Biological Resources							
4.1	<b>Preconstruction Survey.</b> Preconstruction surveys shall be conducted following the protocols established in the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (2018) before any ground-disturbing activities are to begin. If the surveys detect the presence of listed or protected species, then the ground-disturbing activities impacting the plants and/or natural communities must cease until appropriate measures or consultation with the California Department of Fish and Wildlife (CDFW) and/or U.S. Fish and Wildlife Service (USFWS) can take place.	Prior to construction-related activities	Verification by County of Tulare and a qualified botanist/biologist	County of Tulare			
4.2	<b>Preconstruction Survey.</b> If preconstruction surveys detect special status species, the Applicant shall initiate informal consultation with the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS), if applicable. The Applicant shall communicate with and coordinate its activities with a CDFW/USFWS biologist who is specifically assigned to deal with these issues in Tulare County. That biologist shall identify, for the Applicant or the Applicant’s engineer, measures for avoidance, minimization, and compensation if necessary.	Prior to construction-related activities	Verification by County of Tulare and a qualified botanist/biologist	County of Tulare			
4.3	<b>Avoidance.</b> If feasible, tree removal and project buildout will occur outside of the avian nesting season, typically defined as February 1 to August 31.	Prior to and during construction-related activities	Verification by County of Tulare and a qualified botanist/biologist	County of Tulare			
4.4	<b>Preconstruction Surveys.</b> If future tree removal or construction activities are to occur between February 1 and August 31, a qualified biologist will conduct preconstruction surveys for active migratory bird nests no more than 10 days prior to the start of work. Should any active nests be discovered in or near proposed construction zones, the biologist shall establish a behavioral baseline of all identified nests and will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has	Prior to and during construction-related activities	Verification by County of Tulare and a qualified botanist/biologist	County of Tulare			

Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	determined that the young have fledged and are capable of foraging independently. Identified nests shall be monitored to detect behavioral changes. If behavioral changes occur, the biologist shall consult with the Fresno Field Office of the CDFW to determine the best course of action.						
4.5	<b>Preconstruction Survey.</b> Preconstruction surveys for the San Joaquin kit fox shall be conducted pursuant to the “Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance” (USFWS 2011) on and within 200 feet of the project site, no less than 14 days and no more than 30 days prior to the beginning of initial ground disturbance activities on the site. The primary objective is to identify kit fox habitat features (e.g., potential dens and refugia) on the project site and evaluate their use by kit foxes. If a potentially active kit fox den is detected within or immediately adjacent to the area of work, the Sacramento Field Office of the USFWS and the Fresno Field Office of the CDFW shall be contacted immediately to determine the best course of action and a minimum 3-day focused survey shall be conducted using a tracking medium and/or infrared camera to determine use. Preconstruction surveys will be repeated following any lapses in construction of 30 days or more.	Prior to and during construction-related activities	Verification by County of Tulare and a qualified botanist/biologist	County of Tulare			
4.6	<b>Avoidance.</b> Should active or potentially active kit fox dens be detected during preconstruction or focused surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified immediately. A minimum 50-foot disturbance-free buffer will be established around potential or atypical (manmade) burrows and a 100-foot disturbance-free buffer around known or previously occupied dens, or as otherwise determined to be appropriate pursuant to consultation with the USFWS and CDFW. Buffer areas shall be maintained until an agency-approved biologist has determined that the burrows have been abandoned. If CDFW determines that take cannot be avoided, an Incidental Take Permit shall be obtained prior to the start	Prior to and during construction-related activities	Verification by County of Tulare and a qualified biologist	County of Tulare			

Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	of ground disturbing activities.						
4.7	<b>Minimization.</b> Future construction activities will observe all minimization measures presented in the USFWS Standardized Recommendations. Such measures include, but are not limited to: restriction of construction-related vehicle traffic to established roads, construction areas, and other designated areas; inspection and covering of structures (e.g., pipes), as well as installation of escape structures, to prevent the inadvertent entrapment of kit foxes; restriction of rodenticide and herbicide use; and proper disposal of food items and trash.	Prior to and during construction-related activities	Verification by County of Tulare and a qualified biologist	County of Tulare			
4.8	<b>Mortality Reporting.</b> The Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified immediately (by phone, email, in person) and in writing within three working days in case of the accidental death or injury to a San Joaquin kit fox during construction. Notification must include the date, time, location of the incident or of the finding of a dead or injured animal, and any other pertinent information.	During construction-related activities	Verification by County of Tulare and a qualified biologist	County of Tulare			
4.9	<b>Employee Education Program.</b> Prior to the start of construction activities, the applicant will retain a qualified biologist to conduct a tailgate training for all construction staff on the San Joaquin kit fox. This training will include a description of the kit fox and its habitat needs; a report of the occurrence of kit fox in the project site; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of the measures being taken to reduce impacts to the species during construction. Attendees will be provided a handout with all of the training information included in it. The applicant will use this handout to train any construction personnel that were not in attendance at the first meeting, prior to those personnel starting work on the site.	Prior to start of construction-related activities.	Verification by County of Tulare and a qualified biologist	County of Tulare			
4.10	<b>Avoidance.</b> To avoid potential impacts to maternity bat roosts, future tree and building removal should occur outside of the period between April 1 and September 30, the time frame within which colony-nesting bats generally assemble, give birth, nurse their young, and ultimately disperse.	Prior to and during construction-related activities.	Verification by County of Tulare and a qualified biologist	County of Tulare			

Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
4.11	<b>Preconstruction Survey.</b> If any removal of mature trees or buildings is to occur between April 1 and September 30 (general maternity bat roost season), then within 30 days prior to scheduled removal, a qualified biologist will conduct a survey for roosting bats. The biologist will visually inspect all potential roost sites for individual bats, guano, and staining, and will listen for bat vocalizations. If necessary, the biologist will wait for nighttime emergence of bats from roost sites. If bats are observed to be roosting, the Fresno Field Office of CDFW shall be consulted to determine the best course of action and to determine whether a Bat Eviction Plan is required. If no bats are observed to be roosting or breeding, then no further action would be required, and construction could proceed.	Prior to and during construction-related activities.	Verification by County of Tulare and a qualified biologist	County of Tulare			
4.12	<b>Minimization.</b> If a non-breeding bat colony is found in disturbance areas, the individuals will be humanely evicted from trees and/or buildings, under the direction of a qualified biologist. To ensure that no harm or “take” of any bats occurs as a result of construction activities, the colony site shall be monitored to ensure that all bats have exited the roost.	Prior to and during construction-related activities.	Verification by County of Tulare and a qualified biologist	County of Tulare			
4.13	<b>Avoidance.</b> If a maternity colony is detected during preconstruction surveys, a disturbance-free buffer will be established around the colony and remain in place until a qualified biologist determines that the nursery is no longer active. The disturbance-free buffer will range from a minimum of 50 to 100 feet as determined by the biologist.	Prior to and during construction-related activities.	Verification by County of Tulare and a qualified biologist	County of Tulare			
<b>Cultural Resources</b>							
5.1	In the event that historical, archaeological or paleontological resources are discovered during site excavation, the County shall require that grading and construction work on the Project site be immediately suspended until the significance of the features can be determined by a qualified archaeologist or paleontologist. In this event, the specialists shall provide recommendations for measures necessary to protect any site determined to contain or constitute an historical	During construction-related activities	Determination by qualified archaeologist or paleontologist and consultation with County of Tulare	County of Tulare			



Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recover, excavation analysis, and curation of archaeological or paleontological materials. County staff shall consider such recommendations and implement them where they are feasible in light of Project design as previously approved by the County.						
<b>Tribal Cultural Resources</b>							
17.1	In the event that historical, archaeological, paleontological, or tribal cultural resources are discovered during site excavation, the County shall require that grading and construction work on the Project site be immediately suspended until the significance of the features can be determined by a qualified archaeologist or paleontologist. In this event, the property owner shall retain a qualified archaeologist / paleontologist and shall contact the Tule River Indian Tribe to provide recommendations for measures necessary to protect any site determined to contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recovery, excavation analysis, and curation of archaeological, paleontological, or tribal cultural materials. County staff shall consider such recommendations and implement them where they are feasible in light of Project design as previously approved by the County.	During construction-related activities	Determination by qualified archaeologist or paleontologist and consultation with County of Tulare	County of Tulare and applicable Native American Tribe			
17.2	The property owner shall avoid and minimize impacts to paleontological and tribal cultural resources. If a potentially significant paleontological or tribal cultural resource is encountered during ground disturbing activities, all construction within a 100-foot radius of the find shall immediately cease until the Tule River Indian Tribe is notified and a qualified paleontologist determines whether the resources requires further study. The owner shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The Tribe and paleontologist shall notify the Tulare County Resource Management Agency and the Project proponent of the procedures that must be followed	During construction-related activities	Determination by qualified archaeologist or paleontologist and consultation with County of Tulare. Also, applicable Native American tribe	County of Tulare and applicable Native American Tribe			

Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	before construction is allowed to resume at the location of the find. If the find is determined to be significant and the Tulare County Resource Management Agency determines avoidance is not feasible, the Tribe and paleontologist shall design and implement a data recovery plan consistent with applicable standards. The plan shall be submitted to the Tulare County Resource Management Agency for review and approval. Upon approval, the plan shall be incorporated into the Project.						
17.3	<p>Consistent with Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5, if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:</p> <ol style="list-style-type: none"> <li>1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: <ol style="list-style-type: none"> <li>a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and</li> <li>b. If the coroner determines the remains to be Native American: <ol style="list-style-type: none"> <li>i. The coroner shall contact the Native American Heritage Commission within 24 hours.</li> <li>ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.</li> <li>iii. The most likely descendent may make recommendations to the landowner or</li> </ol> </li> </ol> </li> </ol>	During construction-related activities	Determination by qualified archaeologist or paleontologist and consultation with County of Tulare. Also, applicable Native American tribe	County of Tulare and applicable Native American Tribe			

Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or</p> <p>2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p> <p>a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.</p> <p>b. The descendant fails to make a recommendation; or</p> <p>c. The landowner or his authorized representative rejects the recommendation of the descendent.</p>						

## **ATTACHMENT “A”**

### **AIR QUALITY EMISSIONS CALCULATION (CalEEMod Report)**

## Derrel's Mini Storage - Mooney - Tulare County, Annual

## Derrel's Mini Storage - Mooney

### Tulare County, Annual

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	326.22	1000sqft	15.16	326,222.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	51
<b>Climate Zone</b>	7			<b>Operational Year</b>	2020
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - lot size per project description

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	7.49	15.16

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**2.0 Emissions Summary****2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.4669	4.2898	3.2308	6.8500e-003	0.3696	0.2018	0.5714	0.1441	0.1887	0.3328						
2020	2.4334	1.4500	1.2926	2.8800e-003	0.0747	0.0661	0.1409	0.0203	0.0621	0.0824						
Maximum	2.4334	4.2898	3.2308	6.8500e-003	0.3696	0.2018	0.5714	0.1441	0.1887	0.3328						

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.4669	4.2898	3.2308	6.8500e-003	0.2484	0.2018	0.4502	0.0871	0.1887	0.2758						
2020	2.4334	1.4500	1.2926	2.8800e-003	0.0747	0.0661	0.1409	0.0203	0.0621	0.0824						
Maximum	2.4334	4.2898	3.2308	6.8500e-003	0.2484	0.2018	0.4502	0.0871	0.1887	0.2758						

## Derrel's Mini Storage - Mooney - Tulare County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	27.29	0.00	17.02	34.67	0.00	13.72	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2019	3-31-2019	1.6054	1.6054
2	4-1-2019	6-30-2019	1.0395	1.0395
3	7-1-2019	9-30-2019	1.0510	1.0510
4	10-1-2019	12-31-2019	1.0559	1.0559
5	1-1-2020	3-31-2020	0.9469	0.9469
6	4-1-2020	6-30-2020	1.8796	1.8796
7	7-1-2020	9-30-2020	1.0630	1.0630
		Highest	1.8796	1.8796



## Derrel's Mini Storage - Mooney - Tulare County, Annual

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.5012	3.0000e-005	3.0200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	0.2242	1.9010	2.5063	9.1600e-003	0.6053	0.0104	0.6157	0.1627	9.8500e-003	0.1726						
Waste						0.0000	0.0000		0.0000	0.0000						
Water						0.0000	0.0000		0.0000	0.0000						
<b>Total</b>	<b>1.7253</b>	<b>1.9010</b>	<b>2.5094</b>	<b>9.1600e-003</b>	<b>0.6053</b>	<b>0.0104</b>	<b>0.6157</b>	<b>0.1627</b>	<b>9.8600e-003</b>	<b>0.1726</b>						

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.5011	3.0000e-005	2.9800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	0.2199	1.8508	2.4111	8.7600e-003	0.5750	9.9500e-003	0.5850	0.1546	9.4100e-003	0.1640						
Waste						0.0000	0.0000		0.0000	0.0000						
Water						0.0000	0.0000		0.0000	0.0000						
<b>Total</b>	<b>1.7211</b>	<b>1.8508</b>	<b>2.4141</b>	<b>8.7600e-003</b>	<b>0.5750</b>	<b>9.9600e-003</b>	<b>0.5850</b>	<b>0.1546</b>	<b>9.4200e-003</b>	<b>0.1640</b>						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.25</b>	<b>2.64</b>	<b>3.80</b>	<b>4.37</b>	<b>5.00</b>	<b>4.41</b>	<b>4.99</b>	<b>5.00</b>	<b>4.46</b>	<b>4.97</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail****Construction Phase**

## Derrel's Mini Storage - Mooney - Tulare County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	1/28/2019	5	20	
2	Site Preparation	Site Preparation	1/29/2019	2/11/2019	5	10	
3	Grading	Grading	2/12/2019	3/25/2019	5	30	
4	Building Construction	Building Construction	3/26/2019	5/18/2020	5	300	
5	Paving	Paving	5/19/2020	6/15/2020	5	20	
6	Architectural Coating	Architectural Coating	6/16/2020	7/13/2020	5	20	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 489,333; Non-Residential Outdoor: 163,111; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

## Derrel's Mini Storage - Mooney - Tulare County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

## Derrel's Mini Storage - Mooney - Tulare County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	137.00	53.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	27.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

## 3.1 Mitigation Measures Construction

Water Exposed Area

## 3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167						
<b>Total</b>	<b>0.0351</b>	<b>0.3578</b>	<b>0.2206</b>	<b>3.9000e-004</b>		<b>0.0180</b>	<b>0.0180</b>		<b>0.0167</b>	<b>0.0167</b>						

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**3.2 Demolition - 2019****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	7.8000e-004	5.4000e-004	5.4700e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004						
<b>Total</b>	<b>7.8000e-004</b>	<b>5.4000e-004</b>	<b>5.4700e-003</b>	<b>1.0000e-005</b>	<b>1.1900e-003</b>	<b>1.0000e-005</b>	<b>1.2000e-003</b>	<b>3.2000e-004</b>	<b>1.0000e-005</b>	<b>3.3000e-004</b>						

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167						
<b>Total</b>	<b>0.0351</b>	<b>0.3578</b>	<b>0.2206</b>	<b>3.9000e-004</b>		<b>0.0180</b>	<b>0.0180</b>		<b>0.0167</b>	<b>0.0167</b>						

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**3.2 Demolition - 2019****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	7.8000e-004	5.4000e-004	5.4700e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004						
<b>Total</b>	<b>7.8000e-004</b>	<b>5.4000e-004</b>	<b>5.4700e-003</b>	<b>1.0000e-005</b>	<b>1.1900e-003</b>	<b>1.0000e-005</b>	<b>1.2000e-003</b>	<b>3.2000e-004</b>	<b>1.0000e-005</b>	<b>3.3000e-004</b>						

**3.3 Site Preparation - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497						
Off-Road	0.0217	0.2279	0.1103	1.9000e-004		0.0120	0.0120		0.0110	0.0110						
<b>Total</b>	<b>0.0217</b>	<b>0.2279</b>	<b>0.1103</b>	<b>1.9000e-004</b>	<b>0.0903</b>	<b>0.0120</b>	<b>0.1023</b>	<b>0.0497</b>	<b>0.0110</b>	<b>0.0607</b>						



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**3.3 Site Preparation - 2019****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	4.7000e-004	3.2000e-004	3.2800e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	2.0000e-004						
<b>Total</b>	<b>4.7000e-004</b>	<b>3.2000e-004</b>	<b>3.2800e-003</b>	<b>1.0000e-005</b>	<b>7.2000e-004</b>	<b>1.0000e-005</b>	<b>7.2000e-004</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>2.0000e-004</b>						

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0407	0.0000	0.0407	0.0223	0.0000	0.0223						
Off-Road	0.0217	0.2279	0.1103	1.9000e-004		0.0120	0.0120		0.0110	0.0110						
<b>Total</b>	<b>0.0217</b>	<b>0.2279</b>	<b>0.1103</b>	<b>1.9000e-004</b>	<b>0.0407</b>	<b>0.0120</b>	<b>0.0526</b>	<b>0.0223</b>	<b>0.0110</b>	<b>0.0333</b>						

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**3.3 Site Preparation - 2019****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	4.7000e-004	3.2000e-004	3.2800e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	2.0000e-004						
<b>Total</b>	<b>4.7000e-004</b>	<b>3.2000e-004</b>	<b>3.2800e-003</b>	<b>1.0000e-005</b>	<b>7.2000e-004</b>	<b>1.0000e-005</b>	<b>7.2000e-004</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>2.0000e-004</b>						

**3.4 Grading - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540						
Off-Road	0.0711	0.8178	0.5007	9.3000e-004		0.0357	0.0357		0.0329	0.0329						
<b>Total</b>	<b>0.0711</b>	<b>0.8178</b>	<b>0.5007</b>	<b>9.3000e-004</b>	<b>0.1301</b>	<b>0.0357</b>	<b>0.1658</b>	<b>0.0540</b>	<b>0.0329</b>	<b>0.0868</b>						

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**3.4 Grading - 2019****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	1.5700e-003	1.0800e-003	0.0109	2.0000e-005	2.3900e-003	2.0000e-005	2.4100e-003	6.4000e-004	2.0000e-005	6.5000e-004						
<b>Total</b>	<b>1.5700e-003</b>	<b>1.0800e-003</b>	<b>0.0109</b>	<b>2.0000e-005</b>	<b>2.3900e-003</b>	<b>2.0000e-005</b>	<b>2.4100e-003</b>	<b>6.4000e-004</b>	<b>2.0000e-005</b>	<b>6.5000e-004</b>						

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0586	0.0000	0.0586	0.0243	0.0000	0.0243						
Off-Road	0.0711	0.8178	0.5007	9.3000e-004		0.0357	0.0357		0.0329	0.0329						
<b>Total</b>	<b>0.0711</b>	<b>0.8178</b>	<b>0.5007</b>	<b>9.3000e-004</b>	<b>0.0586</b>	<b>0.0357</b>	<b>0.0943</b>	<b>0.0243</b>	<b>0.0329</b>	<b>0.0572</b>						

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**3.4 Grading - 2019****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	1.5700e-003	1.0800e-003	0.0109	2.0000e-005	2.3900e-003	2.0000e-005	2.4100e-003	6.4000e-004	2.0000e-005	6.5000e-004						
<b>Total</b>	<b>1.5700e-003</b>	<b>1.0800e-003</b>	<b>0.0109</b>	<b>2.0000e-005</b>	<b>2.3900e-003</b>	<b>2.0000e-005</b>	<b>2.4100e-003</b>	<b>6.4000e-004</b>	<b>2.0000e-005</b>	<b>6.5000e-004</b>						

**3.5 Building Construction - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2373	2.1184	1.7250	2.7000e-003		0.1296	0.1296		0.1219	0.1219						
<b>Total</b>	<b>0.2373</b>	<b>2.1184</b>	<b>1.7250</b>	<b>2.7000e-003</b>		<b>0.1296</b>	<b>0.1296</b>		<b>0.1219</b>	<b>0.1219</b>						

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**3.5 Building Construction - 2019****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0269	0.7163	0.1523	1.5100e-003	0.0352	5.7300e-003	0.0409	0.0102	5.4800e-003	0.0157						
Worker	0.0720	0.0496	0.5023	1.0800e-003	0.1097	8.1000e-004	0.1105	0.0292	7.5000e-004	0.0299						
<b>Total</b>	<b>0.0988</b>	<b>0.7659</b>	<b>0.6546</b>	<b>2.5900e-003</b>	<b>0.1449</b>	<b>6.5400e-003</b>	<b>0.1514</b>	<b>0.0393</b>	<b>6.2300e-003</b>	<b>0.0456</b>						

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2373	2.1184	1.7250	2.7000e-003		0.1296	0.1296		0.1219	0.1219						
<b>Total</b>	<b>0.2373</b>	<b>2.1184</b>	<b>1.7250</b>	<b>2.7000e-003</b>		<b>0.1296</b>	<b>0.1296</b>		<b>0.1219</b>	<b>0.1219</b>						

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**3.5 Building Construction - 2019****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0269	0.7163	0.1523	1.5100e-003	0.0352	5.7300e-003	0.0409	0.0102	5.4800e-003	0.0157						
Worker	0.0720	0.0496	0.5023	1.0800e-003	0.1097	8.1000e-004	0.1105	0.0292	7.5000e-004	0.0299						
<b>Total</b>	<b>0.0988</b>	<b>0.7659</b>	<b>0.6546</b>	<b>2.5900e-003</b>	<b>0.1449</b>	<b>6.5400e-003</b>	<b>0.1514</b>	<b>0.0393</b>	<b>6.2300e-003</b>	<b>0.0456</b>						

**3.5 Building Construction - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1049	0.9497	0.8340	1.3300e-003		0.0553	0.0553		0.0520	0.0520						
<b>Total</b>	<b>0.1049</b>	<b>0.9497</b>	<b>0.8340</b>	<b>1.3300e-003</b>		<b>0.0553</b>	<b>0.0553</b>		<b>0.0520</b>	<b>0.0520</b>						

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**3.5 Building Construction - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0104	0.3202	0.0636	7.4000e-004	0.0173	1.8100e-003	0.0192	5.0100e-003	1.7300e-003	6.7400e-003						
Worker	0.0320	0.0213	0.2167	5.1000e-004	0.0540	3.8000e-004	0.0544	0.0144	3.5000e-004	0.0147						
<b>Total</b>	<b>0.0424</b>	<b>0.3415</b>	<b>0.2803</b>	<b>1.2500e-003</b>	<b>0.0714</b>	<b>2.1900e-003</b>	<b>0.0736</b>	<b>0.0194</b>	<b>2.0800e-003</b>	<b>0.0215</b>						

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1049	0.9497	0.8340	1.3300e-003		0.0553	0.0553		0.0520	0.0520						
<b>Total</b>	<b>0.1049</b>	<b>0.9497</b>	<b>0.8340</b>	<b>1.3300e-003</b>		<b>0.0553</b>	<b>0.0553</b>		<b>0.0520</b>	<b>0.0520</b>						



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**3.5 Building Construction - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0104	0.3202	0.0636	7.4000e-004	0.0173	1.8100e-003	0.0192	5.0100e-003	1.7300e-003	6.7400e-003						
Worker	0.0320	0.0213	0.2167	5.1000e-004	0.0540	3.8000e-004	0.0544	0.0144	3.5000e-004	0.0147						
<b>Total</b>	<b>0.0424</b>	<b>0.3415</b>	<b>0.2803</b>	<b>1.2500e-003</b>	<b>0.0714</b>	<b>2.1900e-003</b>	<b>0.0736</b>	<b>0.0194</b>	<b>2.0800e-003</b>	<b>0.0215</b>						

**3.6 Paving - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003						
Paving	0.0000					0.0000	0.0000		0.0000	0.0000						
<b>Total</b>	<b>0.0136</b>	<b>0.1407</b>	<b>0.1465</b>	<b>2.3000e-004</b>		<b>7.5300e-003</b>	<b>7.5300e-003</b>		<b>6.9300e-003</b>	<b>6.9300e-003</b>						

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**3.6 Paving - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	7.1000e-004	4.7000e-004	4.7900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004						
<b>Total</b>	<b>7.1000e-004</b>	<b>4.7000e-004</b>	<b>4.7900e-003</b>	<b>1.0000e-005</b>	<b>1.1900e-003</b>	<b>1.0000e-005</b>	<b>1.2000e-003</b>	<b>3.2000e-004</b>	<b>1.0000e-005</b>	<b>3.3000e-004</b>						

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003						
Paving	0.0000					0.0000	0.0000		0.0000	0.0000						
<b>Total</b>	<b>0.0136</b>	<b>0.1407</b>	<b>0.1465</b>	<b>2.3000e-004</b>		<b>7.5300e-003</b>	<b>7.5300e-003</b>		<b>6.9300e-003</b>	<b>6.9300e-003</b>						

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**3.6 Paving - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	7.1000e-004	4.7000e-004	4.7900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004						
<b>Total</b>	<b>7.1000e-004</b>	<b>4.7000e-004</b>	<b>4.7900e-003</b>	<b>1.0000e-005</b>	<b>1.1900e-003</b>	<b>1.0000e-005</b>	<b>1.2000e-003</b>	<b>3.2000e-004</b>	<b>1.0000e-005</b>	<b>3.3000e-004</b>						

**3.7 Architectural Coating - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.2681					0.0000	0.0000		0.0000	0.0000						
Off-Road	2.4200e-003	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003						
<b>Total</b>	<b>2.2705</b>	<b>0.0168</b>	<b>0.0183</b>	<b>3.0000e-005</b>		<b>1.1100e-003</b>	<b>1.1100e-003</b>		<b>1.1100e-003</b>	<b>1.1100e-003</b>						

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**3.7 Architectural Coating - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	1.2700e-003	8.5000e-004	8.6300e-003	2.0000e-005	2.1500e-003	2.0000e-005	2.1700e-003	5.7000e-004	1.0000e-005	5.9000e-004						
<b>Total</b>	<b>1.2700e-003</b>	<b>8.5000e-004</b>	<b>8.6300e-003</b>	<b>2.0000e-005</b>	<b>2.1500e-003</b>	<b>2.0000e-005</b>	<b>2.1700e-003</b>	<b>5.7000e-004</b>	<b>1.0000e-005</b>	<b>5.9000e-004</b>						

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.2681					0.0000	0.0000		0.0000	0.0000						
Off-Road	2.4200e-003	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003						
<b>Total</b>	<b>2.2705</b>	<b>0.0168</b>	<b>0.0183</b>	<b>3.0000e-005</b>		<b>1.1100e-003</b>	<b>1.1100e-003</b>		<b>1.1100e-003</b>	<b>1.1100e-003</b>						

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**3.7 Architectural Coating - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	1.2700e-003	8.5000e-004	8.6300e-003	2.0000e-005	2.1500e-003	2.0000e-005	2.1700e-003	5.7000e-004	1.0000e-005	5.9000e-004						
<b>Total</b>	<b>1.2700e-003</b>	<b>8.5000e-004</b>	<b>8.6300e-003</b>	<b>2.0000e-005</b>	<b>2.1500e-003</b>	<b>2.0000e-005</b>	<b>2.1700e-003</b>	<b>5.7000e-004</b>	<b>1.0000e-005</b>	<b>5.9000e-004</b>						

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

Improve Destination Accessibility

Increase Transit Accessibility

## Derrel's Mini Storage - Mooney - Tulare County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2199	1.8508	2.4111	8.7600e-003	0.5750	9.9500e-003	0.5850	0.1546	9.4100e-003	0.1640						
Unmitigated	0.2242	1.9010	2.5063	9.1600e-003	0.6053	0.0104	0.6157	0.1627	9.8500e-003	0.1726						

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	548.05	548.05	548.05	1,600,047	1,520,044
Total	548.05	548.05	548.05	1,600,047	1,520,044

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.506900	0.034567	0.171206	0.149208	0.024362	0.005798	0.021031	0.077362	0.001819	0.001371	0.004402	0.001155	0.000818

## 5.0 Energy Detail

## Derrel's Mini Storage - Mooney - Tulare County, Annual

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000						
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000						
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						



## Derrel's Mini Storage - Mooney - Tulare County, Annual

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>						

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>						

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	1.08632e+006				
<b>Total</b>					

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	1.08632e+006				
<b>Total</b>					

**6.0 Area Detail****6.1 Mitigation Measures Area**

## Derrel's Mini Storage - Mooney - Tulare County, Annual

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5011	3.0000e-005	2.9800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						
Unmitigated	1.5012	3.0000e-005	3.0200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2268					0.0000	0.0000		0.0000	0.0000						
Consumer Products	1.2741					0.0000	0.0000		0.0000	0.0000						
Landscaping	2.8000e-004	3.0000e-005	3.0200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						
<b>Total</b>	<b>1.5012</b>	<b>3.0000e-005</b>	<b>3.0200e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>						

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2268					0.0000	0.0000		0.0000	0.0000						
Consumer Products	1.2741					0.0000	0.0000		0.0000	0.0000						
Landscaping	2.8000e-004	3.0000e-005	2.9800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005						
<b>Total</b>	<b>1.5012</b>	<b>3.0000e-005</b>	<b>2.9800e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>						

**7.0 Water Detail**

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Landscaping

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				
Unmitigated				

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**7.2 Water by Land Use****Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	75.4384 / 0				
<b>Total</b>					

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	60.3507 / 0				
<b>Total</b>					

**8.0 Waste Detail****8.1 Mitigation Measures Waste**

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				
Unmitigated				

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	306.65				
<b>Total</b>					

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	306.65				
<b>Total</b>					

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**



Derrel's Mini Storage - Mooney - Tulare County, Annual

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## **ATTACHMENT “B”**

### **BIOLOGICAL EVALUATION TECHNICAL MEMORANDUM**



# RESOURCE MANAGEMENT AGENCY

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Michael Washam

Reed Schenke

Sherman Dix

Economic Development and Planning

Public Works

Fiscal Services

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## TECHNICAL MEMORANDUM

DATE: December 6, 2018

TO: Hector Guerra, Chief Environmental Planner  
File

FROM: Jessica Willis, Planner IV

SUBJECT: Biological Resources Evaluation for the proposed Derrel's Mini Storage on  
Mooney Boulevard (GPA 17-031)

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### PROJECT DESCRIPTION

The Project applicant is proposing to change the land use designation of an approximately 14-acre site to allow the construction of a mini-storage facility, including 323,700 square feet of storage stalls and 2,522 square feet of office/residence space. The applicant proposes to change the land use designation of APN 150-050-014 from "Mooney Corridor" to "Mixed Use" and rezone the parcel from Tulare County zoning from Exclusive Agricultural – 20 acre minimum (AE-20) to General Commercial (C-2).

### PROJECT LOCATION

The Project site is located on the east side of Mooney Boulevard/State Route 63 (SR 63) approximately 700 feet south of Avenue 264 (see Figures 1 and 2). The Project is located within the County-designated City of Tulare Urban Area Boundary (UAB).

United States Geological Survey 7.5-minute Quadrangle: Visalia

Surrounding Quadrangles: Traver, Monson, Ivanhoe, Goshen, Exeter, Paige, Tulare, Cairns Corner

Public Land Survey System: Section 19, Township 19 South, Range 25 East, Mount Diablo Base and Meridian

Assessor Parcel Number: 150-050-014

Latitude/Longitude: 36° 15' 58.29" / 119° 18' 47.39"

The Project site is relatively level and currently has small structures on site (that is, two mobile-homes, one abandoned mobile-home, a garage, two storage sheds, and two abandoned buildings). Per discussion with the property owner, the site was previously farmed and offered on-site produce sales (i.e., a fruit stand). However, the site is no longer used for agricultural uses and the site is regularly disked for weed abatement.

## PROJECT SITE VISITS

A Project site visit was conducted on November 10, 2017, by Jessica Willis, Planner IV, and Dana Mettlen, Planner III (Tulare County RMA staff), Karen Kendall (applicant representative), and Darlene Mata (applicant's consultant). The purpose of the survey was to visually inspect the site's existing physical conditions and collect information to support a preliminary assessment of the Project's potential impacts on biological resources. The Project site is non-irrigated, does not contain or is adjacent to any water course, is denuded of ground vegetation (as it is disked regularly to control nuisance weeds and create fire protection buffers for adjacent land uses), has a limited number of native and non-native trees, and is actively used by current inhabitants vehicles (i.e., cars, pick-up trucks, medium-duty trucks, etc.) for parking and other off-road movements.

The Project site was inspected for signs of special status plant and animal species while walking 10-foot transects over the Project site. No special status species were observed during the inspection. As the site is regularly denuded, the site was primarily comprised of grasses with nightshade and sunflower sparsely scattered throughout the site. Native and non-native tree species were identified on the Project site, with oak trees located in close proximity to the residential structures and eucalyptus trees lining the north side of the private dirt drive leading to the residences. Special status bird species were not observed within or in properties adjacent to the Project site. A large nest was observed in the canopy of a single eucalyptus tree; however, no special status bird species were observed in or in proximity to the nest. Several small burrows (approximately 8 inches in diameter) were observed within the Project site; however, they appeared to be unoccupied (i.e., cobwebs covering the entrances) and no evidence of special status species were present (i.e., absence of scat, fur, feathers, etc.).

Tulare County RMA staff, Dana Mettlen, Planner III, and Cheng "Tim" Chi, Planner I, made a subsequent visit to the Project site on October 22, 2018. The eucalyptus trees were no longer present on the Project site. No special status plant or animal species were identified within or adjacent to the Project site at the time of the subsequent visit.

## BIOLOGICAL SPECIES SEARCH

Tulare County RMA staff queried the California Department of Fish and Wildlife (CDFW) RareFind5 database and the California Natural Diversity Database (CNDDDB) for special status species occurrences in the nine (9) USGS 7.5 minute quadrangles containing and immediately surrounding the Project site (Traver, Monson, Ivanhoe, Goshen, Visalia, Exeter, Paige, Tulare, and Cairns Corner; see Figure 3 and Attachment 1).<sup>1</sup> The query included the following special statuses: federal listing of endangered, threatened, and candidate species; and State listings of endangered, threatened, rare, candidate endangered, and candidate threatened species. Table 1 lists the fourteen (14) special status species that have been recorded within the 9-quad area.

Review of the CDFW Biogeographic Information and Observation System (BIOS) mapping tool indicates that of the fourteen (14) species within the 9-quad area, only four (4) of these species

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<sup>1</sup> CDFW, CNDDDB, <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>, accessed November 13, 2017, October 26, 2018, November 28, 2018, and December 4, 2018.

have been recorded within five (5) miles of the Project site (see Figure 4 and Attachment 2). As indicated in Table 2, these species include two (2) special status plant species (California jewelflower and San Joaquin adobe sunburst) and two (2) special status animal species (western yellow-billed cuckoo and San Joaquin kit fox).

**Table 1. Special Status Species in the 9-Quad Project Vicinity**

Scientific Name	Common Name	Federal Status	State Status
<i>Agelaius tricolor</i>	tricolored blackbird	None	Candidate Endangered
<i>Ambystoma californiense</i>	California tiger salamander	Threatened	Threatened
<i>Branchinecta lynchi</i>	vernal pool fairy shrimp	Threatened	None
<i>Buteo swainsoni</i>	Swainson's Hawk	None	Threatened
<i>Caulanthus californicus</i>	California jewelflower	Endangered	Endangered
<i>Coccyzus americanus occidentalis</i>	western yellow-billed cuckoo	Threatened	Endangered
<i>Desmocerus californicus dimorphus</i>	valley elderberry longhorn beetle	Threatened	None
<i>Dipodomys nitratoides nitratoides</i>	Tipton kangaroo rat	Endangered	Endangered
<i>Euphorbia hooveri</i>	Hoover's spurge	Threatened	None
<i>Gambelia sila</i>	blunt-nosed leopard lizard	Endangered	Endangered
<i>Lepidurus packardii</i>	vernal pool tadpole shrimp	Endangered	None
<i>Orcuttia inaequalis</i>	San Joaquin Valley Orcutt grass	Threatened	Endangered
<i>Pseudobahia peirsonii</i>	San Joaquin adobe sunburst	Threatened	Endangered
<i>Vulpes macrotis mutica</i>	San Joaquin kit fox	Endangered	Threatened
Source: CNDDDB "Selected Elements by Scientific Name" report (see Attachment 1)			

**Table 2. Special Status Species Presence in the Project Vicinity (within 5-miles)**

Scientific Name	Common Name	Presence
<i>Anniella pulchra</i>	northern California legless lizard	Presumed Extant
<i>Atriplex depressa</i>	brittlescale	Presumed Extant
<i>Bombus crotchii</i>	Crotch bumble bee	Presumed Extant
<i>Caulanthus californicus</i> *	California jewelflower	Extirpated
<i>Coccyzus americanus occidentalis</i> *	western yellow-billed cuckoo	Extirpated
<i>Emys marmorata</i>	western pond turtle	Presumed Extant
<i>Eumops perotis californicus</i>	western mastiff bat	Presumed Extant
<i>Imperata brevifolia</i>	California satintail	Presumed Extant
<i>Lytta hoppingi</i>	Hopping's blister beetle	Presumed Extant
<i>Pseudobahia peirsonii</i> *	San Joaquin adobe sunburst	Extirpated
<i>Vulpes macrotis mutica</i> *	San Joaquin kit fox	Presumed Extant
Source: CNDDDB IMAPS listing (see Attachment 2)		
The four species marked with an asterisk (*) indicates a federally listed endangered, threatened, or candidate species, or a State listed endangered, threatened, rare, candidate endangered, and candidate threatened species. The remaining seven species are considered to be species of special concern.		

## WETLANDS SEARCH

Waters of the State and the United States are absent from the site. There are no manmade or natural water features or riparian habitats within the Project site. According to the United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) and the United States Environmental Protection Agency (US EPA) Watershed Assessment, Tracking and Environmental Results System (WATERS) mapping tools there are two (2) Tulare Irrigation District canals in the Project vicinity, one approximately 600 feet (0.11 mile) north and the other approximately 1,325 feet (0.25 mile) south of the Project site.<sup>2</sup> Both of these waterways are classified as Riverine (See Figures 5 and 6).

## IMPACT EVALUATION

According to the CNDDDB and BIOS mapping, special status plant and animal species are absent from the Project site; however, the site is within the historic range of four (4) special status species and seven (7) species of special concern.

### Special Status Species

As indicated in Table 2, presence of the California jewelflower, San Joaquin adobe sunburst, and western yellow billed cuckoo are considered extirpated in the 5-mile Project vicinity. As such, mitigation measures that would reduce potential impacts to these species have not been proposed, nor would any measures be warranted.

As indicated in Table 2, presence of the San Joaquin kit fox is presumed extant within the 5-mile Project vicinity. As such, the following mitigations measures are recommended to reduce potential impacts on San Joaquin kit fox to less than significant.

### *Mitigation Measures for San Joaquin Kit Fox*

- BIO-1 Preconstruction Survey.** Preconstruction surveys for the San Joaquin kit fox shall be conducted pursuant to the “Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance” (USFWS 2011) on and within 200 feet of the project site, no less than 14 days and no more than 30 days prior to the beginning of initial ground disturbance activities on the site. The primary objective is to identify kit fox habitat features (e.g., potential dens and refugia) on the project site and evaluate their use by kit foxes. If a potentially active kit fox den is detected within or immediately adjacent to the area of work, the Sacramento Field Office of the USFWS and the Fresno Field Office of the CDFW shall be contacted immediately to determine the best course of action and a minimum 3-day focused survey shall be conducted using a tracking medium and/or infrared camera to determine use.

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<sup>2</sup> USFWS, NWI Mapper, <https://www.fws.gov/wetlands/data/Mapper.html>. Accessed November 28 and December 4, 2018; and US EPA, WATERS GeoViewer, <https://www.epa.gov/waterdata/waters-geoviewer>, accessed December 4, 2018.

Preconstruction surveys will be repeated following any lapses in construction of 30 days or more.

- BIO-2     **Avoidance.** Should active or potentially active kit fox dens be detected during preconstruction or focused surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified immediately. A minimum 50-foot disturbance-free buffer will be established around potential or atypical (manmade) burrows and a 100-foot disturbance-free buffer around known or previously occupied dens, or as otherwise determined to be appropriate pursuant to consultation with the USFWS and CDFW. Buffer areas shall be maintained until an agency-approved biologist has determined that the burrows have been abandoned. If CDFW determines that take cannot be avoided, an Incidental Take Permit shall be obtained prior to the start of ground disturbing activities.
- BIO-3     **Minimization.** Future construction activities will observe all minimization measures presented in the USFWS Standardized Recommendations. Such measures include, but are not limited to: restriction of construction-related vehicle traffic to established roads, construction areas, and other designated areas; inspection and covering of structures (e.g., pipes), as well as installation of escape structures, to prevent the inadvertent entrapment of kit foxes; restriction of rodenticide and herbicide use; and proper disposal of food items and trash.
- BIO-4     **Mortality Reporting.** The Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified immediately (by phone, email, in person) and in writing within three working days in case of the accidental death or injury to a San Joaquin kit fox during construction. Notification must include the date, time, location of the incident or of the finding of a dead or injured animal, and any other pertinent information.
- BIO-5     **Employee Education Program.** Prior to the start of construction activities, the applicant will retain a qualified biologist to conduct a tailgate training for all construction staff on the San Joaquin kit fox. This training will include a description of the kit fox and its habitat needs; a report of the occurrence of kit fox in the project site; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of the measures being taken to reduce impacts to the species during construction. Attendees will be provided a handout with all of the training information included in it. The applicant will use this handout to train any construction personnel that were not in attendance at the first meeting, prior to those personnel starting work on the site.

### Species of Special Concern

As indicated in Table 2, there are seven (7) species of concern within the 5-mile Project vicinity. There are no water bodies within or adjacent to the Project site. As such, there would be no impacts to the western pond turtle. As such, mitigation measures that would reduce

potential impacts to these species have not been proposed, nor would any measures be warranted. However, the following mitigation measures are recommended to reduce potential impacts on species of special concern, include bat species, to less than significant.

*Mitigation for Special Status Plant Species and Plant Species of Special Concern*

- BIO-6     **Preconstruction Survey.** Preconstruction surveys shall be conducted following the protocols established in the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (2018) before any ground-disturbing activities are to begin. If the surveys detect the presence of listed or protected species, then the ground-disturbing activities impacting the plants and/or natural communities must cease until appropriate measures or consultation with the California Department of Fish and Wildlife (CDFW) and/or U.S. Fish and Wildlife Service (USFWS) can take place.
- BIO-7     **Preconstruction Survey.** If preconstruction surveys detect special status species, the Applicant shall initiate informal consultation with the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS), if applicable. The Applicant shall communicate with and coordinate its activities with a CDFW/USFWS biologist who is specifically assigned to deal with these issues in Tulare County. That biologist shall identify, for the Applicant or the Applicant's engineer, measures for avoidance, minimization, and compensation if necessary.

*Mitigation for Nesting and Migratory Birds and Raptors*

- BIO-8     **Avoidance.** If feasible, tree removal and project buildout will occur outside of the avian nesting season, typically defined as February 1 to August 31.
- BIO-9     **Preconstruction Surveys.** If future tree removal or construction activities are to occur between February 1 and August 31, a qualified biologist will conduct preconstruction surveys for active migratory bird nests no more than 10 days prior to the start of work. Should any active nests be discovered in or near proposed construction zones, the biologist shall establish a behavioral baseline of all identified nests and will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged and are capable of foraging independently. Identified nests shall be monitored to detect behavioral changes. If behavioral changes occur, the biologist shall consult with the Fresno Field Office of the CDFW to determine the best course of action.

*Mitigation for Roosting Bats*

- BIO-10    **Avoidance.** To avoid potential impacts to maternity bat roosts, future tree and building removal should occur outside of the period between April 1 and



September 30, the time frame within which colony-nesting bats generally assemble, give birth, nurse their young, and ultimately disperse.

- BIO-11 **Preconstruction Survey.** If any removal of mature trees or buildings is to occur between April 1 and September 30 (general maternity bat roost season), then within 30 days prior to scheduled removal, a qualified biologist will conduct a survey for roosting bats. The biologist will visually inspect all potential roost sites for individual bats, guano, and staining, and will listen for bat vocalizations. If necessary, the biologist will wait for nighttime emergence of bats from roost sites. If bats are observed to be roosting, the Fresno Field Office of CDFW shall be consulted to determine the best course of action and to determine whether a Bat Eviction Plan is required. If no bats are observed to be roosting or breeding, then no further action would be required, and construction could proceed.
- BIO-12 **Minimization.** If a non-breeding bat colony is found in disturbance areas, the individuals will be humanely evicted from trees and/or buildings, under the direction of a qualified biologist. To ensure that no harm or “take” of any bats occurs as a result of construction activities, the colony site shall be monitored to ensure that all bats have exited the roost.
- BIO-13 **Avoidance.** If a maternity colony is detected during preconstruction surveys, a disturbance-free buffer will be established around the colony and remain in place until a qualified biologist determines that the nursery is no longer active. The disturbance-free buffer will range from a minimum of 50 to 100 feet as determined by the biologist.

#### Waters of the State and the U.S.

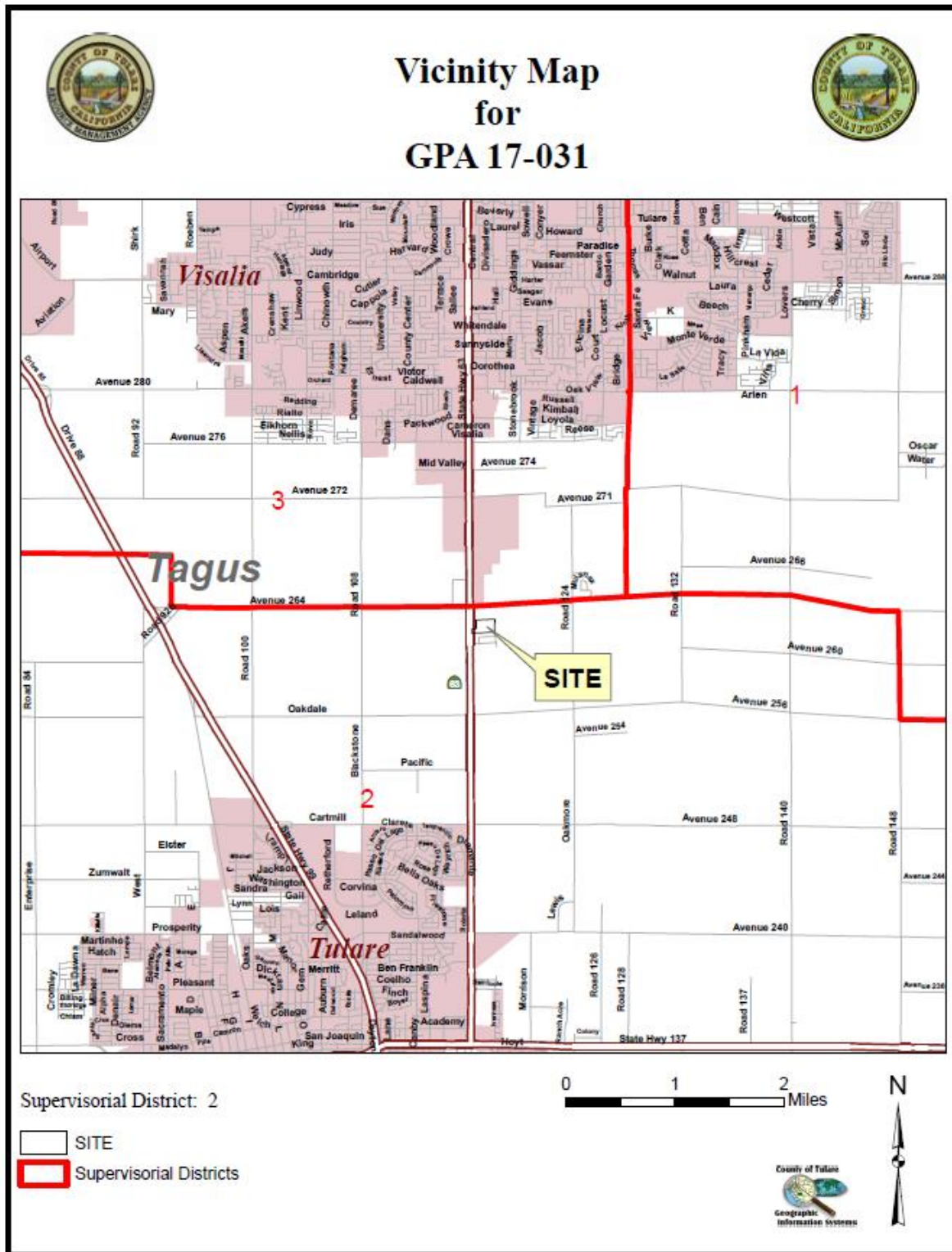
There are no water bodies within the Project site; however, two Tulare Irrigation District canals, are within the Project vicinity. During construction best management practices, including compliance with all applicable Regional Water Quality Control Board (RWQCB) requirements, including a storm water pollution prevention plan (SWPPP), will be required. Prior to issuance of the special use permit and building permits, a grading and drainage plan will be submitted and approved by the Tulare County RMA Engineering Branch. The Project will not substantially alter the existing drainage pattern of the site and will be designed such that stormwater will be retained onsite. As such, the Project will not result in significant impact to any riparian habitats or other protected wetlands. Mitigation measures that would reduce impacts have not been proposed, nor would any measures be warranted.

#### **SUMMARY**

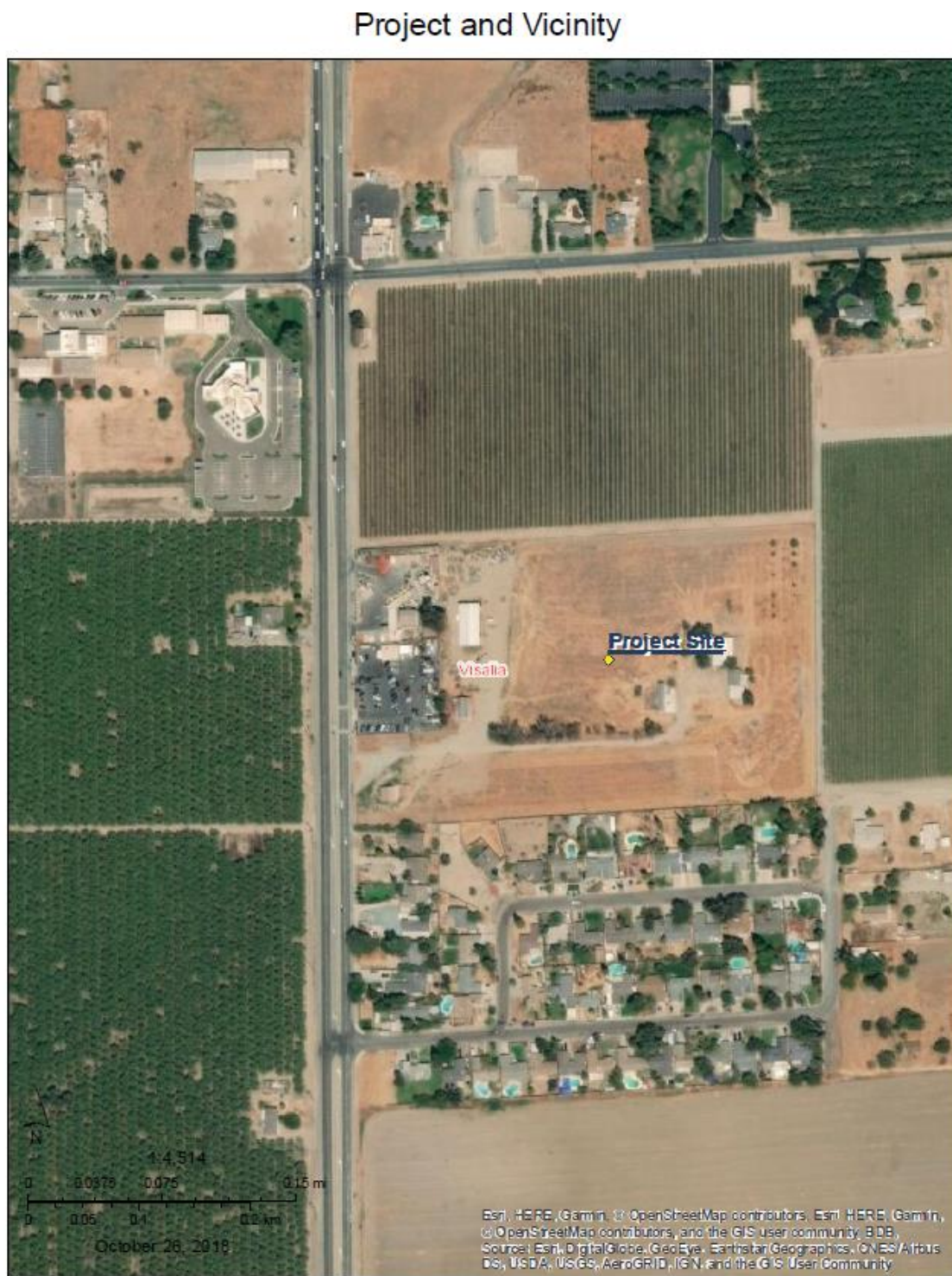
The Project site is non-irrigated, does not contain or is adjacent to any water course, is denuded of ground vegetation (as it is disked regularly to control nuisance weeds and create fire protection buffers for adjacent land uses), has a limited number of native and non-native trees, and is actively used by current inhabitants vehicles (i.e., cars, pick-up trucks, medium-duty trucks, etc.) for parking and other off-road movements. Extensive and continuing disturbances to

the landscape has removed any naturally occurring (or anthropogenic) habitat (e.g., wetlands, riparian habitat, sensitive community, or vernal pools) suitable for special status species (i.e., special status plant species Hoover's spurge, San Joaquin Adobe Sunburst, and San Joaquin Valley Orcutt Grass; and special status animal species, vernal pool fairy shrimp, vernal pool tadpole shrimp, California tiger salamander, Tipton kangaroo rat, tricolored blackbird, blunt-nosed leopard lizard, and San Joaquin kit fox). The California jewelflower is presumed to be extirpated (i.e., local extinction of a species that ceases to exist in the chosen geographic area of study, though it still exists elsewhere) from Tulare County. The western yellow-billed cuckoo is also presumed to be extirpated in the Project area. Also, on September 17th, 2014, the U.S. Fish and Wildlife Service (USFWS) published its determination to reduce the southern portion of the Valley elderberry longhorn beetle (VELB's) presumed historic range, excluding Kings, Kern and Tulare Counties. As such, Tulare County is no longer considered within the range of the species. Therefore, the presence of the abovementioned plant or animal species (and their habitat) is highly unlikely and the Project would not involve any changes to habitat(s) of any special status species. However, as the site is adjacent to active farmland which could serve as breeding, denning, foraging, roosting, or nesting habitat and is within the historic range of some special status species (e.g., San Joaquin kit fox, tricolored blackbird, Swainson's hawk) and some species of special or conservation concern (e.g., bats, migratory birds, and raptors), mitigation is required to reduce impacts on special status species to a less than significant level. At a minimum these mitigations should include a requirement for preconstruction surveys and additional mitigation as deemed appropriate by the California Department of Fish and Wildlife in the event a special status animal were to occur.

Figure 1. Project Location and Vicinity



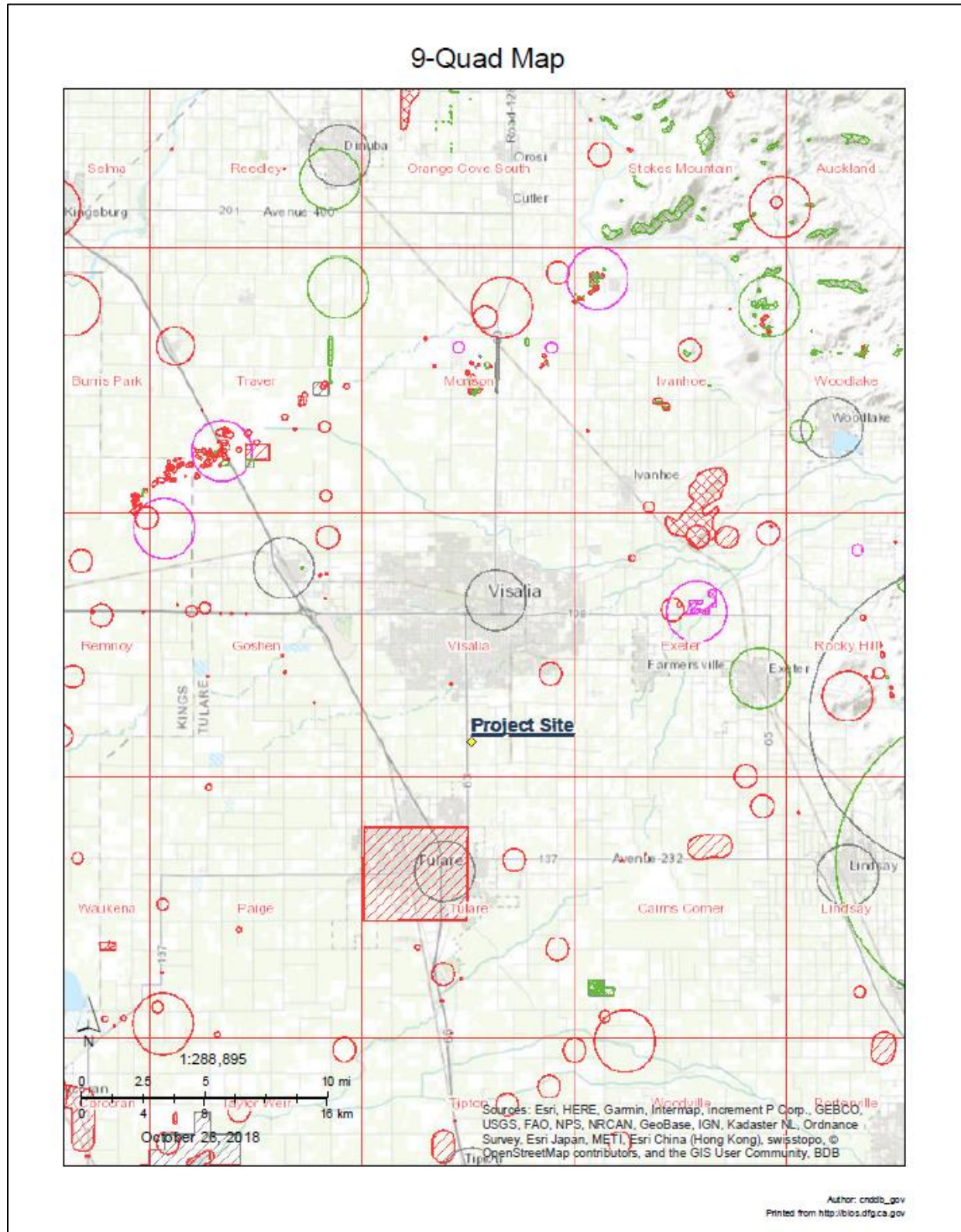
**Figure 2. Project Location and Vicinity (Aerial View)**



Author: cnddb\_gov  
Printed from <http://bios.dfg.ca.gov>

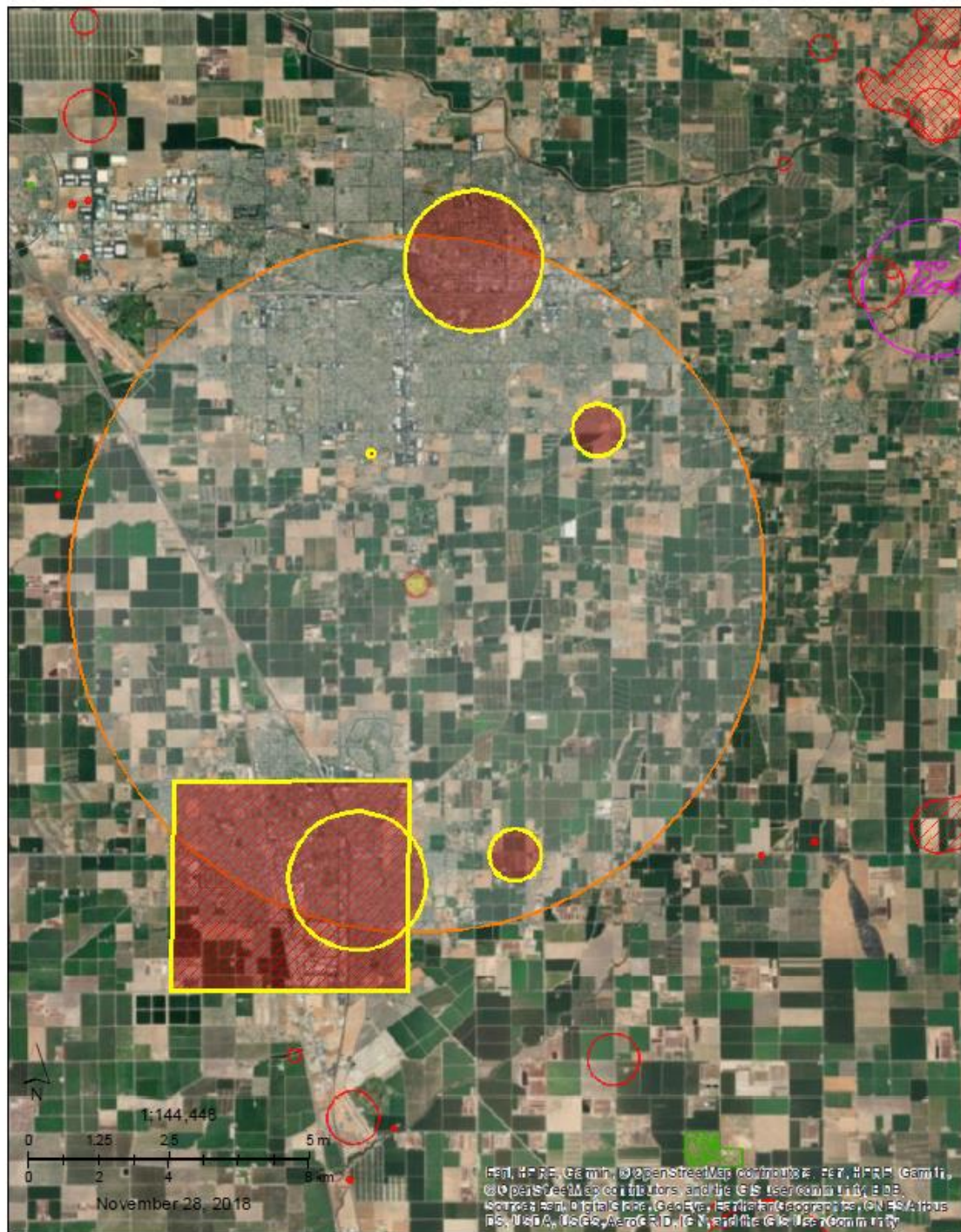


**Figure 3. Project Vicinity (9 Quads Surrounding Project Site)**



**Figure 4. Special Status Species in Project Vicinity**

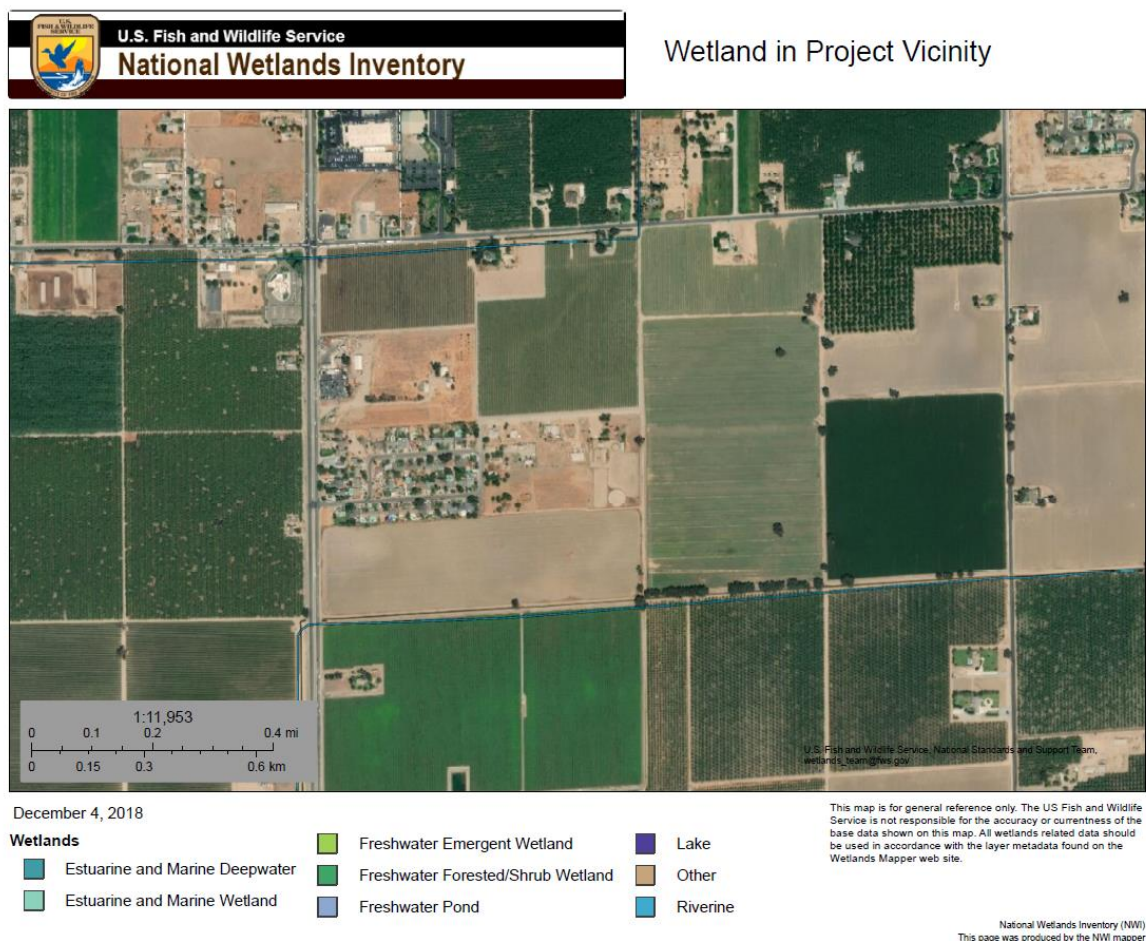
Occurrences within 5 Miles of Project Site



Author: cnddb\_gov  
Printed from <http://bios.dfg.ca.gov>



**Figure 5. Wetlands Map and Description**



**Classification code: R5UBFx**

System **Riverine (R)**: The Riverine System includes all wetlands and deepwater habitats contained within a channel, with two exceptions: (1) wetlands dominated by trees, shrubs, persistent emergents, emergent mosses, or lichens, and (2) habitats with water containing ocean-derived salts of 0.5 ppt or greater. A channel is an open conduit either naturally or artificially created which periodically or continuously contains moving water, or which forms a connecting link between two bodies of standing water.

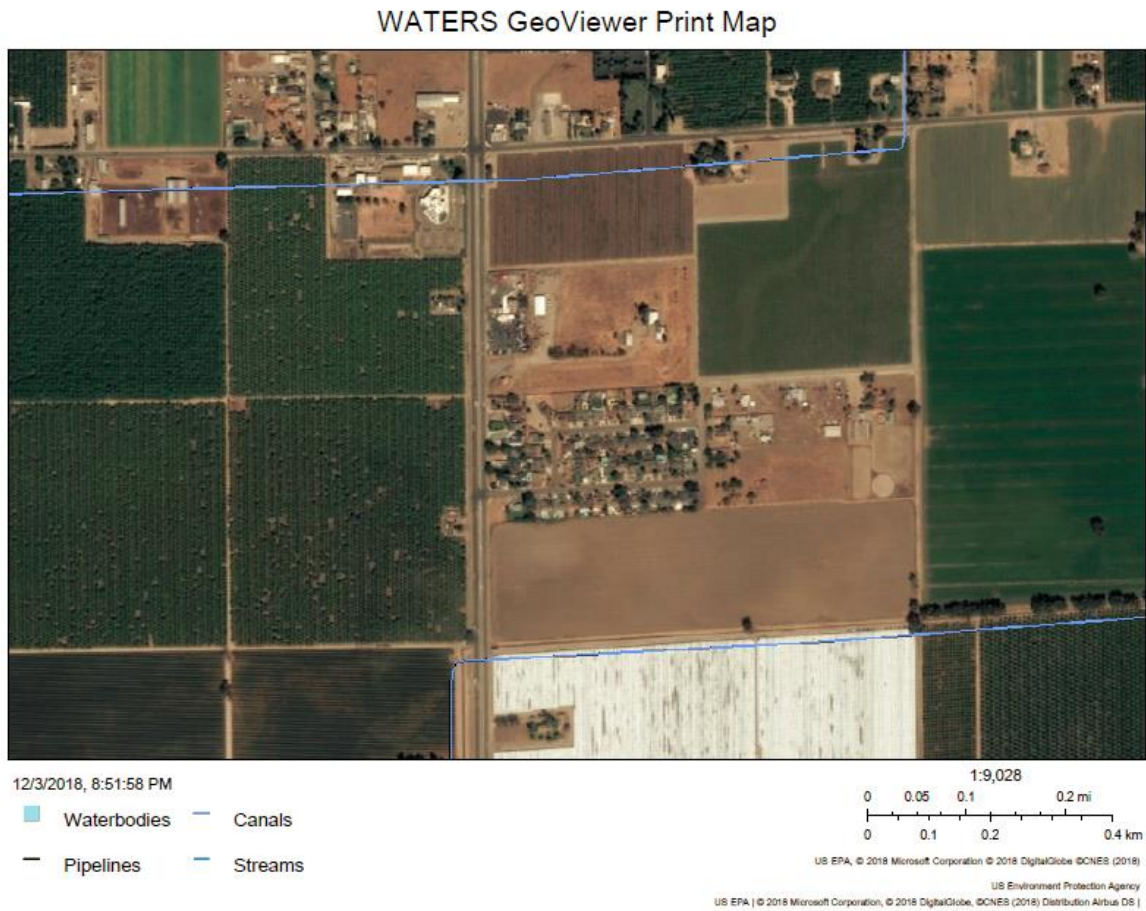
Subsystem **Unknown Perennial (5)**: This Subsystem designation was created specifically for use when the distinction between lower perennial, upper perennial, and tidal cannot be made from aerial photography and no data is available.

Class **Unconsolidated Bottom (UB)**: Includes all wetlands and deepwater habitats with at least 25% cover of particles smaller than stones (less than 6-7 cm), and a vegetative cover less than 30%.

Water Regime **Semipermanently Flooded (F)**: Surface water persists throughout the growing season in most years. When surface water is absent, the water table is usually at or very near the land surface.

Water Chemistry **Excavated (x)**: This Modifier is used to identify wetland basins or channels that were excavated by humans.

**Figure 6. Wetlands Map and Description**





## **Attachment 1**

### **CNDDDB listing of species within the 9-quad area surrounding the Project site**



## Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



### Query Criteria:

Quad<span style='color:Red'> IS </span>(Visalia (3611933)<span style='color:Red'> OR </span>Traver (3611944)<span style='color:Red'> OR </span>Monson (3611943)<span style='color:Red'> OR </span>Ivanhoe (3611942)<span style='color:Red'> OR </span>Goshen (3611934)<span style='color:Red'> OR </span>Exeter (3611932)<span style='color:Red'> OR </span>Paige (3611924)<span style='color:Red'> OR </span>Tulare (3611923)<span style='color:Red'> OR </span>Cairns Corner (3611922))<br /><span style='color:Red'> AND </span>Taxonomic Group<span style='color:Red'> IS </span>(Dune<span style='color:Red'> OR </span>Scrub<span style='color:Red'> OR </span>Herbaceous<span style='color:Red'> OR </span>Marsh<span style='color:Red'> OR </span>Riparian<span style='color:Red'> OR </span>Woodland<span style='color:Red'> OR </span>Forest<span style='color:Red'> OR </span>Alpine<span style='color:Red'> OR </span>Inland Waters<span style='color:Red'> OR </span>Marine<span style='color:Red'> OR </span>Estuarine<span style='color:Red'> OR </span>Riverine<span style='color:Red'> OR </span>Palustrine<span style='color:Red'> OR </span>Fish<span style='color:Red'> OR </span>Amphibians<span style='color:Red'> OR </span>Reptiles<span style='color:Red'> OR </span>Birds<span style='color:Red'> OR </span>Mammals<span style='color:Red'> OR </span>Mollusks<span style='color:Red'> OR </span>Arachnids<span style='color:Red'> OR </span>Crustaceans<span style='color:Red'> OR </span>Insects<span style='color:Red'> OR </span>Ferns<span style='color:Red'> OR </span>Gymnosperms<span style='color:Red'> OR </span>Monocots<span style='color:Red'> OR </span>Dicots<span style='color:Red'> OR </span>Lichens<span style='color:Red'> OR </span>Bryophytes<span style='color:Red'> OR </span>Fungi)<br /><span style='color:Red'> AND </span>(Federal Listing Status<span style='color:Red'> IS </span>(Endangered<span style='color:Red'> OR </span>Threatened<span style='color:Red'> OR </span>Proposed Endangered<span style='color:Red'> OR </span>Proposed Threatened<span style='color:Red'> OR </span>Candidate)<span style='color:Red'> OR </span>State Listing Status<span style='color:Red'> IS </span>(Endangered<span style='color:Red'> OR </span>Threatened<span style='color:Red'> OR </span>Rare<span style='color:Red'> OR </span>Candidate Endangered<span style='color:Red'> OR </span>Candidate Threatened))



Selected Elements by Scientific Name  
California Department of Fish and Wildlife  
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<b><i>Agelaius tricolor</i></b> tricolored blackbird	ABPBXB0020	None	Candidate Endangered	G2G3	S1S2	SSC
<b><i>Ambystoma californiense</i></b> California tiger salamander	AAAAA01180	Threatened	Threatened	G2G3	S2S3	WL
<b><i>Branchinecta lynchi</i></b> vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
<b><i>Buteo swainsoni</i></b> Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
<b><i>Caulanthus californicus</i></b> California jewelflower	PDBRA31010	Endangered	Endangered	G1	S1	1B.1
<b><i>Coccyzus americanus occidentalis</i></b> western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
<b><i>Desmocerus californicus dimorphus</i></b> valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T2	S2	
<b><i>Dipodomys nitratoideus nitratoideus</i></b> Tipton kangaroo rat	AMAFD03152	Endangered	Endangered	G3T1T2	S1S2	
<b><i>Euphorbia hooveri</i></b> Hoover's spurge	PDEUP0D150	Threatened	None	G1	S1	1B.2
<b><i>Gambelia sila</i></b> blunt-nosed leopard lizard	ARACF07010	Endangered	Endangered	G1	S1	FP
<b><i>Lepidurus packardii</i></b> vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G4	S3S4	
<b><i>Orcuttia inaequalis</i></b> San Joaquin Valley Orcutt grass	PMPOA4G060	Threatened	Endangered	G1	S1	1B.1
<b><i>Pseudobahia peirsonii</i></b> San Joaquin adobe sunburst	PDAST7P030	Threatened	Endangered	G1	S1	1B.1
<b><i>Vulpes macrotis mutica</i></b> San Joaquin kit fox	AMAJA03041	Endangered	Threatened	G4T2	S2	

Record Count: 14

## **Attachment 2**

### **CNDDDB listing of species within 5 miles of Project site**

California Natural Diversity Database (CNDDB) Government [ds45]

Scientific Name	Common Name	Element Code	Occ Number	MAPNDX	EONDX	Key Quad Code	Key Quad Name	Key County Code	Accuracy	Presence	Occ Type	Occ Rank	Sensitive	Site Date	Elm Date	Owner Management	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank	CDFW Status	Other Status	Symbology
<i>Lytta hoppingi</i>	Hopping's blister beetle	ICOL4C010	2	24419	8142	3611933	Visalia	TUL	1 mile	Presumed Extant	Natural/Native occurrence	Unknown	N	19XX0617	19XX0617	CITY OF VISALIA, P/V/T	None	None	G1G2	S1S2				804
<i>Emys marmorata</i>	western pond turtle	ARAAD02030	19	24419	8143	3611933	Visalia	TUL	1 mile	Presumed Extant	Natural/Native occurrence	Unknown	N	1879XXXX	1879XXXX	CITY OF VISALIA, P/V/T	None	None	G3G4	S3		SSC	BLM_S; IUCN_VU; USFS_S	804
<i>Pseudobahia peirsoni</i>	San Joaquin adobe sunburst	PDAST17P030	11	22864	12603	3611923	Tulare	TUL	1 mile	Extirpated	Natural/Native occurrence	None	N	189704XX	189704XX	P/V/T	Threatened	Endangered	G1	S1	1B.1		SB_RSABG	804
<i>Eumops perotis californicus</i>	western mastiff bat	AMACD02011	44	61242	61278	3611933	Visalia	TUL	80 meters	Presumed Extant	Natural/Native occurrence	Good	N	20020916	20020916	P/V/T	None	None	G5T4	S3S4		SSC	BLM_S; WBWG_H	201
<i>Caulanthus californicus</i>	California jew elflower	PDBRA31010	1	22864	63227	3611923	Tulare	TUL	1 mile	Extirpated	Natural/Native occurrence	None	N	1986XXXX	19320310	UNKNOWN	Endangered	Endangered	G1	S1	1B.1			804
<i>Vulpes macrotis mutica</i>	San Joaquin kit fox	AMAJA03041	903	67780	67932	3611923	Tulare	TUL	2/5 mile	Presumed Extant	Natural/Native occurrence	Unknown	N	197507XX	197507XX	UNKNOWN	Endangered	Threatened	G4T2	S2				204
<i>Vulpes macrotis mutica</i>	San Joaquin kit fox	AMAJA03041	904	67781	67933	3611933	Visalia	TUL	2/5 mile	Presumed Extant	Natural/Native occurrence	Unknown	N	197507XX	197507XX	UNKNOWN	Endangered	Threatened	G4T2	S2				204
<i>Imperata brevifolia</i>	California satintail	PMPOA3D020	19	24419	69849	3611933	Visalia	TUL	1 mile	Presumed Extant	Natural/Native occurrence	Unknown	N	18950819	18950819	UNKNOWN	None	None	G4	S3	2B.1		SB_SBBG; USFS_S	804
<i>Vulpes macrotis mutica</i>	San Joaquin kit fox	AMAJA03041	1120	69809	70631	3611923	Tulare	TUL	nonspecific area	Presumed Extant	Natural/Native occurrence	Unknown	N	1992XXXX	1992XXXX	UNKNOWN	Endangered	Threatened	G4T2	S2				203
<i>Atriplex depressa</i>	brittlescale	PDCHED42L0	21	24419	83720	3611933	Visalia	TUL	1 mile	Presumed Extant	Natural/Native occurrence	Unknown	N	188110XX	188110XX	UNKNOWN	None	None	G2	S2	1B.2			804
<i>Coccyzus americanus occidentalis</i>	western yellow-billed cuckoo	ABNRB02022	210	24419	97213	3611933	Visalia	TUL	1 mile	Extirpated	Natural/Native occurrence	None	N	19190701	19190701	UNKNOWN	Threatened	Endangered	G5T2T3	S1			BLM_S; NABCI_RWL; USFS_S; USFWS_BCC	804
<i>Bombus crotchii</i>	Crotch bumble bee	IIHYM24480	72	24419	98758	3611933	Visalia	TUL	1 mile	Presumed Extant	Natural/Native occurrence	Unknown	N	19610729	19610729	UNKNOWN	None	None	G3G4	S1S2				804
<i>Anniella pulchra</i>	northern California legless lizard	ARACCO1020	114	24419	107010	3611933	Visalia	TUL	1 mile	Presumed Extant	Natural/Native occurrence	Unknown	N	19340114	19340114	UNKNOWN	None	None	G3	S3		SSC	USFS_S	804

## ATTACHMENT “C”

### CALIFORNIA HISTORICAL RESOURCES INFORMATION SEARCH



**To:** Hector Guerra  
Tulare County Resource Management Agency  
5961 South Mooney Blvd.  
Visalia, CA 93277

Tulare County  
Resource Management  
Agency

**Record Search 17-498**

NOV 09 2017

**Date:** November 6, 2017

**Re:** General Plan Initiation No. GPI 17-002 – Derrel’s Mini Storage/Tulare

**County:** Tulare

**Map(s):** Visalia 7.5’

### **CULTURAL RESOURCES RECORDS SEARCH**

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System’s (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP’s regulatory authority under federal and state law.

The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, Historic Property Directory (3/18/13), California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

### **PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND WITHIN THE ONE-HALF MILE RADIUS**

According to the information in our files, there have been no previous cultural resource studies conducted within the project area. There have been three studies conducted within the one-half mile radius, TU-01085, 01498, and 01747.



**KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND WITHIN THE ONE-HALF MILE RADIUS**

There are no recorded cultural resources within the project area and it is not known if any exist there. There is one recorded resource within the one-half mile radius, P-54-005288. This resource is an historic era canal.

There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

**COMMENTS AND RECOMMENDATIONS**

We understand this project consists of construction of a Derrel's Mini Storage facility. This project area has not been previously surveyed for cultural resources, therefore it is unknown if cultural resources exist within it. Prior to ground disturbance activity, we recommend a qualified, professional archaeologist conduct a field survey of all vacant lands to determine if cultural resources are present. Please note that agriculture does not constitute development, as farming does not disturb cultural resources but merely moves them around within the plow zone. Additionally, if any buildings more than 45 years old will be effected by project activities, we recommend they be recorded and evaluated for historical significance by a qualified, professional architectural historian prior to alteration or demolition. A list of qualified consultants can be found at [www.chrisinfo.org](http://www.chrisinfo.org).

We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file in order to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required. If you need any additional information or have any questions or concerns, please contact our office at (661) 654-2289.

By:



Celeste M. Thomson, Coordinator

**Date:** November 6, 2017

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.



**NATIVE AMERICAN HERITAGE COMMISSION**

Environmental and Cultural Department  
1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
(916) 373-3710



November 7, 2017

Jessica Willis  
Tulare County Resource Management Agency

Sent Via Email: jwillis@co.tulare.ca.us

RE: Derrels Mini Storage, Visalia, Tulare County

Dear Ms. Willis:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced project.

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, and/or mitigating impacts to cultural places in creating or amending general plans, including specific plans. As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 require public agencies to consult with California Native American tribes identified by the NAHC for the purpose mitigating impacts to tribal cultural resources:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC requests that lead agencies include in their notifications information regarding any cultural resources assessment that has been completed on a potential "area of project affect" (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
  - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
  - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
  - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. **A search of the SFL was completed for the USGS quadrangle information provided with negative results.**
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. **A tribe may be the only source of information regarding the existence of a tribal cultural resource.**

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand will help to facilitate the consultation process.

Lead agencies or agencies potentially undertaking a project are encouraged to send more than one written notice to tribes that are traditionally and culturally affiliated to a potential APE during the 30-day notification period to ensure that the information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information. If you have any questions, please contact me at my email address: Sharaya.souza@nahc.ca.gov.

Sincerely,



Sharaya Souza  
Staff Services Analyst  
(916) 573-0168

**Native American Heritage Commission  
Native American Contacts  
11/7/2017**

Kern Valley Indian Community  
Julie Turner. Secretary  
P.O. Box 1010  
Lake Isabella , CA 93240  
(661) 340-0032 Cell

Kawaiisu  
Tubatulabal

Wuksache Indian Tribe/Eshom Valley Band  
Kenneth Woodrow. Chairperson  
1179 Rock Haven Ct.  
Salinas , CA 93906  
kwood8934@aol.com  
(831) 443-9702

Foothill Yokuts  
Mono  
Wuksache

Kern Valley Indian Community  
Robert Robinson. Chairperson  
P.O. Box 1010  
Lake Isabella , CA 93283  
brobinson@iwvisp.com  
(760) 378-2915 Cell

Tubatulabal  
Kawaiisu

Santa Rosa Indian Community of the Santa Rosa Rancheria  
Rueben Barrios Sr.. Chairperson  
P.O. Box 8  
Lemoore , CA 93245  
(559) 924-1278  
  
(559) 924-3583 Fax

Tache  
Tachi  
Yokut

Tubatulabals of Kern Valley  
Robert L. Gomez. Jr.. Tribal Chairperson  
P.O. Box 226  
Lake Isabella , CA 93240  
(760) 379-4590  
  
(760) 379-4592 Fax

Tubatulabal

Tule River Indian Tribe  
Neil Pevron. Chairperson  
P.O. Box 589  
Porterville , CA 93258  
chairman@tulerivertribe-nsn.gov  
(559) 781-4271  
  
(559) 781-4610 Fax

Yokuts

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessments for the Derrels Mini Storage, Visalia, Tulare County.

Consultation Notice – Derrel’s Mini Storage Project																
TRIBE CONTACTED	REQUEST TYPE		DOCUMENTS SENT					MAILED				CONSULTATION PERIOD		CONSULTATION / ACTIONS		
	AB 52	SB 18	Map	Project Description	SLF Search	CHRIS	Other	Date	E-mail	FedEx	Certified US Mail	Return Receipt	Period Ends	Date	TYPE	Summary
SACRED LAND FILE (SLF) REQUEST																
Native American Heritage Commission	X	X	X	X			Submittal form	10-26-17						11-7-17	e-mail	SLF search returned negative results; included tribal listing
CONSULTATION REQUEST LETTERS																
Kern Valley Indian Council Julie Turner, Secretary P.O. Box 1010 Lake Isabella, CA 93240	X	X	X	X			Cover letter				11-9-17	11-20-17	12-20-17			Tracking# 70140150000115374962  NO RESPONSE RECEIVED
Kern Valley Indian Community Robert Robinson, Chairperson P.O. Box 1010 Lake Isabella, CA 93240	X	X	X	X			Cover letter				11-9-17	11-20-17	12-20-17			Tracking# 70140150000115374955  NO RESPONSE RECEIVED
Santa Rosa Rancheria Rueben Barrios Sr., Chairperson P. O. Box 8 Lemoore, CA 93245	X	X	X	X			Cover letter				11-9-17	11-14-17	12-14-17			Tracking# 70140150000115374948  NO RESPONSE RECEIVED
Santa Rosa Rancheria Cultural Department Hector Franco, Director P. O. Box 8 Lemoore, CA 93245	X	X	X	X			Cover letter				11-9-17	11-14-17	12-14-17			Tracking# 70140150000115374979  NO RESPONSE RECEIVED
Santa Rosa Rancheria Cultural Department Shana Powers, Cultural Specialist P. O. Box 8 Lemoore, CA 93245	X	X	X	X			Cover letter				11-9-17	11-14-17	12-14-17			Tracking# 70140150000115374924  NO RESPONSE RECEIVED
Torres Martinez Desert Cahuilla Indians Michael Mirelez, Cultural Resource Coordinator P.O. Box 116 Thermal, CA 92274	X	X	X	X			Cover letter				11-9-17	11-13-17	12-13-17			Tracking# 70140150000115374856  NO RESPONSE RECEIVED
Tubatulabals of Kern Valley Robert L. Gomez, Jr., Chairperson P. O. Box 226 Lake Isabella, CA 93240	X	X	X	X			Cover letter				11-9-17	11-16-17	12-16-17			Tracking# 70140150000115374917  NO RESPONSE RECEIVED
Tule River Indian Tribe Neil Peyron, Chairperson P. O. Box 589 Porterville, CA 93258	X	X	X	X			Cover letter				11-9-17	11-13-17	12-13-17			Tracking# 70140150000115374900  NO RESPONSE RECEIVED

Consultation Notice – Derrel’s Mini Storage Project																
TRIBE CONTACTED	REQUEST TYPE		DOCUMENTS SENT					MAILED				CONSULTATION PERIOD		CONSULTATION / ACTIONS		
	AB 52	SB 18	Map	Project Description	SLF Search	CHRIS	Other	Date	E-mail	FedEx	Certified US Mail	Return Receipt	Period Ends	Date	TYPE	Summary
Tule River Indian Tribe Joseph Garfield, Council Member P. O. Box 589 Porterville, CA 93258	X	X	X	X			Cover letter				11-9-17	11-13-17	12-13-17			Tracking# 70140150000115374894  NO RESPONSE RECEIVED
Tule River Indian Tribe Environmental Department Kerri Vera, Director P. O. Box 589 Porterville, CA 93258	X	X	X	X			Cover letter				11-9-17	11-13-17	12-13-17			Tracking# 70140150000115374887  NO RESPONSE RECEIVED
Tule River Indian Tribe Felix Christman, Tribal Archaeological Monitor P. O. Box 589 Porterville, CA 93258	X	X	X	X			Cover letter				11-9-17	11-13-17	12-13-17			Tracking# 70140150000115374870  NO RESPONSE RECEIVED
Wuksache Indian Tribe/Eshom Valley Band Kenneth Woodrow, Chairperson 1179 Rock Haven Ct. Salinas, CA 93906	X	X	X	X			Cover letter				11-9-17	11-15-17	12-15-17			Tracking# 70140150000115374863  NO RESPONSE RECEIVED



# RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD

VISALIA, CA 93277

PHONE (559) 624-7000

FAX (559) 730-2653

Michael Washam

Reed Schenke

Sherman Dix

Economic Development and Planning

Public Works

Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

November 8, 2017

Kern Valley Indian Community  
Julie Turner, Secretary  
P.O. Box 1010  
Lake Isabella, CA 93240

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini Storage Project (GPA 17-031)

Dear Ms. Turner,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Derrel's Mini Storage Project in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

- Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine; and
- Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historical Resources including historic or prehistoric ruins and any burial ground, archaeological, or historic site.

In accordance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), the County of Tulare Resource Management Agency (RMA) will be preparing a Mitigated Negative Declaration (MND) to evaluate the environmental effects associated with the Project.

## **Sacred Lands File Search**

The County requested a Sacred Lands File (SLF) search through the Native American Heritage Commission (NAHC) on October 26, 2017, for the Derrel's Mini Storage Project. The SLF search returned on November 7, 2017, with negative results; however, the NAHC recommended consultation with your Tribe. Results of the SLF search will be made available upon the release of the MND for public review. However, results may be made available to your Tribal Representatives if a written request for consultation is submitted to the County within thirty (30) days of receipt of this letter.



## **California Historical Resources Information System**


A California Historical Resources Information System (CHRIS) search for the project area was requested through the Southern San Joaquin Valley Information Center (SSJVIC) on October 26, 2017. Results of the CHRIS search have not yet been received by the County. As such, the CHRIS search results will be made available upon the release of the MND for public review. However, the results may be made available to your Tribal Representatives if a written request for consultation is submitted to the County within thirty (30) days of receipt of this letter. Should the County not receive a response to this request within thirty (30) days of receipt of this letter, it will be presumed that there are no cultural resources of concern and a Cultural Resources Study will not be required.

If your Tribe desires to consult with the County on the review of this project, please respond in writing within thirty (30) days of receipt of this letter. Written correspondence can be mailed to the address provided above or e-mailed to the addresses provided below.

**If the County does not receive a response to this notification, it will be presumed that your Tribe has declined the opportunity to consult on this project pursuant to AB 52 and SB 18.**

Thank you for your consideration on this matter and please do not hesitate to contact me by phone or e-mail should you have any questions or need additional information. If you need immediate assistance and I am unavailable, please contact, Hector Guerra, Chief of Environmental Planning, by phone at (559) 624-7121, or by email at [hguerra@co.tulare.ca.us](mailto:hguerra@co.tulare.ca.us).

Sincerely,



for  
Jessica Willis  
Planner IV  
(559) 624-7121  
[JWillis@co.tulare.ca.us](mailto:JWillis@co.tulare.ca.us)

Attachment: Tribal Consultation Notice



# RESOURCE MANAGEMENT AGENCY

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FAX (559) 730-2653

Michael Washam

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Sherman Dix

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Public Works

Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

November 8, 2017

Kern Valley Indian Community  
Robert Robinson, Chairperson  
P.O. Box 1010  
Lake Isabella, CA 93240

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini Storage Project (GPA 17-031)

Dear Chairperson Robinson,

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Sincerely,



JR  
Jessica Willis

Planner IV

(559) 624-7121

[JWillis@co.tulare.ca.us](mailto:JWillis@co.tulare.ca.us)

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REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

November 8, 2017

Santa Rosa Indian Community of the Santa Rosa Rancheria  
Rueben Barrios Sr, Chairperson  
P.O. Box 8  
Lemoore, CA 93245

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini Storage Project (GPA 17-031)

Dear Chairperson Barrios,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Derrel's Mini Storage Project in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Sincerely,



Jessica Willis

Planner IV

(559) 624-7121

[JWillis@co.tulare.ca.us](mailto:JWillis@co.tulare.ca.us)

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Sherman Dix

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Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

November 8, 2017

Santa Rosa Indian Community of the Santa Rosa Rancheria  
Cultural Department  
Dector Franco, Director  
P.O. Box 8  
Lemoore, CA 93245

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini Storage Project (GPA 17-031)

Dear Director Franco,

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Sincerely,



Jessica Willis

Planner IV

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for

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MICHAEL WASHAM, ASSOCIATE DIRECTOR

November 8, 2017

Santa Rosa Indian Community of the Santa Rosa Rancheria  
Cultural Department  
Shana Powers, Cultrual Specialist  
P.O. Box 8  
Lemoore, CA 93245

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini Storage Project (GPA 17-031)

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Robert L Gomez Jr, Chairperson  
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RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini Storage Project (GPA 17-031)

Dear Chairperson Gomez,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Derrel's Mini Storage Project in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

- Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine; and
- Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historical Resources including historic or prehistoric ruins and any burial ground, archaeological, or historic site.

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## **California Historical Resources Information System**

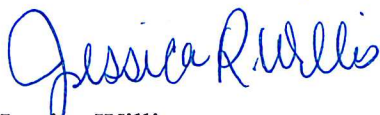
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Thank you for your consideration on this matter and please do not hesitate to contact me by phone or e-mail should you have any questions or need additional information. If you need immediate assistance and I am unavailable, please contact, Hector Guerra, Chief of Environmental Planning, by phone at (559) 624-7121, or by email at [hguerra@co.tulare.ca.us](mailto:hguerra@co.tulare.ca.us).

Sincerely,



Jessica Willis

for Planner IV

(559) 624-7121

[JWillis@co.tulare.ca.us](mailto:JWillis@co.tulare.ca.us)

Attachment: Tribal Consultation Notice



# RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD

VISALIA, CA 93277

PHONE (559) 624-7000

FAX (559) 730-2653

Michael Washam

Reed Schenke

Sherman Dix

Economic Development and Planning

Public Works

Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

November 8, 2017

Tule River Indian Tribe  
Neil Peyron, Chairperson  
P.O. Box 589  
Porterville, CA 93258

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini Storage Project (GPA 17-031)

Dear Chairperson Peyron,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Derrel's Mini Storage Project in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Sincerely,



Jessica Willis  
Planner IV  
(559) 624-7121  
[JWillis@co.tulare.ca.us](mailto:JWillis@co.tulare.ca.us)

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# RESOURCE MANAGEMENT AGENCY

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Michael Washam

Reed Schenke

Sherman Dix

Economic Development and Planning

Public Works

Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

November 8, 2017

Tule River Indian Tribe  
Joseph Garfield, Council Member  
P.O. Box 589  
Porterville, CA 93258

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini Storage Project (GPA 17-031)

Dear Council Member Garfield,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Derrel's Mini Storage Project in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Sincerely,



for Jessica Willis

Planner IV

(559) 624-7121

[JWillis@co.tulare.ca.us](mailto:JWillis@co.tulare.ca.us)

Attachment: Tribal Consultation Notice





# RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD

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FAX (559) 730-2653

Michael Washam

Reed Schenke

Sherman Dix

Economic Development and Planning

Public Works

Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

November 8, 2017

Tule River Indian Tribe  
Environmental Department  
Kerri Vera, Director  
P.O. Box 589  
Porterville, CA 93258

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini Storage Project (GPA 17-031)

Dear Director Vera,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Derrel's Mini Storage Project in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Sincerely,



Jessica Willis

Planner IV

(559) 624-7121

[JWillis@co.tulare.ca.us](mailto:JWillis@co.tulare.ca.us)

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# RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD

VISALIA, CA 93277

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FAX (559) 730-2653

Michael Washam

Reed Schenke

Sherman Dix

Economic Development and Planning

Public Works

Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

November 8, 2017

Tule River Indian Tribe  
Felix Christman, Tribal Archaeological Monitor  
P.O. Box 589  
Porterville, CA 93258

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini Storage Project (GPA 17-031)

Dear Mr. Christman,

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Michael Washam

Reed Schenke

Sherman Dix

Economic Development and Planning

Public Works

Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

November 8, 2017

Wuksache Indian Tribe/Eshom Valley Band  
Kenneth Woodrow, Chairperson  
1179 Rock Haven Ct  
Salinas, CA 93906

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini Storage Project (GPA 17-031)

Dear Chairperson Woodrow,

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Sincerely,



Jessica Willis  
Planner IV  
(559) 624-7121  
[JWillis@co.tulare.ca.us](mailto:JWillis@co.tulare.ca.us)

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# RESOURCE MANAGEMENT AGENCY

**5961 SOUTH MOONEY BLVD**  
**VISALIA, CA 93277**  
PHONE (559) 624-7000  
FAX (559) 730-2653

Michael Washam	Economic Development and Planning
Reed Schenke	Public Works
Sherman Dix	Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

November 8, 2017

Torres Martinez Desert Cahuilla Indians  
Michael Mirelez, Cultural Resource Coordinator  
P.O. Box 116  
Thermal, CA 92274

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini Storage Project (GPA 17-031)

Dear Mr. Mirelez,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Derrel's Mini Storage Project in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Sincerely,



Jessica Willis

Planner IV

(559) 624-7121

[JWillis@co.tulare.ca.us](mailto:JWillis@co.tulare.ca.us)

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## **ATTACHMENT “D”**

### **GREENHOUSE GAS EMISSIONS CALCULATION (CalEEMod Report)**

## Derrel's Mini Storage - Mooney - Tulare County, Annual

## Derrel's Mini Storage - Mooney

### Tulare County, Annual

## 1.0 Project Characteristics

---

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	326.22	1000sqft	15.16	326,222.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	51
<b>Climate Zone</b>	7			<b>Operational Year</b>	2020
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	506.83	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2020 RPS reductions

Land Use - lot size per project description

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation - project will be water efficient; as the site is predominantly paved surfaces the 50% turf reduction is only a portion of the reductions

Mobile Commute Mitigation - On-site employee housing



## Derrel's Mini Storage - Mooney - Tulare County, Annual

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	326,220.00	326,222.00
tblLandUse	LotAcreage	7.49	15.16
tblProjectCharacteristics	CO2IntensityFactor	702.44	506.83

## 2.0 Emissions Summary

---

## Derrel's Mini Storage - Mooney - Tulare County, Annual

## 2.1 Overall Construction

### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019											0.0000	616.4883	616.4883	0.1099	0.0000	619.2369
2020											0.0000	256.8713	256.8713	0.0395	0.0000	257.8576
Maximum											0.0000	616.4883	616.4883	0.1099	0.0000	619.2369

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019											0.0000	616.4879	616.4879	0.1099	0.0000	619.2364
2020											0.0000	256.8712	256.8712	0.0395	0.0000	257.8574
Maximum											0.0000	616.4879	616.4879	0.1099	0.0000	619.2364

[illegible]

## Derrel's Mini Storage - Mooney - Tulare County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	5.8300e-003	5.8300e-003	2.0000e-005	0.0000	6.2200e-003
Energy											0.0000	249.7385	249.7385	0.0143	2.9600e-003	250.9768
Mobile											0.0000	846.8836	846.8836	0.0387	0.0000	847.8508
Waste											62.2472	0.0000	62.2472	3.6787	0.0000	154.2148
Water											23.9331	93.8421	117.7753	2.4635	0.0592	196.9912
<b>Total</b>											<b>86.1803</b>	<b>1,190.4701</b>	<b>1,276.6504</b>	<b>6.1952</b>	<b>0.0621</b>	<b>1,450.0397</b>

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	5.7500e-003	5.7500e-003	2.0000e-005	0.0000	6.1300e-003
Energy											0.0000	249.7385	249.7385	0.0143	2.9600e-003	250.9768
Mobile											0.0000	758.6898	758.6898	0.0362	0.0000	759.5950
Waste											62.2472	0.0000	62.2472	3.6787	0.0000	154.2148
Water											19.1465	75.0737	94.2202	1.9708	0.0473	157.5930
<b>Total</b>											<b>81.3937</b>	<b>1,083.5078</b>	<b>1,164.9015</b>	<b>5.7000</b>	<b>0.0503</b>	<b>1,322.3857</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>5.55</b>	<b>8.98</b>	<b>8.75</b>	<b>7.99</b>	<b>19.05</b>	<b>8.80</b>

**3.0 Construction Detail****Construction Phase**

## Derrel's Mini Storage - Mooney - Tulare County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	1/28/2019	5	20	
2	Site Preparation	Site Preparation	1/29/2019	2/11/2019	5	10	
3	Grading	Grading	2/12/2019	3/25/2019	5	30	
4	Building Construction	Building Construction	3/26/2019	5/18/2020	5	300	
5	Paving	Paving	5/19/2020	6/15/2020	5	20	
6	Architectural Coating	Architectural Coating	6/16/2020	7/13/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 489,333; Non-Residential Outdoor: 163,111; Striped Parking Area: 0  
(Architectural Coating – sqft)

OffRoad Equipment

## Derrel's Mini Storage - Mooney - Tulare County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

## Derrel's Mini Storage - Mooney - Tulare County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	137.00	53.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	27.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Demolition - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8672
<b>Total</b>											<b>0.0000</b>	<b>34.6263</b>	<b>34.6263</b>	<b>9.6300e-003</b>	<b>0.0000</b>	<b>34.8672</b>



## Derrel's Mini Storage - Mooney - Tulare County, Annual

**3.2 Demolition - 2019****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	1.0590	1.0590	4.0000e-005	0.0000	1.0600
<b>Total</b>											<b>0.0000</b>	<b>1.0590</b>	<b>1.0590</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.0600</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8671
<b>Total</b>											<b>0.0000</b>	<b>34.6263</b>	<b>34.6263</b>	<b>9.6300e-003</b>	<b>0.0000</b>	<b>34.8671</b>

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**3.2 Demolition - 2019****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	1.0590	1.0590	4.0000e-005	0.0000	1.0600
<b>Total</b>											<b>0.0000</b>	<b>1.0590</b>	<b>1.0590</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.0600</b>

**3.3 Site Preparation - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195
<b>Total</b>											<b>0.0000</b>	<b>17.0843</b>	<b>17.0843</b>	<b>5.4100e-003</b>	<b>0.0000</b>	<b>17.2195</b>

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**3.3 Site Preparation - 2019****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	0.6354	0.6354	2.0000e-005	0.0000	0.6360
<b>Total</b>											<b>0.0000</b>	<b>0.6354</b>	<b>0.6354</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.6360</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195
<b>Total</b>											<b>0.0000</b>	<b>17.0843</b>	<b>17.0843</b>	<b>5.4100e-003</b>	<b>0.0000</b>	<b>17.2195</b>

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**3.3 Site Preparation - 2019****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	0.6354	0.6354	2.0000e-005	0.0000	0.6360
<b>Total</b>											<b>0.0000</b>	<b>0.6354</b>	<b>0.6354</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.6360</b>

**3.4 Grading - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	83.5520	83.5520	0.0264	0.0000	84.2129
<b>Total</b>											<b>0.0000</b>	<b>83.5520</b>	<b>83.5520</b>	<b>0.0264</b>	<b>0.0000</b>	<b>84.2129</b>

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**3.4 Grading - 2019****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	2.1181	2.1181	8.0000e-005	0.0000	2.1199
<b>Total</b>											<b>0.0000</b>	<b>2.1181</b>	<b>2.1181</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>2.1199</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	83.5519	83.5519	0.0264	0.0000	84.2128
<b>Total</b>											<b>0.0000</b>	<b>83.5519</b>	<b>83.5519</b>	<b>0.0264</b>	<b>0.0000</b>	<b>84.2128</b>

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**3.4 Grading - 2019****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	2.1181	2.1181	8.0000e-005	0.0000	2.1199
<b>Total</b>											<b>0.0000</b>	<b>2.1181</b>	<b>2.1181</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>2.1199</b>

**3.5 Building Construction - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	236.2797	236.2797	0.0576	0.0000	237.7187
<b>Total</b>											<b>0.0000</b>	<b>236.2797</b>	<b>236.2797</b>	<b>0.0576</b>	<b>0.0000</b>	<b>237.7187</b>

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**3.5 Building Construction - 2019****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	143.9254	143.9254	7.3000e-003	0.0000	144.1079
Worker											0.0000	97.2081	97.2081	3.4700e-003	0.0000	97.2949
<b>Total</b>											<b>0.0000</b>	<b>241.1335</b>	<b>241.1335</b>	<b>0.0108</b>	<b>0.0000</b>	<b>241.4028</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	236.2794	236.2794	0.0576	0.0000	237.7184
<b>Total</b>											<b>0.0000</b>	<b>236.2794</b>	<b>236.2794</b>	<b>0.0576</b>	<b>0.0000</b>	<b>237.7184</b>



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**3.5 Building Construction - 2019****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	143.9254	143.9254	7.3000e-003	0.0000	144.1079
Worker											0.0000	97.2081	97.2081	3.4700e-003	0.0000	97.2949
<b>Total</b>											<b>0.0000</b>	<b>241.1335</b>	<b>241.1335</b>	<b>0.0108</b>	<b>0.0000</b>	<b>241.4028</b>

**3.5 Building Construction - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	114.6469	114.6469	0.0280	0.0000	115.3462
<b>Total</b>											<b>0.0000</b>	<b>114.6469</b>	<b>114.6469</b>	<b>0.0280</b>	<b>0.0000</b>	<b>115.3462</b>

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**3.5 Building Construction - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	70.3643	70.3643	3.2600e-003	0.0000	70.4458
Worker											0.0000	46.4047	46.4047	1.4600e-003	0.0000	46.4410
<b>Total</b>											<b>0.0000</b>	<b>116.7689</b>	<b>116.7689</b>	<b>4.7200e-003</b>	<b>0.0000</b>	<b>116.8868</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	114.6468	114.6468	0.0280	0.0000	115.3461
<b>Total</b>											<b>0.0000</b>	<b>114.6468</b>	<b>114.6468</b>	<b>0.0280</b>	<b>0.0000</b>	<b>115.3461</b>

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**3.5 Building Construction - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	70.3643	70.3643	3.2600e-003	0.0000	70.4458
Worker											0.0000	46.4047	46.4047	1.4600e-003	0.0000	46.4410
<b>Total</b>											<b>0.0000</b>	<b>116.7689</b>	<b>116.7689</b>	<b>4.7200e-003</b>	<b>0.0000</b>	<b>116.8868</b>

**3.6 Paving - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1902
Paving											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>											<b>0.0000</b>	<b>20.0282</b>	<b>20.0282</b>	<b>6.4800e-003</b>	<b>0.0000</b>	<b>20.1902</b>

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**3.6 Paving - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	1.0264	1.0264	3.0000e-005	0.0000	1.0272
<b>Total</b>											<b>0.0000</b>	<b>1.0264</b>	<b>1.0264</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.0272</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1901
Paving											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>											<b>0.0000</b>	<b>20.0282</b>	<b>20.0282</b>	<b>6.4800e-003</b>	<b>0.0000</b>	<b>20.1901</b>

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**3.6 Paving - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	1.0264	1.0264	3.0000e-005	0.0000	1.0272
<b>Total</b>											<b>0.0000</b>	<b>1.0264</b>	<b>1.0264</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.0272</b>

**3.7 Architectural Coating - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582
<b>Total</b>											<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>2.5582</b>

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**3.7 Architectural Coating - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	1.8476	1.8476	6.0000e-005	0.0000	1.8490
<b>Total</b>											<b>0.0000</b>	<b>1.8476</b>	<b>1.8476</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>1.8490</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582
<b>Total</b>											<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>2.5582</b>

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**3.7 Architectural Coating - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	1.8476	1.8476	6.0000e-005	0.0000	1.8490
<b>Total</b>											<b>0.0000</b>	<b>1.8476</b>	<b>1.8476</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>1.8490</b>

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

Implement Trip Reduction Program



## Derrel's Mini Storage - Mooney - Tulare County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	758.6898	758.6898	0.0362	0.0000	759.5950
Unmitigated											0.0000	846.8836	846.8836	0.0387	0.0000	847.8508

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	548.05	548.05	548.05	1,600,037	1,410,441
Total	548.05	548.05	548.05	1,600,037	1,410,441

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.506900	0.034567	0.171206	0.149208	0.024362	0.005798	0.021031	0.077362	0.001819	0.001371	0.004402	0.001155	0.000818

## 5.0 Energy Detail

## Derrel's Mini Storage - Mooney - Tulare County, Annual

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	249.7385	249.7385	0.0143	2.9600e-003	250.9768
Electricity Unmitigated											0.0000	249.7385	249.7385	0.0143	2.9600e-003	250.9768
NaturalGas Mitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	0	::	::	::	::	::	::	::	::	::	::	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>												<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	0	::	::	::	::	::	::	::	::	::	::	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>												<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	1.08632e+006	249.7385	0.0143	2.9600e-003	250.9768
<b>Total</b>		<b>249.7385</b>	<b>0.0143</b>	<b>2.9600e-003</b>	<b>250.9768</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	1.08632e+006	249.7385	0.0143	2.9600e-003	250.9768
<b>Total</b>		<b>249.7385</b>	<b>0.0143</b>	<b>2.9600e-003</b>	<b>250.9768</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## Derrel's Mini Storage - Mooney - Tulare County, Annual

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	5.7500e-003	5.7500e-003	2.0000e-005	0.0000	6.1300e-003
Unmitigated											0.0000	5.8300e-003	5.8300e-003	2.0000e-005	0.0000	6.2200e-003

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	5.8300e-003	5.8300e-003	2.0000e-005	0.0000	6.2200e-003
<b>Total</b>											<b>0.0000</b>	<b>5.8300e-003</b>	<b>5.8300e-003</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>6.2200e-003</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	5.7500e-003	5.7500e-003	2.0000e-005	0.0000	6.1300e-003
<b>Total</b>											<b>0.0000</b>	<b>5.7500e-003</b>	<b>5.7500e-003</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>6.1300e-003</b>

**7.0 Water Detail**

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Landscaping

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	94.2202	1.9708	0.0473	157.5930
Unmitigated	117.7753	2.4635	0.0592	196.9912



## Derrel's Mini Storage - Mooney - Tulare County, Annual

**7.2 Water by Land Use****Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	75.4384 / 0	117.7753	2.4635	0.0592	196.9912
<b>Total</b>		<b>117.7753</b>	<b>2.4635</b>	<b>0.0592</b>	<b>196.9912</b>

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	60.3507 / 0	94.2202	1.9708	0.0473	157.5930
<b>Total</b>		<b>94.2202</b>	<b>1.9708</b>	<b>0.0473</b>	<b>157.5930</b>

**8.0 Waste Detail****8.1 Mitigation Measures Waste**

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	62.2472	3.6787	0.0000	154.2148
Unmitigated	62.2472	3.6787	0.0000	154.2148

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	306.65	62.2472	3.6787	0.0000	154.2148
<b>Total</b>		<b>62.2472</b>	<b>3.6787</b>	<b>0.0000</b>	<b>154.2148</b>

## Derrel's Mini Storage - Mooney - Tulare County, Annual

**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	306.65	62.2472	3.6787	0.0000	154.2148
<b>Total</b>		<b>62.2472</b>	<b>3.6787</b>	<b>0.0000</b>	<b>154.2148</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

Derrel's Mini Storage - Mooney - Tulare County, Annual

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**ATTACHMENT “E”**  
**TRAFFIC IMPACT STUDY**

# **Traffic Impact Study**

## ***Proposed Derrel's Mini Storage No. 82***

***26200 North Mooney Boulevard  
Tulare County, California***

### ***Prepared For:***

Derrel's Mini Storage  
3265 West Ashlan Avenue  
Fresno, California 93722

### ***Date:***

June 28, 2018

### ***Job No.:***

17-053.01



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**PETERS ENGINEERING GROUP**

A CALIFORNIA CORPORATION

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### **EXECUTIVE SUMMARY**

This report presents the results of a traffic impact study for the proposed Derrel's Mini Storage No. 82 in Tulare County, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project.

The Project consists of a 14.74-acre mini storage site that will be constructed in phases on the east side of Mooney Boulevard (State Route 63) between Oakdale Avenue and Avenue 264 in Tulare County, California. The Project will include the following rentable storage areas:

Phase I: 125,550 square feet

Phase II: 67,050 square feet

Phase III: 114,500 square feet

The total rentable area after all three phases are constructed will be 307,100 square feet. The Project will also include a 1,327-square-foot residence, a 391-square-foot garage, and an 804-square-foot office. Storage for recreational vehicles is not proposed.

Site access will be provided via one driveway connecting to Mooney Boulevard with right-in/right-out access only.

The site is not within the Sphere of Influence of the City of Visalia, which extends only as far south as Avenue 264. The site is also not within the Sphere of Influence of the City of Tulare, which extends only as far north as Oakdale Avenue.

The study locations were determined in coordination with County of Tulare staff, City of Tulare staff, and Caltrans staff based on the anticipated Project traffic distribution, the size of the Project, and the existing conditions in the vicinity of the Project site. The following locations were studied:

1. Mooney Boulevard (State Route 63) / Avenue 264
2. Mooney Boulevard (State Route 63) / Oakdale Avenue.

The study time periods include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours are analyzed for the following conditions:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Near-Term With-Project Conditions (Includes Approved and Pending Projects);
- Cumulative (Year 2040) Conditions Without Project (assumes the site is vacant); and
- Cumulative (Year 2040) Conditions With Project.

Generally-accepted traffic engineering principles and methods were employed to estimate the amount of traffic expected to be generated by the Project, to analyze the existing traffic conditions, and to analyze the traffic conditions projected to occur in the future.

## **EXECUTIVE SUMMARY (Continued)**

The study intersections are currently operating at acceptable levels of service with adequate storage capacity for the calculated 95<sup>th</sup>-percentile queues, and the conditions will be nearly identical after construction of the Project. Therefore, the Project does not cause a significant traffic impact.

In the near-term condition, the study intersections will continue to operate at acceptable levels of service with adequate storage capacity for the calculated 95<sup>th</sup>-percentile queues. Therefore, the Project does not contribute to a cumulative near-term significant traffic impact.

In the cumulative 2040 condition, the study intersections are expected to operate below the target LOS established by Caltrans with or without the proposed Project. These results generally confirm the Caltrans TCR concept for Mooney Boulevard within the study area, which indicates that Mooney Boulevard should ultimately be widened to a six-lane conventional highway.





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**PETERS ENGINEERING GROUP**  
A CALIFORNIA CORPORATION

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Ms. Karen Kendall  
Derrel's Mini Storage  
3265 West Ashlan Avenue  
Fresno, California 93722

June 28, 2018

Subject: Traffic Impact Study  
Proposed Derrel's Mini Storage No. 82  
26200 North Mooney Boulevard  
Tulare County, California

Dear Ms. Kendall:

## **1.0 INTRODUCTION**

This report presents the results of a traffic impact study for the proposed Derrel's Mini Storage No. 82 (hereinafter referred to as "the Project") in Tulare County, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project.

## **2.0 PROJECT DESCRIPTION**

The Project consists of a 14.74-acre mini storage site that will be constructed in phases on the east side of Mooney Boulevard (State Route 63) between Oakdale Avenue and Avenue 264 in Tulare County, California. The Project will include the following rentable storage areas:

Phase I: 125,550 square feet

Phase II: 67,050 square feet

Phase III: 114,500 square feet

The total rentable area after all three phases are constructed will be 307,100 square feet. The Project will also include a 1,327-square-foot residence, a 391-square-foot garage, and an 804-square-foot office. Storage for recreational vehicles is not proposed.

Site access will be provided via one driveway connecting to Mooney Boulevard with right-in/right-out access only.

The site is not within the Sphere of Influence of the City of Visalia, which extends only as far south as Avenue 264. The site is also not within the Sphere of Influence of the City of Tulare, which extends only as far north as Oakdale Avenue.

The location of the site is presented in the attached Figure 1, Site Vicinity Map, following the text of this report. The site plan is presented in Figure 2, Site Plan.

### **3.0 STUDY AREA AND TIME PERIOD**

The study locations were determined in coordination with County of Tulare staff, City of Tulare staff, and Caltrans staff based on the anticipated Project traffic distribution, the size of the Project, and the existing conditions in the vicinity of the Project site. The following locations were studied:

1. Mooney Boulevard (State Route 63) / Avenue 264
2. Mooney Boulevard (State Route 63) / Oakdale Avenue.

The study time periods include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours are analyzed for the following conditions:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Near-Term With-Project Conditions (Includes Approved and Pending Projects);
- Cumulative (Year 2040) Conditions Without Project (assumes the site is vacant); and
- Cumulative (Year 2040) Conditions With Project.

### **4.0 LEVEL OF SERVICE**

The Transportation Research Board *Highway Capacity Manual*, 2010, (HCM2010) defines level of service (LOS) as, “A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler’s perspective and LOS F the worst.”

Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 1 and 2.

**Table 1**  
**Level of Service Characteristics for Unsignalized Intersections**

<b>Level of Service</b>	<b>Average Vehicle Delay (seconds)</b>
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Reference: *Highway Capacity Manual*, Transportation Research Board, 2010

**Table 2**  
**Level of Service Characteristics for Signalized Intersections**

<b>Level of Service</b>	<b>Description</b>	<b>Average Vehicle Delay (seconds)</b>
A	Volume-to-capacity ratio is low. Progression is exceptionally favorable or the cycle length is very short.	<10
B	Volume-to-capacity ratio is low. Progression is highly favorable or the cycle length is very short.	>10-20
C	Volume-to-capacity ratio is no greater than 1.0. Progression is favorable or cycle length is moderate.	>20-35
D	Volume-to-capacity ratio is high but no greater than 1.0. Progression is ineffective or cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>35-55
E	Volume-to-capacity ratio is high but no greater than 1.0. Progression is unfavorable and cycle length is long. Individual cycle failures are frequent.	>55-80
F	Volume-to-capacity ratio is greater than 1.0. Progression is very poor and cycle length is long. Most cycles fail to clear the queue.	>80

Reference: *Highway Capacity Manual*, Transportation Research Board, 2010

## **5.0 SIGNIFICANCE CRITERIA**

Policy TC-1.15, Traffic Impact Study, presented in Chapter 13 of the 2030 Update of the Tulare County General Plan dated August 2012 (County General Plan) states: *“The County shall require an analysis of traffic impacts for land development projects that may generate increased traffic on County roads. Typically, applicants of projects generating over 100 peak hour trips per day or where LOS “D” or worse occurs, will be required to prepare and submit this study. The traffic impact study will include impacts from all vehicles, including truck traffic.”*

Policy TC-1.16, County Level Of Service (LOS) Standards, presented in the County General Plan states: *“The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of “D” or better in accordance with the LOS definitions established by the Highway Capacity Manual.”*

The Caltrans *Guide for the Preparation of Traffic Impact Studies* dated December 2002 states the following: *“Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” (see Appendix “C-3”) on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.”*

For purposes of this study, a significant traffic impact will be recognized if the Project will:

- decrease the LOS below D at an intersection;
- exacerbate the delay at an intersection already operating at a substandard LOS (i.e., LOS E or LOS F) by increasing the average delay by 5.0 seconds or more; or
- cause the LOS to drop from LOS E to LOS F.

## **6.0 EXISTING TRAFFIC VOLUMES**

Existing peak-hour traffic volumes at the study intersections were determined by performing turning-movement counts between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. on Tuesday, May 15, 2018. The counts included pedestrians, bicycles, and heavy vehicles. The data sheets are presented in the attached Appendix A. The existing peak-hour turning movement volumes are presented in Figure 3, Existing Peak-Hour Traffic Volumes.

## **7.0 LANE CONFIGURATIONS AND INTERSECTION CONTROL**

The existing lane configurations and intersection control at the study locations are presented in Figure 4, Existing Lane Configurations and Intersection Control.

The Caltrans Transportation Concept Report, State Route 63, District 06, December 2014 (TCR) indicates that the concept for Mooney Boulevard within the study area is a six-lane conventional highway with LOS D for the year 2035.

## **8.0 PROJECT TRIP GENERATION**

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation, 10<sup>th</sup> Edition*, are typically used to estimate the number of trips anticipated to be generated by proposed projects. Tables 3 through 5 present the trip generation calculations for the Project.

**Table 3**  
**Phase 1 Project Trip Generation**

ITE Land Use	Units	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volume	
		Rate Split	Enter	Exit	Rate Split	Enter	Exit	Rate	Total
Mini- Warehouse (151)	125,550 sq. ft	0.11 52/48	7	7	0.19 53/47	13	11	1.65	208

Reference: *Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Transportation Engineers, September 2017*  
Rates are reported in trips per 1,000 square feet of net rentable area  
Splits are reported as Entering/Exiting as a percentage of the total

**Table 4**  
**Phases 1 and 2 Project Trip Generation**

ITE Land Use	Units	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volumes	
		Rate Split	Enter	Exit	Rate Split	Enter	Exit	Rate	Total
Mini-Warehouse (151)	192,600 sq. ft	0.11 52/48	11	11	0.19 53/47	20	17	1.65	318

Reference: *Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Transportation Engineers, September 2017*

Rates are reported in trips per 1,000 square feet of net rentable area

Splits are reported as Entering/Exiting as a percentage of the total

**Table 5**  
**Full Project Trip Generation**

ITE Land Use	Units	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volumes	
		Rate Split	Enter	Exit	Rate Split	Enter	Exit	Rate	Total
Mini-Warehouse (151)	307,100 sq. ft	0.11 52/48	18	16	0.19 53/47	31	28	1.65	508

Reference: *Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Transportation Engineers, September 2017*

Rates are reported in trips per 1,000 square feet of net rentable area

Splits are reported as Entering/Exiting as a percentage of the total

## **9.0 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT**

The distribution of Project trips was estimated based on the locations of complementary land uses, available routes, and engineering judgment. The percentage distribution of Project trips is presented in the attached Figure 5, Project Trip Distribution Percentages. The peak-hour Project traffic volumes presented in Table 5 were assigned to the adjacent road network in accordance with the trip distribution percentages described above. The peak-hour Project traffic volumes are presented in Figure 6, A.M. and P.M. Peak Hour Project Traffic Volumes.

## **10.0 EXISTING-PLUS-PROJECT TRAFFIC VOLUMES**

The existing-plus-Project peak-hour turning movement volumes are presented in Figure 7, Existing-Plus-Project Peak-Hour Traffic Volumes.

## **11.0 PENDING PROJECTS**

The analyses for the near-term and long-term conditions typically consider trips expected to be generated by pending and approved projects in the study area. The affected agencies contacted during the scoping process did not identify any pending projects in the vicinity of the Project site.

## **12.0 NEAR-TERM TRAFFIC VOLUMES**

The near-term with-Project peak-hour turning movement volumes are presented in Figure 8 Near-Term With-Project Peak-Hour Traffic Volumes. No pending projects were identified in the vicinity of the Project site, so the existing traffic volumes were increased by one percent to account for regional growth expected to occur by opening day of the Project.

## **13.0 CUMULATIVE YEAR 2040 TRAFFIC VOLUMES**

The Tulare County Association of Governments (TCAG) maintains a travel model that is typically used to forecast future traffic volumes. An increment method was utilized to forecast traffic volumes for future conditions by determining the growth projected by the model between the base year and the analysis year. This growth is added to the existing traffic volumes and the result is the predicted future traffic volume on the road segment. The TCAG travel model data output is included in the attached Appendix B.

The TCR was also referenced to compare future traffic volume projections. An annual growth rate of 2.0 percent through the year 2035 was determined based on the traffic volumes presented in the TCR. Therefore, a minimum annual growth rate of 2.0 percent is maintained on SR 63 (Mooney Boulevard) at the study locations.

Future turning movements forecasts were based on the methods presented in Chapter 8 of the Transportation Research Board National Cooperative Highway Research Program Report 255 entitled "*Highway Traffic Data for Urbanized Area Project Planning and Design.*"

The cumulative year 2040 traffic volumes without the Project are presented in Figure 9, Year 2040 Cumulative No-Project Peak-Hour Traffic Volumes. This scenario assumes the Project site is vacant. The cumulative year 2040 traffic volumes with the Project are presented in Figure 10, Year 2040 Cumulative With-Project Peak-Hour Traffic Volumes.

## **14.0 INTERSECTION ANALYSES**

The levels of service at the study intersections were determined using the computer program Synchro 9, which is based on the *Highway Capacity Manual* procedures for calculating levels of service. The intersection analysis sheets are included in the attached Appendix C.

Peak-hour factors (PHF) for the existing and near-term conditions were determined from the traffic counts. It is common traffic engineering practice to assume a PHF of 0.92 in urban areas in and 0.88 in rural areas the absence of field data. For purposes of the cumulative year 2040 analyses performed for this study, a weighted PHF was used that considers the existing PHF for existing volumes and a PHF of 0.92 only for new trips (unless the existing PHF already exceeds 0.92, in which case the existing PHF is used).

Tables 6 through 10 present the results of the intersection analyses. Delays and levels of service worse than the target LOS are indicated in bold type.

**Table 6**  
**Intersection Level of Service Summary – Existing Conditions**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Mooney / Ave 264	Signals	19.0	B	18.8	B
Mooney / Oakdale	Signals	22.2	C	15.0	B

**Table 7**  
**Intersection Level of Service Summary – Existing-Plus-Project Conditions**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Mooney / Ave 264	Signals	19.2	B	19.1	B
Mooney / Oakdale	Signals	22.2	C	15.1	B

**Table 8**  
**Intersection Level of Service Summary – Near-Term With-Project Conditions**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Mooney / Ave 264	Signals	19.6	B	19.4	B
Mooney / Oakdale	Signals	22.7	C	15.3	B

**Table 9**  
**Intersection Level of Service Summary – Cumulative 2040 No-Project Conditions**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Mooney / Ave 264	Signals	<b>43.2</b>	<b>D</b>	<b>54.4</b>	<b>D</b>
Mooney / Oakdale	Signals	<b>47.6</b>	<b>D</b>	24.8	C

**Table 10**  
**Intersection Level of Service Summary – Cumulative 2040 With-Project Conditions**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Mooney / Ave 264	Signals	43.9	<b>D</b>	<b>56.0</b>	<b>E</b>
Mooney / Oakdale	Signals	48.1	<b>D</b>	<b>24.7</b>	C

The results of the intersection operational analyses include estimates of the 95<sup>th</sup>-percentile queue lengths at the study intersections. The existing storage capacity and the calculated 95<sup>th</sup>-percentile queue lengths are presented in Tables 11 through 15. Calculated 95<sup>th</sup>-percentile queue lengths that exceed the storage capacity by at least 25 feet (the average storage length for one automobile) are indicated in bold type.

**Table 11**  
**Intersection Queuing Summary – Existing Conditions**

Intersection		Storage and Queue Length (feet)												
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Mooney / Ave 264	Storage	*			*			465	*			465	*	
	A.M.	145			54			56	282			18	161	
	P.M.	220			35			40	234			22	374	
Mooney / Oakdale	Storage	*		50	*		30	500	*		490	*		
	A.M.	55		9	181		36	41	294		51	152		
	P.M.	74		4	124		48	23	197		77	239		

All lengths are reported in feet.

\* Nearest major intersection is greater than 1,000 feet away.

**Table 12**  
**Intersection Queuing Summary – Existing-Plus-Project Conditions**

Intersection		Storage and Queue Length (feet)												
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Mooney / Ave 264	Storage	*			*			465	*			465	*	
	A.M.	146			55			58	286			18	165	
	P.M.	220			36			41	240			22	383	
Mooney / Oakdale	Storage	*		50	*		30	500	*		490	*		
	A.M.	55		9	181		36	41	296		53	154		
	P.M.	75		4	126		49	23	201		79	243		

All lengths are reported in feet.

\* Nearest major intersection is greater than 1,000 feet away.

**Table 13**  
**Intersection Queuing Summary – Near-Term With-Project Conditions**

Intersection		Storage and Queue Length (feet)												
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Mooney / Ave 264	Storage	*			*			465	*			465	*	
	A.M.	150			56			58	293			18	168	
	P.M.	225			36			43	245			22	395	
Mooney / Oakdale	Storage	*		50	*		30	500	*		490	*		
	A.M.	56		10	185		37	43	304		54	157		
	P.M.	77		5	129		51	24	207		82	251		

All lengths are reported in feet.

\* Nearest major intersection is greater than 1,000 feet away.



**Table 14**  
**Intersection Queuing Summary – Cumulative 2040 No-Project Conditions**

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Mooney / Ave 264	Storage	*			*			465	*			465	*
	A.M.	386			133			101	713			30	350
	P.M.	667			90			84	602			44	1,157
Mooney / Oakdale	Storage	*		50	*		30	500	*		490	*	
	A.M.	104		34	454		93	72	716		100	294	
	P.M.	121		16	251		93	35	367		154	555	

All lengths are reported in feet.

\* Nearest major intersection is greater than 1,000 feet away.

**Table 15**  
**Intersection Queuing Summary – Cumulative 2040 With-Project Conditions**

Intersection		Storage and Queue Length (feet)												
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Mooney / Ave 264	Storage	*			*			465	*			465	*	
	A.M.	388			134			102	722			30	354	
	P.M.	669			93			86	614			44	1,176	
Mooney / Oakdale	Storage	*		50	*		30	500	*		490	*		
	A.M.	104		34	454		<b>94</b>	72	722		101	297		
	P.M.	123		16	261		<b>95</b>	35	364		155	508		

All lengths are reported in feet.

\* Nearest major intersection is greater than 1,000 feet away.

## **15.0 DISCUSSION**

### **15.1 Existing Conditions**

The intersection analyses indicate that the study intersections are currently operating at acceptable levels of service with adequate storage capacity for the calculated 95<sup>th</sup>-percentile queues.

### **15.2 Existing-Plus-Project Conditions**

The existing-plus-Project conditions analyses represent conditions that would occur after construction of the Project in the absence of other pending projects and regional growth. This scenario isolates the specific impacts of the Project.

The results of the analyses indicate the study intersections will continue to operate at acceptable levels of service with adequate storage capacity for the calculated 95<sup>th</sup>-percentile queues. Therefore, the Project does not cause a significant traffic impact.

### **15.3 Near-Term With-Project Conditions**

The near-term with-Project conditions analyses represent conditions that are expected to occur immediately after construction of the Project and the pending projects. This scenario estimates the near-term cumulative impacts.

The results of the analyses indicate the study intersections will continue to operate at acceptable levels of service with adequate storage capacity for the calculated 95<sup>th</sup>-percentile queues. Therefore, the Project does not contribute to a cumulative near-term significant traffic impact.

#### **15.4 Cumulative Year 2040 No-Project Conditions**

The year 2040 no-Project conditions analyses are based on the assumption that the Project site is vacant in the year 2040. This scenario estimates the long-term cumulative significant impacts without the Project.

The intersection of Mooney Boulevard and Avenue 264 is expected to operate at LOS D during both the a.m. and p.m. peak hours. The calculated 95<sup>th</sup>-percentile queues are generally contained with available storage lanes; however, long queues are expected to occur for through movements on Mooney Boulevard and for the shared eastbound approach on Avenue 264. The long queues on Mooney Boulevard are likely to block access to the adjacent left-turn lanes.

The intersection of Mooney Boulevard and Oakdale Avenue is expected to operate at LOS D during the a.m. peak hour. The calculated 95<sup>th</sup>-percentile queues are generally contained with available storage lanes; however, long queues are expected to occur for through movements on Mooney Boulevard and for the shared westbound approach on Oakdale Avenue. The long queues are likely to block access to adjacent turn lanes.

These results generally confirm the Caltrans TCR concept for Mooney Boulevard within the study area as a six-lane conventional highway.

#### **15.5 Cumulative Year 2040 With-Project Conditions**

The year 2040 with-Project conditions analyses are based on the assumption that the Project site is developed with the proposed Project. This scenario estimates the long-term cumulative impacts.

The intersection of Mooney Boulevard and Avenue 264 is expected to operate at LOS D during both the a.m. and p.m. peak hours. The calculated 95<sup>th</sup>-percentile queues are generally contained with available storage lanes; however, long queues are expected to occur for through movements on Mooney Boulevard and for the shared eastbound approach on Avenue 264. The long queues on Mooney Boulevard are likely to block access to the adjacent left-turn lanes. This result is nearly identical to the 2040 no-Project scenario.

The intersection of Mooney Boulevard and Oakdale Avenue is expected to operate at LOS E during the a.m. peak hour. The Project is expected to increase the average delay at the intersection by approximately 1.6 seconds per vehicle during the a.m. peak hour, which is typically not enough to identify a significant impact. It is also noted that the intersection is affected by school traffic and regular users of the mini storage facility would likely adjust travel schedules to avoid school congestion. The calculated 95<sup>th</sup>-percentile queues are generally contained with available storage lanes; however, long queues are expected to occur for through movements on Mooney Boulevard and for the shared westbound approach on

Oakdale Avenue. The long queues are likely to block access to adjacent turn lanes. This result is nearly identical to the 2040 no-Project scenario.

These results generally confirm the Caltrans TCR concept for Mooney Boulevard within the study area as a six-lane conventional highway.

The Project contributes minimal amounts of additional delay to the study intersections, which will experience a cumulative significant traffic impact with or without the Project. With the planned widening described in the TCR the study intersections will operate at acceptable levels of service. Mitigated intersection analysis sheets are presented in Appendix D.

## **16.0 EQUITABLE SHARE CALCULATIONS**

Where required cumulative mitigation measures are not included in a traffic impact fee to be paid by the Project, the Project's financial responsibility for the mitigation measures can be determined based on equitable share calculations. Caltrans recommends the following equation as presented in the Caltrans *Guide for the Preparation of Traffic Impact Studies* to determine a project's equitable share of the cost of improvements to State facilities:

$$P = \frac{T}{T_B - T_E}$$

where:

P = The equitable share of the Project's traffic impact;

T = The Project trips generated during the peak hour of the adjacent State Highway facility;

T<sub>B</sub> = The forecasted (2040 cumulative with project) traffic volume on the impacted State highway facility;

T<sub>E</sub> = The existing traffic on the State Highway facility plus approved projects traffic.

Table 16 presents equitable share responsibility calculations for the 2040 intersection impacts based on the governing peak hour. These fair shares would not be applicable if the mitigation measure is included in, or added to, a transportation impact fee paid by the Project.

**Table 16**  
**Equitable Share Responsibility Calculations**

Location	Mitigation Measure	Governing Peak Hour	Project Trips	Existing Volume	2040 Volume	Equitable Share
Mooney / Ave 264	Widening	A.M.	21	1,713	2,671	2.19%
Mooney / Oakdale	Widening	P.M.	23	2,065	3,221	1.99%

## **17.0 CONCLUSIONS**

Generally-accepted traffic engineering principles and methods were employed to estimate the amount of traffic expected to be generated by the Project, to analyze the existing traffic conditions, and to analyze the traffic conditions projected to occur in the future.

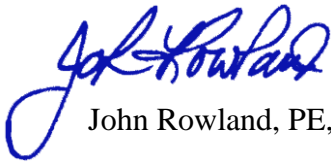
The study intersections are currently operating at acceptable levels of service with adequate storage capacity for the calculated 95<sup>th</sup>-percentile queues, and the conditions will be nearly identical after construction of the Project. Therefore, the Project does not cause a significant traffic impact.

In the near-term condition, the study intersections will continue to operate at acceptable levels of service with adequate storage capacity for the calculated 95<sup>th</sup>-percentile queues. Therefore, the Project does not contribute to a cumulative near-term significant traffic impact.

In the cumulative 2040 condition, the study intersections are expected to operate below the target LOS established by Caltrans with or without the proposed Project. These results generally confirm the Caltrans TCR concept for Mooney Boulevard within the study area, which indicates that Mooney Boulevard should ultimately be widened to a six-lane conventional highway.

Thank you for the opportunity to perform this traffic impact study. Please feel free to contact our office if you have any questions.

## **PETERS ENGINEERING GROUP**



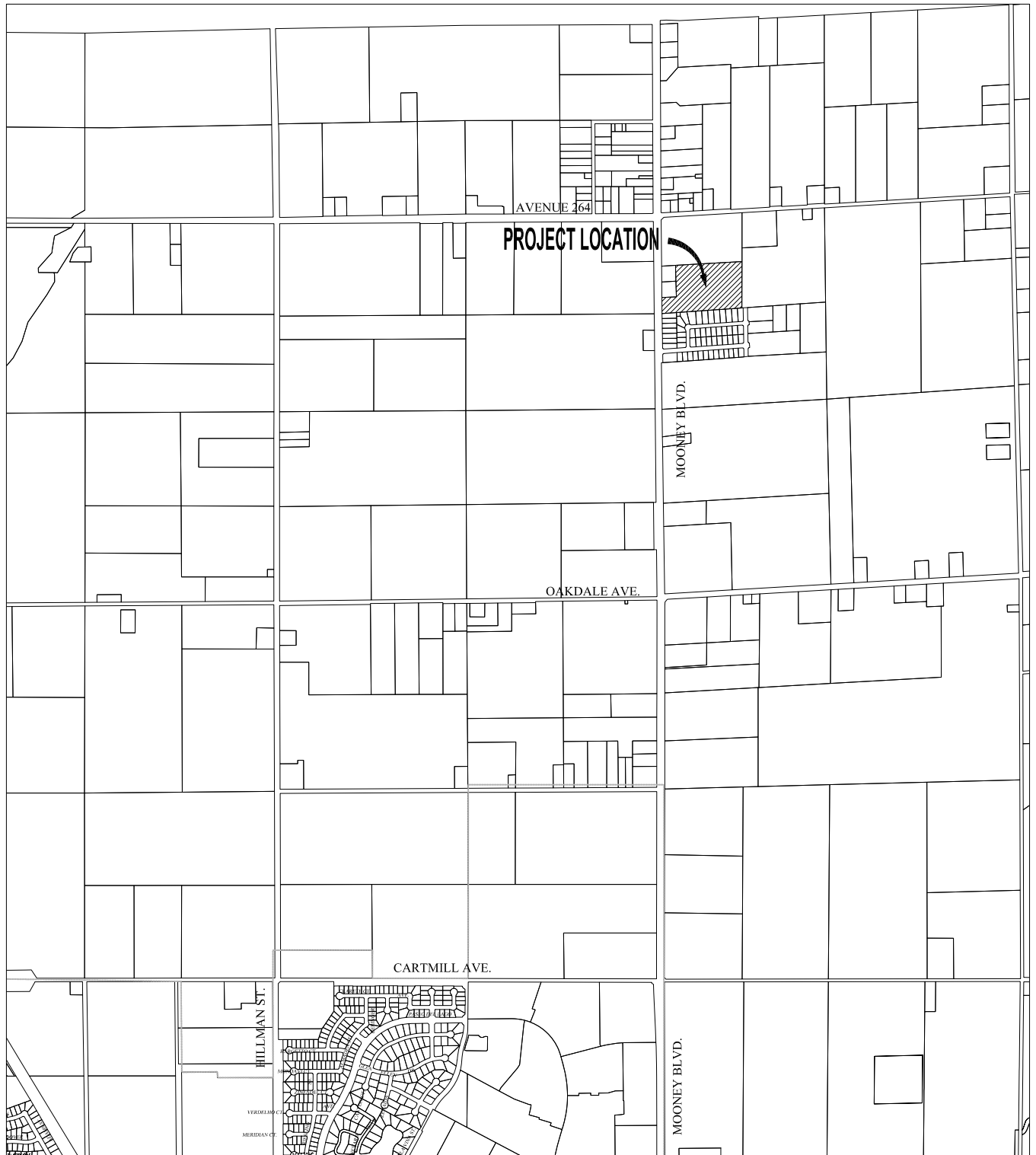
John Rowland, PE, TE



Attachments: Figures 1 through 10  
Appendix A - Traffic Count Data Sheets  
Appendix B - Tulare County Travel Model  
Appendix C - Intersection Analysis Sheets  
Appendix D - Mitigated Intersection Analysis Sheets

## FIGURES





Proposed Derrel's Mini Storage No. 82  
Tulare County, California

#### LEGEND

 PROJECT SITE

#### VICINITY MAP

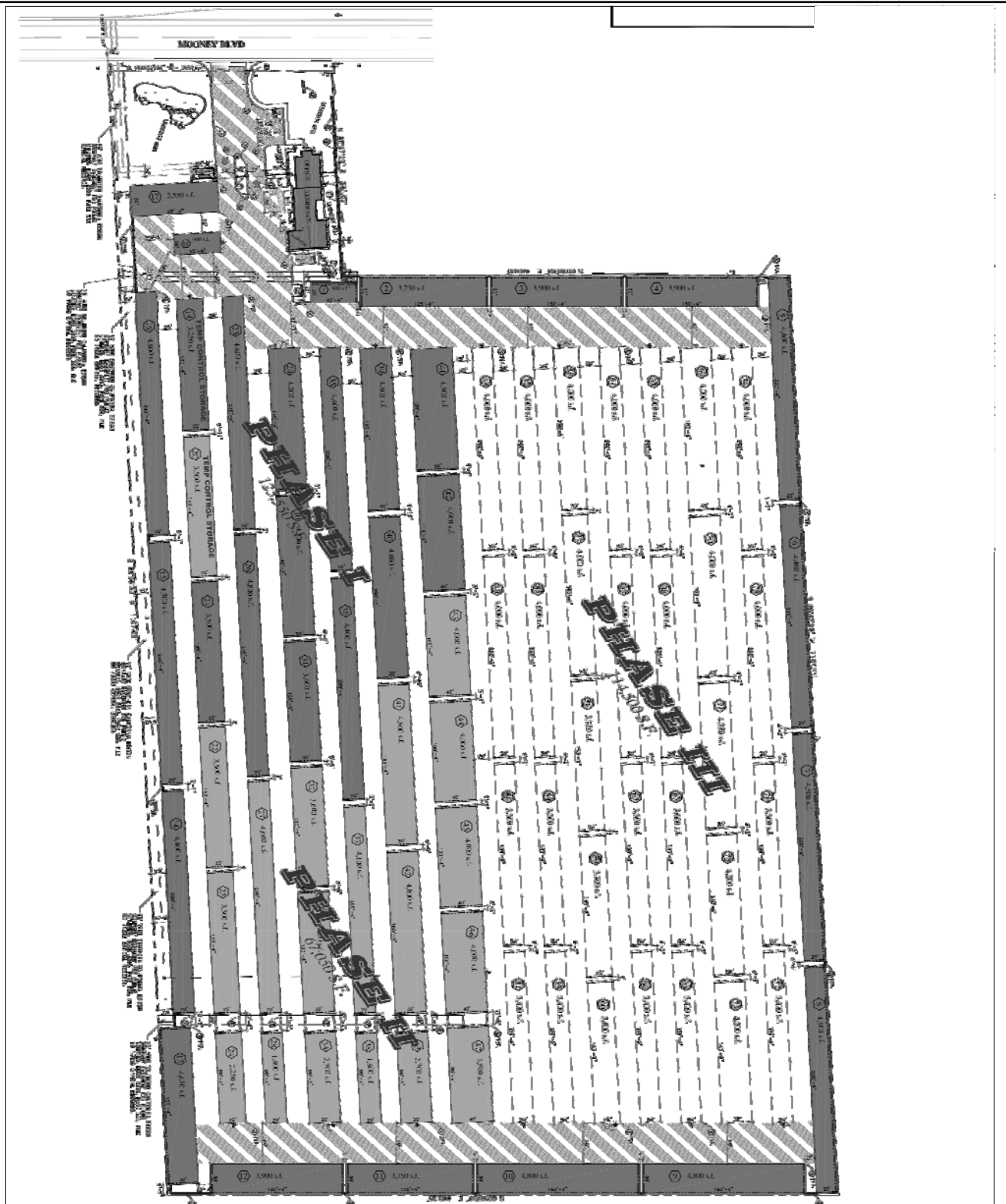


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PETERS ENGINEERING GROUP

Figure 1

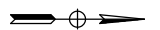


Proposed Derrel's Mini Storage No. 82  
Tulare County, California

#### LEGEND

PROJECT SITE

#### SITE PLAN

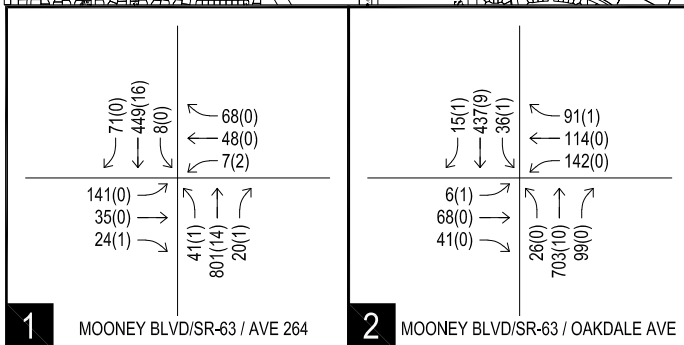
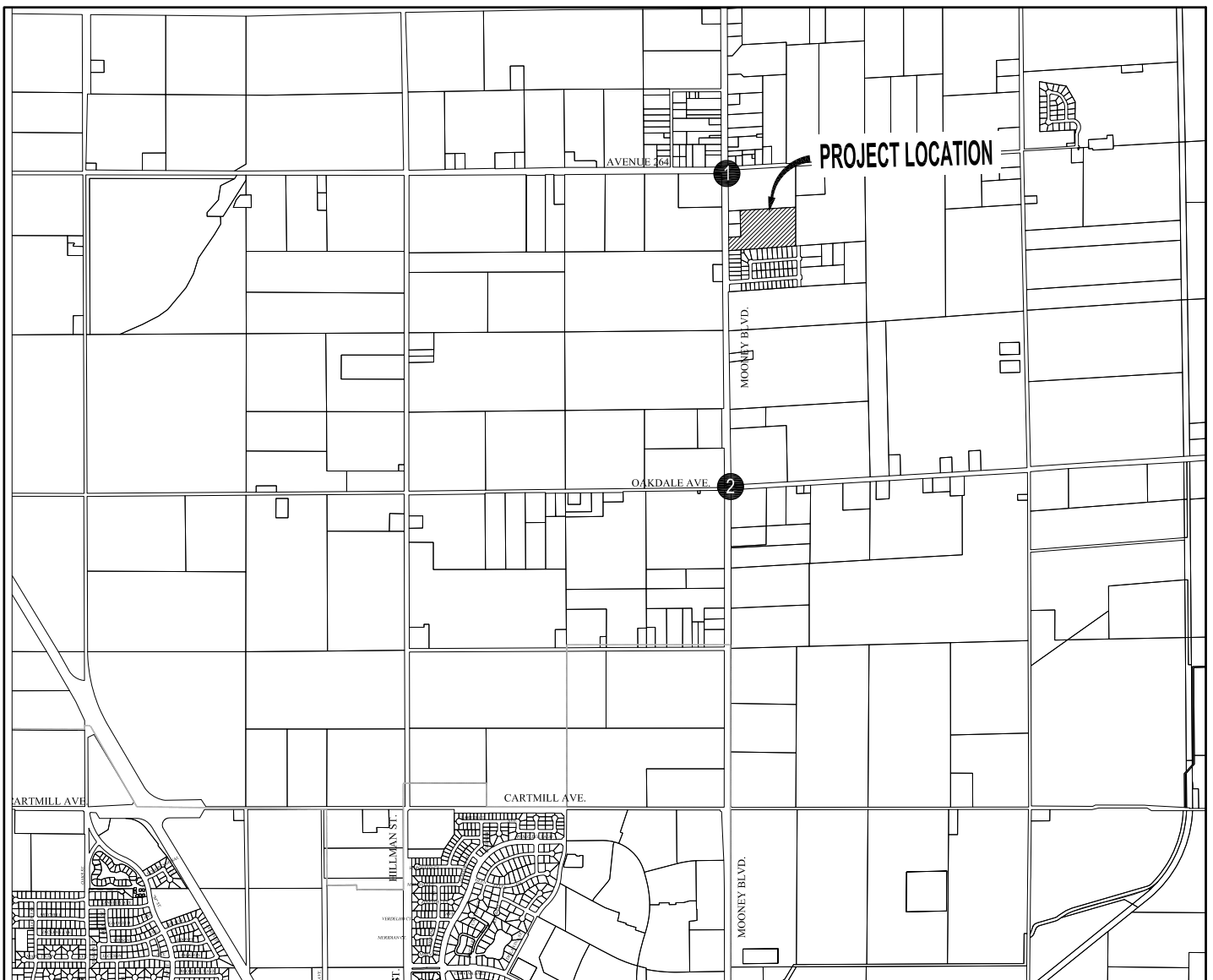


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PETERS ENGINEERING GROUP

Figure 2

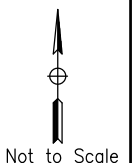


### LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) PEAK HOUR VOLUMES
- ▨ PROJECT SITE

Proposed Derrel's Mini Storage No. 82  
Tulare County, California

## EXISTING PEAK HOUR TRAFFIC VOLUMES



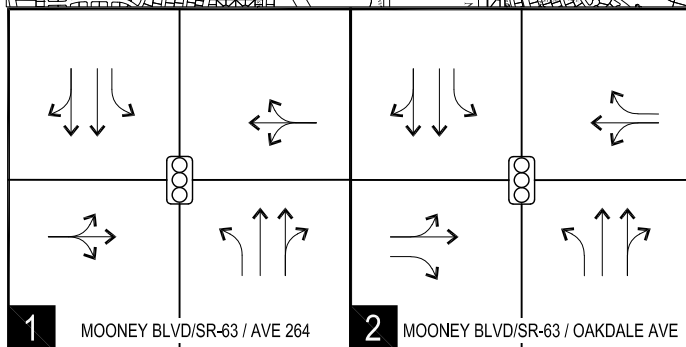
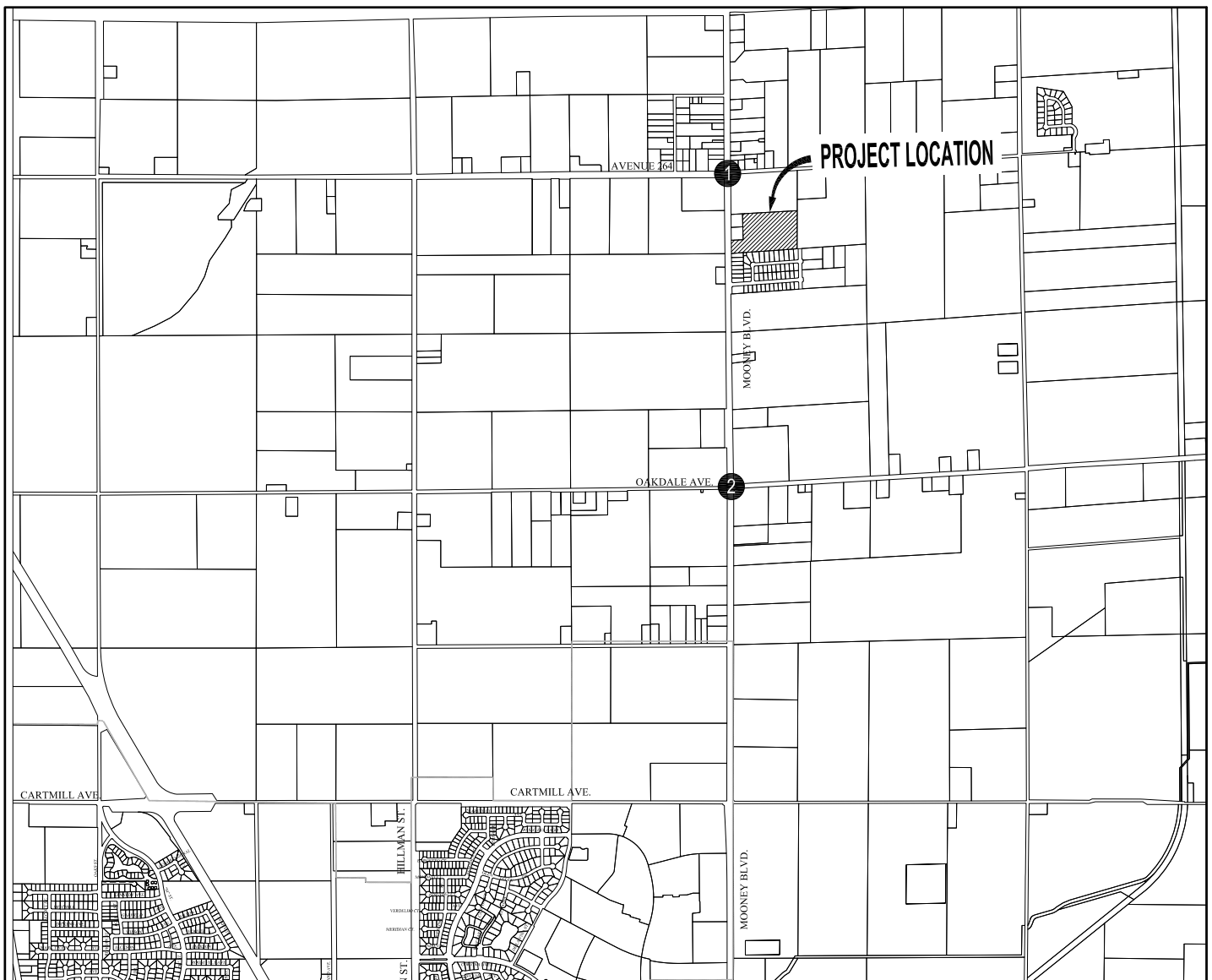
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PETERS ENGINEERING GROUP

Figure 3



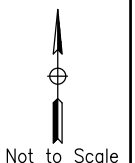


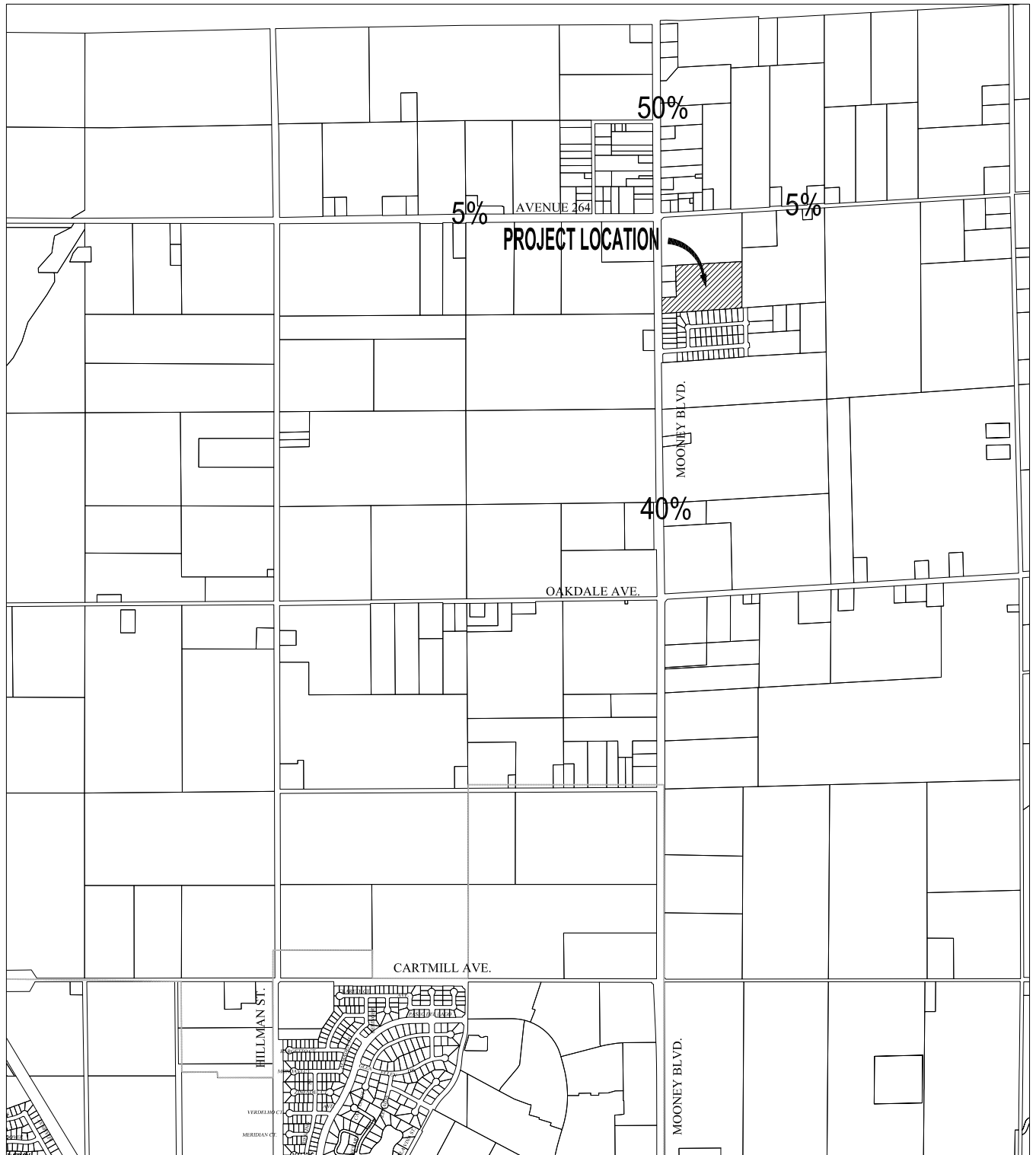
### LEGEND

-  STUDY AREA INTERSECTIONS
-  PROJECT SITE
-  SIGNALIZED INTERSECTION
-  STOP SIGN
-  DIRECTION OF TRAVEL

Proposed Derrel's Mini Storage No. 82  
Tulare County, California

## EXISTING LANE CONFIGURATIONS AND INTERSECTION CONTROL





Proposed Derrel's Mini Storage No. 82  
Tulare County, California

#### LEGEND

 PROJECT SITE

### PEAK HOUR PROJECT TRAFFIC DISTRIBUTION PERCENTAGES

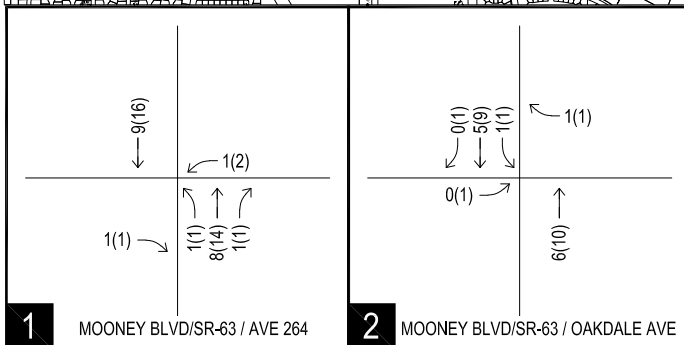
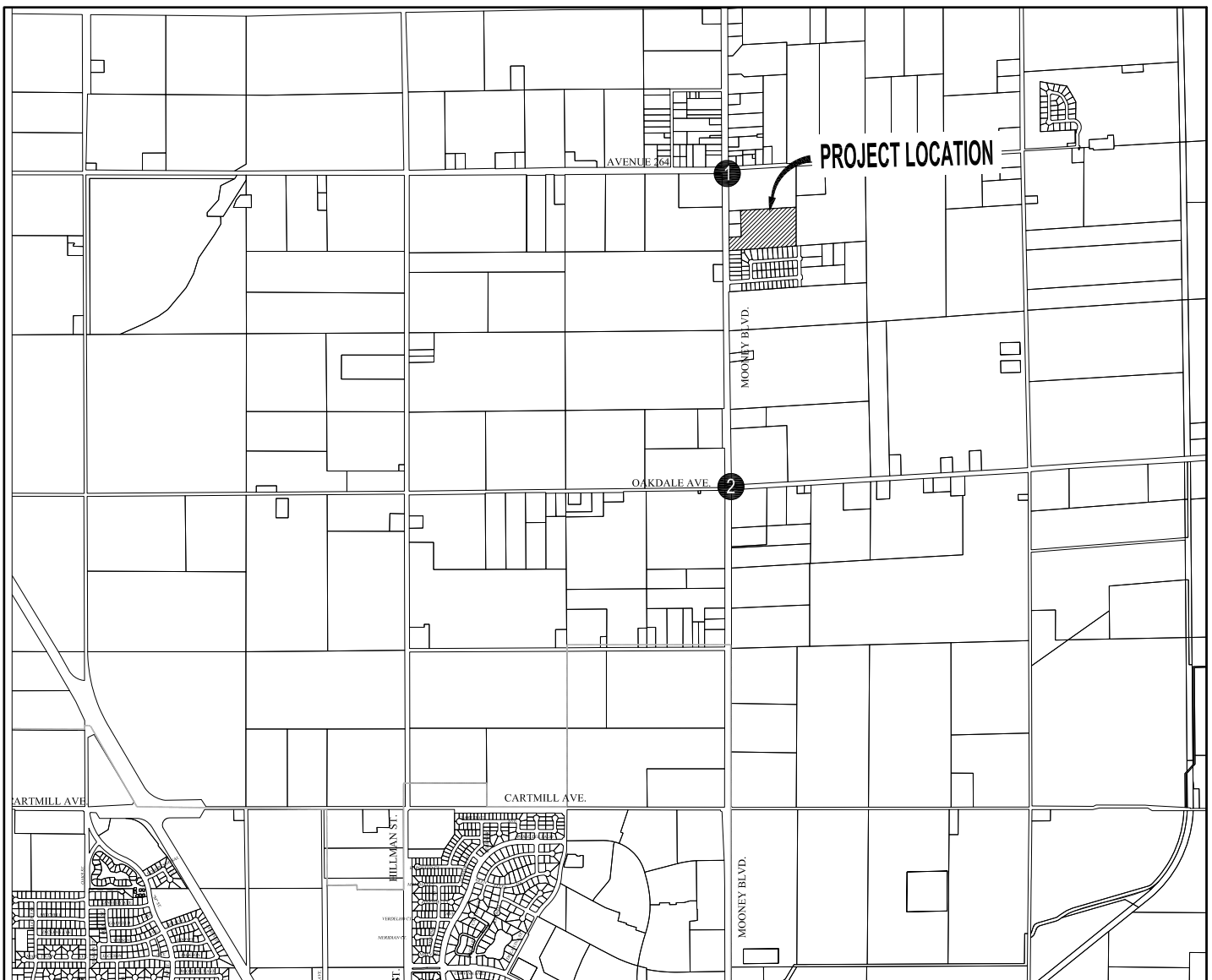


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Figure 5

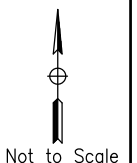


### LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) PEAK HOUR VOLUMES
- ▨ PROJECT SITE

Proposed Derrel's Mini Storage No. 82  
Tulare County, California

## PEAK HOUR PROJECT TRAFFIC VOLUMES

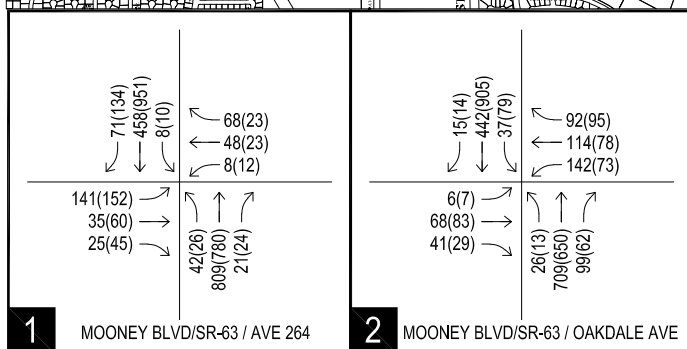
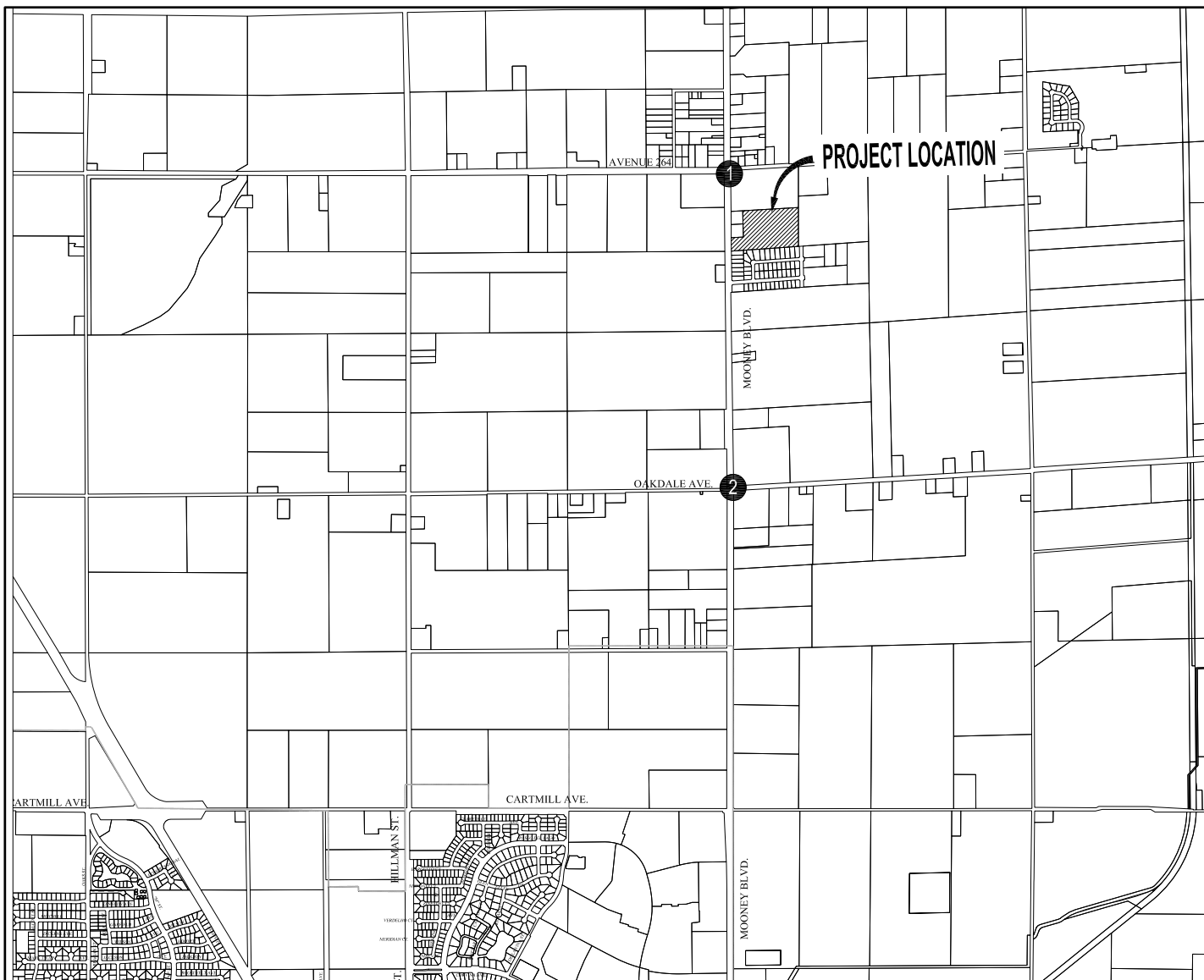


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Figure 6

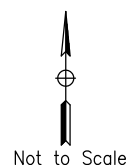


### LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) PEAK HOUR VOLUMES
- ▨ PROJECT SITE

Proposed Derrel's Mini Storage No. 82  
Tulare County, California

## EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

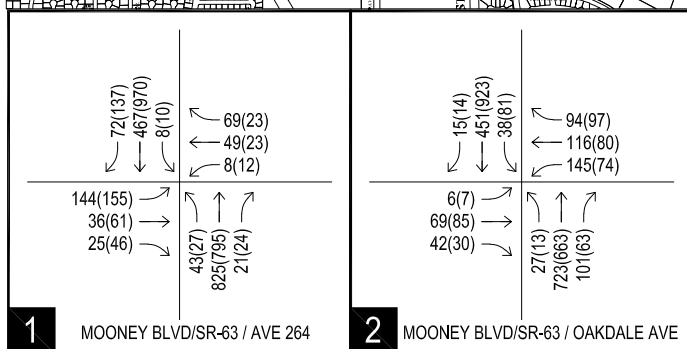
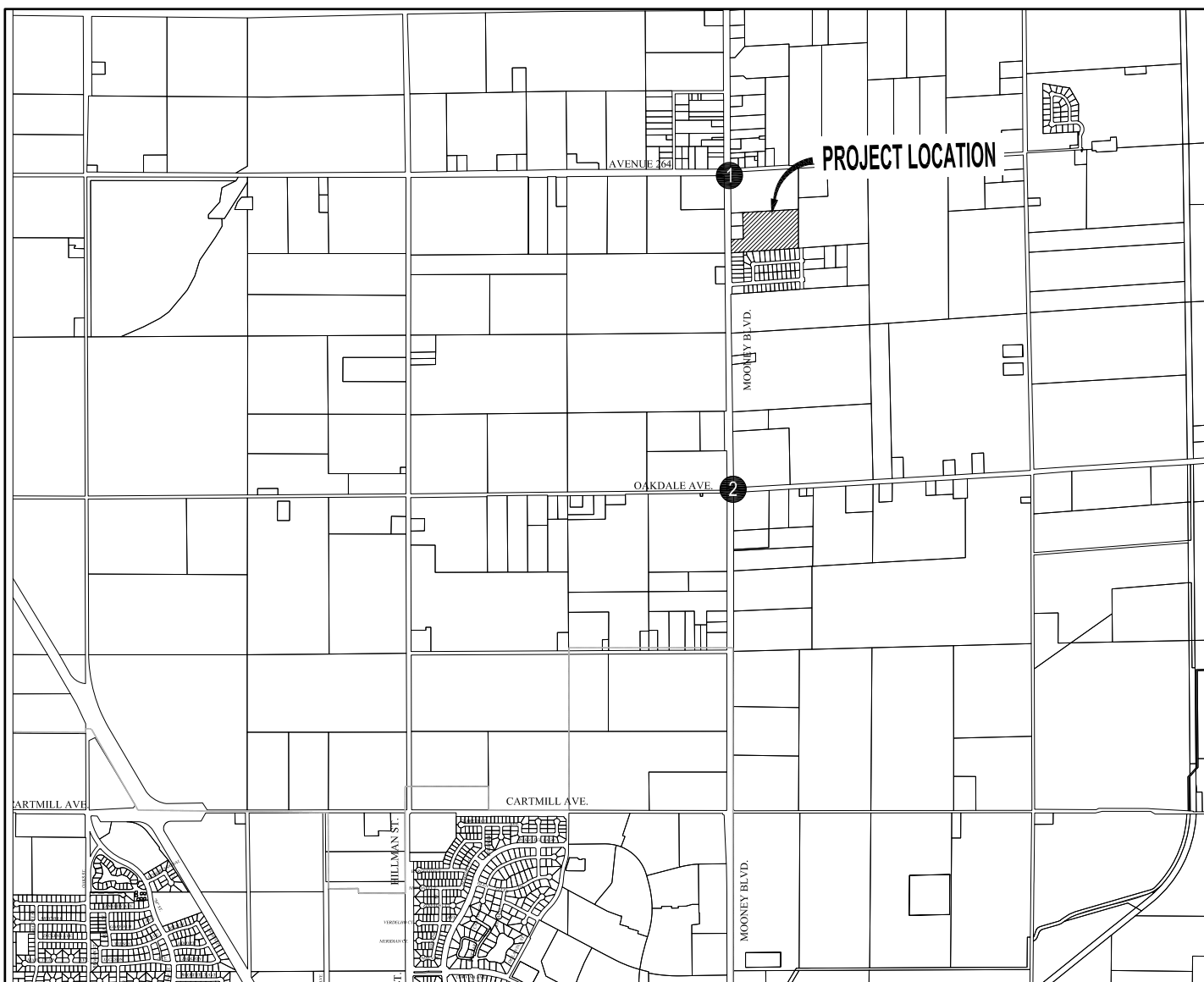


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Figure 7

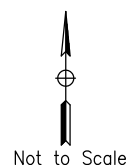


### LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) PEAK HOUR VOLUMES
- ▨ PROJECT SITE

Proposed Derrel's Mini Storage No. 82  
Tulare County, California

NEAR-TERM WITH PROJECT PEAK HOUR TRAFFIC VOLUMES

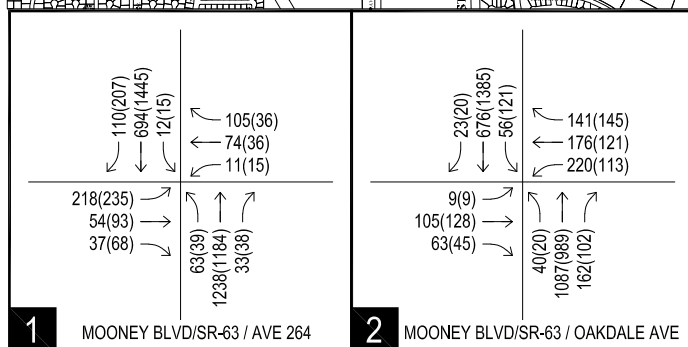
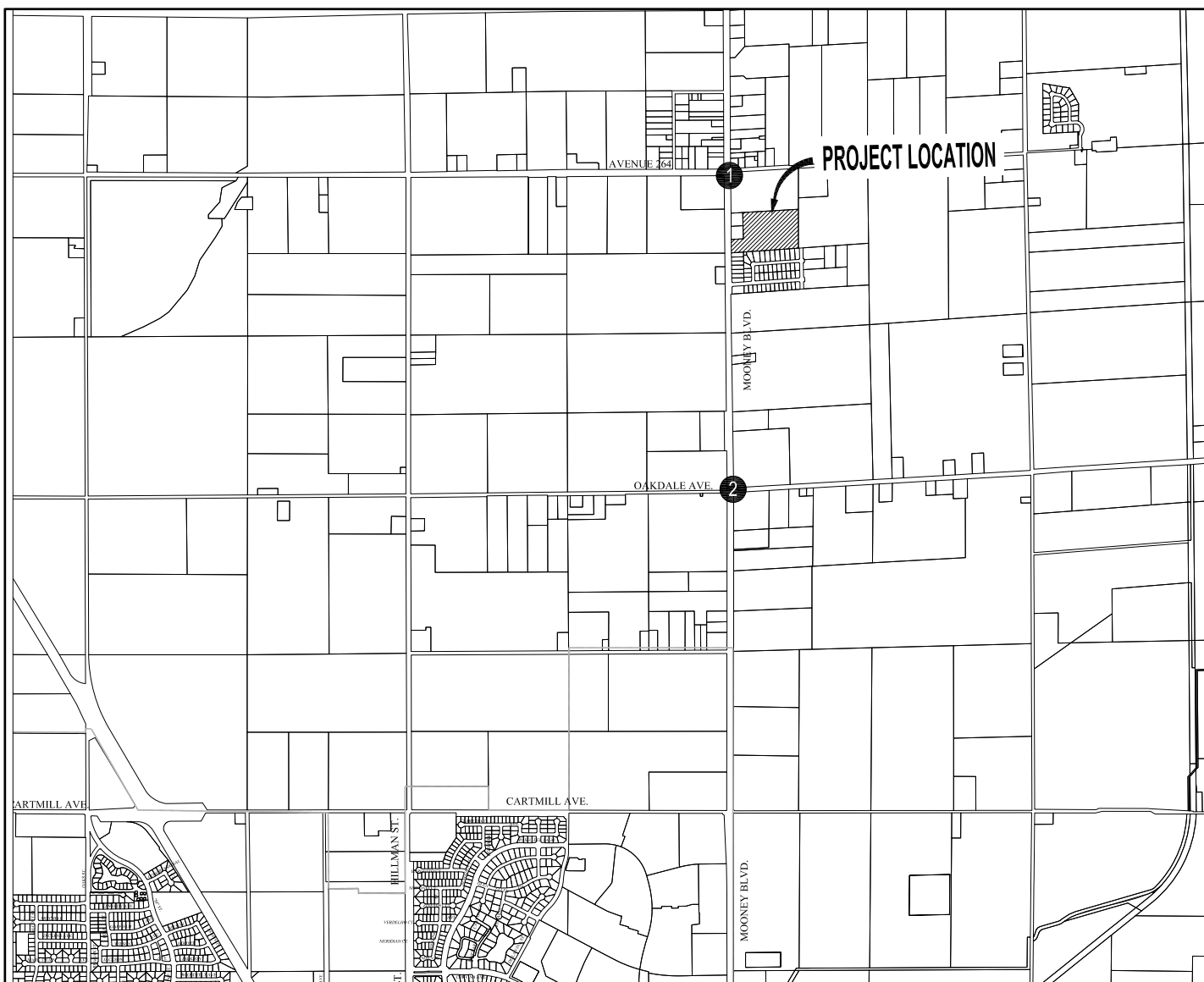


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PETERS ENGINEERING GROUP

Figure 8

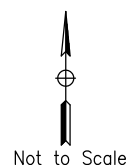


### LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) PEAK HOUR VOLUMES
- ▨ PROJECT SITE

Proposed Derrel's Mini Storage No. 82  
Tulare County, California

CUMULATIVE 2040 NO PROJECT PEAK HOUR TRAFFIC VOLUMES

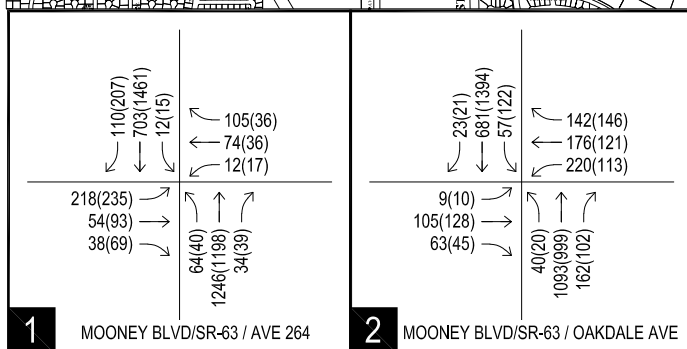
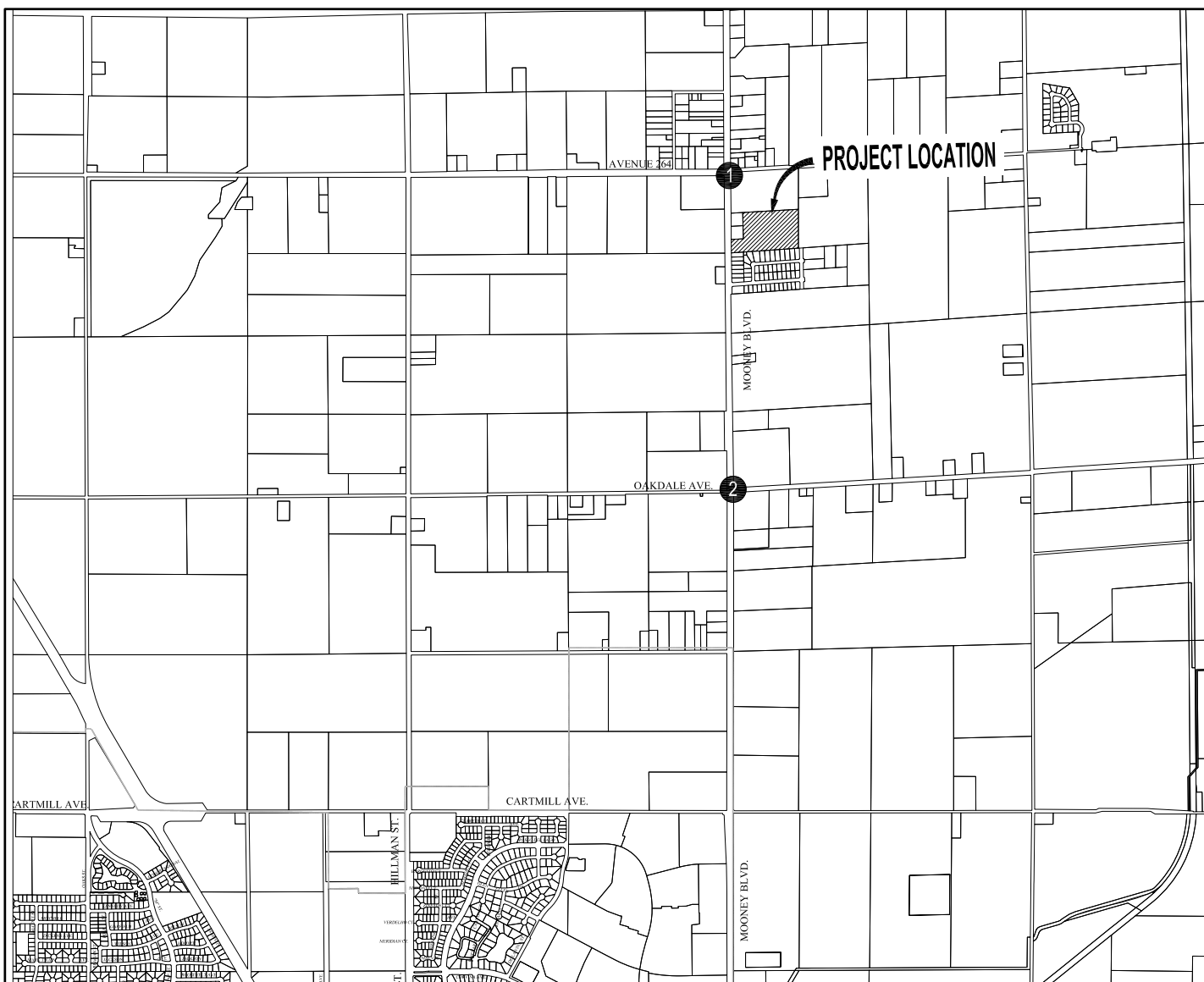


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PETERS ENGINEERING GROUP

Figure 9



### LEGEND

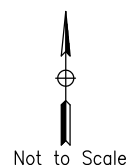
- STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) PEAK HOUR VOLUMES
- PROJECT SITE

Proposed Derrel's Mini Storage No. 82  
Tulare County, California

CUMULATIVE 2040 WITH PROJECT PEAK HOUR TRAFFIC VOLUMES



PETERS ENGINEERING GROUP



Not to Scale

Figure 10

APPENDIX A  
TRAFFIC COUNT DATA SHEETS







**Metro Traffic Data Inc.**  
 310 N. Irwin Street - Suite 20  
 Hanford, CA 93230  
 800-975-6938 Phone/Fax  
 www.metrotrafficdata.com

# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 952 Pollasky Avenue  
 Clovis, CA 93612

**LOCATION** Mooney Blvd @ Ave 264

**LATITUDE** 36.2694

**COUNTY** Tulare

**LONGITUDE** -119.3133

**COLLECTION DATE** Tuesday, May 15, 2018

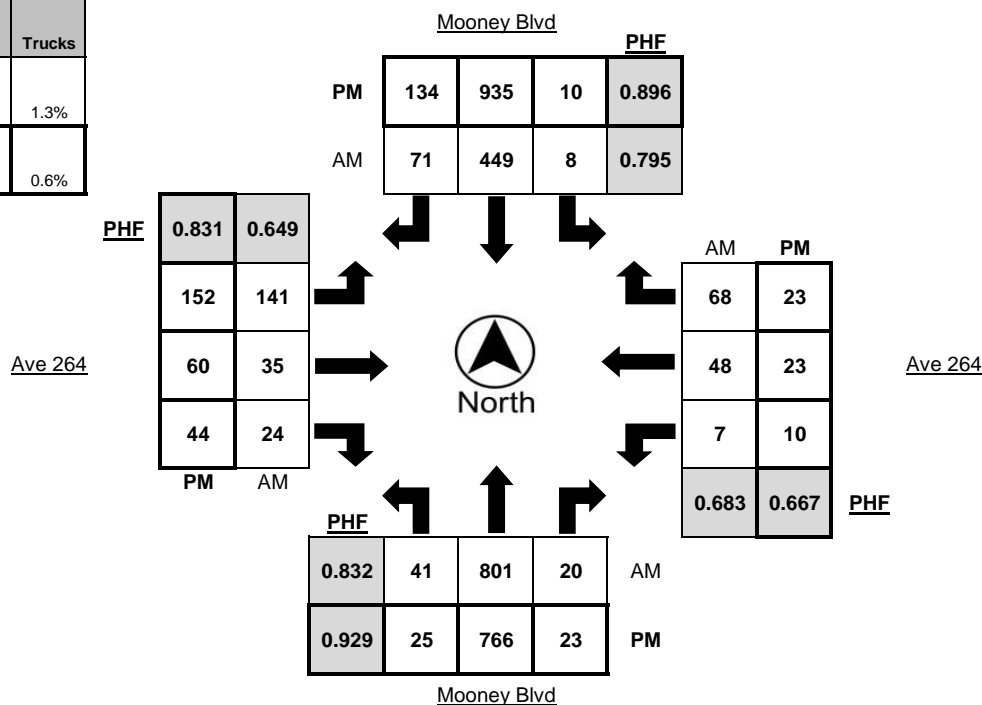
**WEATHER** Clear

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	8	95	3	2	0	81	17	1	23	6	9	2	0	10	5	2
7:15 AM - 7:30 AM	7	128	5	6	1	101	15	1	26	10	6	0	3	13	13	0
7:30 AM - 7:45 AM	10	186	4	1	2	139	25	2	33	7	5	1	1	15	22	1
7:45 AM - 8:00 AM	14	240	5	2	1	144	20	0	53	11	13	1	4	19	22	0
8:00 AM - 8:15 AM	11	194	9	1	4	81	15	4	34	8	4	1	0	4	15	0
8:15 AM - 8:30 AM	6	181	2	2	1	85	11	4	21	9	2	2	2	10	9	0
8:30 AM - 8:45 AM	3	158	6	0	1	84	9	2	24	8	7	2	0	7	4	0
8:45 AM - 9:00 AM	4	130	3	0	2	96	4	6	40	8	5	1	0	4	2	0
<b>TOTAL</b>	<b>63</b>	<b>1312</b>	<b>37</b>	<b>14</b>	<b>12</b>	<b>811</b>	<b>116</b>	<b>20</b>	<b>254</b>	<b>67</b>	<b>51</b>	<b>10</b>	<b>10</b>	<b>82</b>	<b>92</b>	<b>3</b>

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	3	134	3	4	3	172	19	3	39	13	10	3	3	6	6	1
4:15 PM - 4:30 PM	6	182	3	2	3	198	20	1	35	10	11	2	1	5	2	0
4:30 PM - 4:45 PM	8	168	6	1	2	219	28	3	25	18	3	2	5	8	3	0
4:45 PM - 5:00 PM	6	207	6	3	7	198	20	2	27	11	9	0	3	3	3	3
5:00 PM - 5:15 PM	10	187	5	3	3	252	46	0	49	16	12	0	3	5	3	0
5:15 PM - 5:30 PM	5	206	8	1	1	225	27	3	37	16	13	1	2	8	11	0
5:30 PM - 5:45 PM	6	185	3	2	4	228	35	0	30	13	13	2	1	5	3	0
5:45 PM - 6:00 PM	4	188	7	1	2	230	26	1	36	15	6	0	4	5	6	0
<b>TOTAL</b>	<b>48</b>	<b>1457</b>	<b>41</b>	<b>17</b>	<b>25</b>	<b>1722</b>	<b>221</b>	<b>13</b>	<b>278</b>	<b>112</b>	<b>77</b>	<b>10</b>	<b>22</b>	<b>45</b>	<b>37</b>	<b>4</b>

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:30 AM - 8:30 AM	41	801	20	6	8	449	71	10	141	35	24	5	7	48	68	1
5:00 PM - 6:00 PM	25	766	23	7	10	935	134	4	152	60	44	3	10	23	23	0

	PHF	Trucks
AM	0.784	1.3%
PM	0.933	0.6%





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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 952 Pollasky Avenue  
 Clovis, CA 93612

**LOCATION** Mooney Blvd @ Ave 264  
**COUNTY** Tulare  
**COLLECTION DATE** Tuesday, May 15, 2018

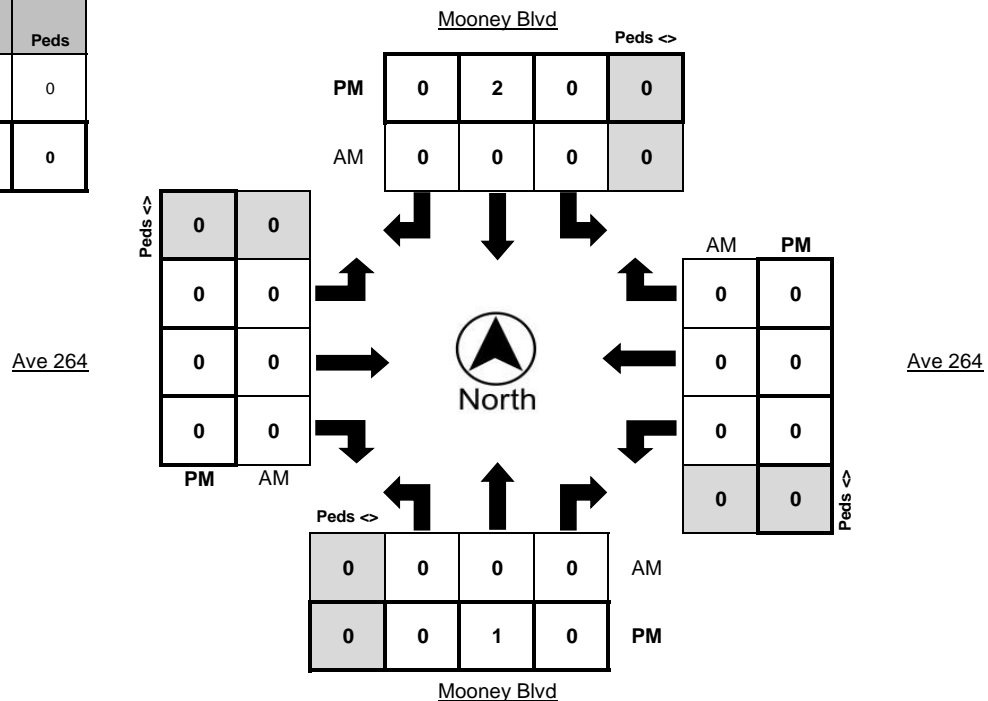
**LATITUDE** 36.2694  
**LONGITUDE** -119.3133  
**WEATHER** Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	0	0
PM Peak Total	3	0





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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 952 Pollasky Avenue  
 Clovis, CA 93612

**LOCATION** \_\_\_\_\_ Mooney Blvd @ Oakdale Ave

**LATITUDE** \_\_\_\_\_ 36.2550

**COUNTY** \_\_\_\_\_ Tulare

**LONGITUDE** \_\_\_\_\_ -119.3131

**COLLECTION DATE** \_\_\_\_\_ Tuesday, May 15, 2018

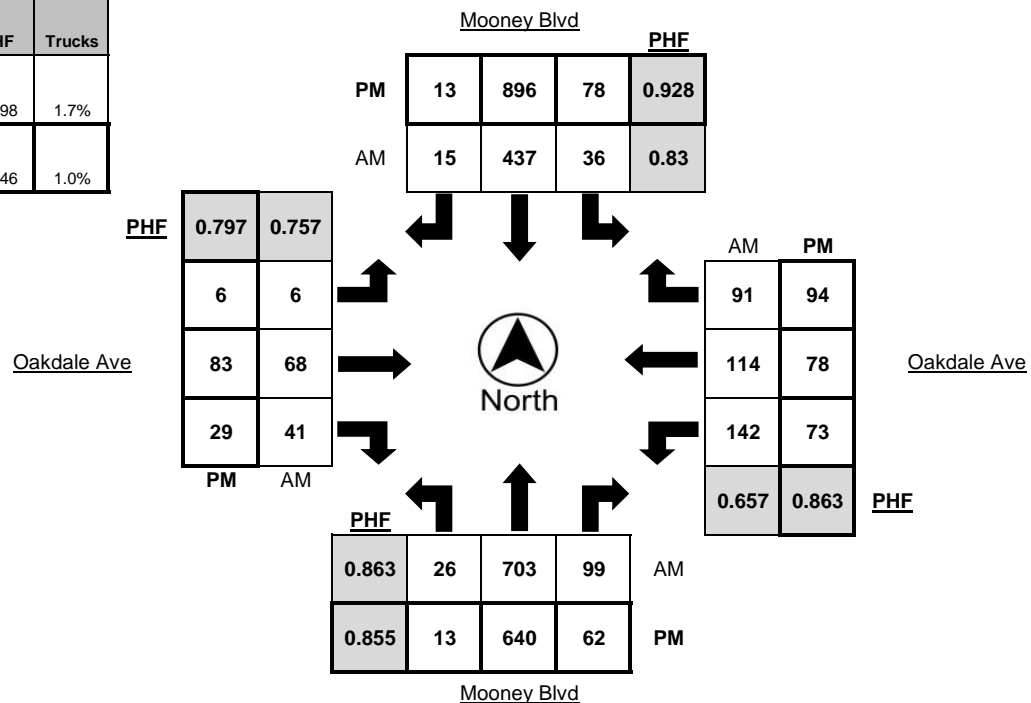
**WEATHER** \_\_\_\_\_ Clear

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	4	79	9	2	14	54	4	2	1	14	7	0	13	21	5	2
7:15 AM - 7:30 AM	2	113	23	5	7	75	2	1	0	20	10	0	18	17	21	0
7:30 AM - 7:45 AM	6	179	22	1	11	126	5	1	0	17	8	0	21	33	21	5
7:45 AM - 8:00 AM	11	198	31	2	8	134	5	1	1	22	15	0	63	36	33	1
8:00 AM - 8:15 AM	5	177	27	3	12	88	1	3	4	14	9	2	39	24	18	1
8:15 AM - 8:30 AM	4	149	19	3	5	89	4	3	1	15	9	1	19	21	19	3
8:30 AM - 8:45 AM	3	144	10	2	3	82	2	4	3	11	1	0	6	13	9	2
8:45 AM - 9:00 AM	5	127	7	2	6	85	2	3	1	6	1	2	8	16	9	0
<b>TOTAL</b>	<b>40</b>	<b>1166</b>	<b>148</b>	<b>20</b>	<b>66</b>	<b>733</b>	<b>25</b>	<b>18</b>	<b>11</b>	<b>119</b>	<b>60</b>	<b>5</b>	<b>187</b>	<b>181</b>	<b>135</b>	<b>14</b>

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	5	143	15	3	16	158	6	3	1	12	3	0	21	19	15	1
4:15 PM - 4:30 PM	5	142	17	2	15	202	3	3	3	21	4	1	19	19	21	2
4:30 PM - 4:45 PM	4	150	20	0	17	204	6	2	2	21	1	3	17	19	26	1
4:45 PM - 5:00 PM	7	185	17	5	17	212	4	1	2	26	6	1	20	22	28	1
5:00 PM - 5:15 PM	2	151	18	2	33	229	4	0	0	21	4	2	10	18	25	0
5:15 PM - 5:30 PM	0	141	17	1	11	233	3	1	2	21	14	0	24	23	24	2
5:30 PM - 5:45 PM	4	163	10	2	17	222	2	2	2	15	5	0	19	15	17	0
5:45 PM - 6:00 PM	1	185	9	2	13	219	3	1	1	9	6	1	20	19	9	0
<b>TOTAL</b>	<b>28</b>	<b>1260</b>	<b>123</b>	<b>17</b>	<b>139</b>	<b>1679</b>	<b>31</b>	<b>13</b>	<b>13</b>	<b>146</b>	<b>43</b>	<b>8</b>	<b>150</b>	<b>154</b>	<b>165</b>	<b>7</b>

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:30 AM - 8:30 AM	26	703	99	9	36	437	15	8	6	68	41	3	142	114	91	10
4:45 PM - 5:45 PM	13	640	62	10	78	896	13	4	6	83	29	3	73	78	94	3

	PHF	Trucks
AM	0.798	1.7%
PM	0.946	1.0%





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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 952 Pollasky Avenue  
 Clovis, CA 93612

**LOCATION** Mooney Blvd @ Oakdale Ave  
**COUNTY** Tulare  
**COLLECTION DATE** Tuesday, May 15, 2018

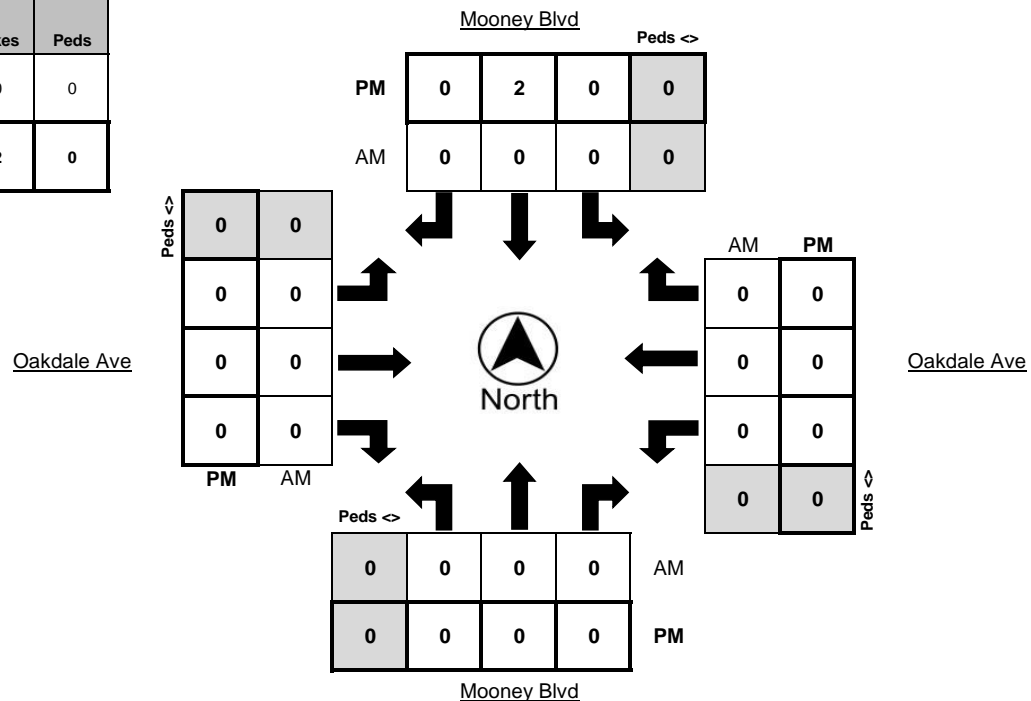
**LATITUDE** 36.2550  
**LONGITUDE** -119.3131  
**WEATHER** Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

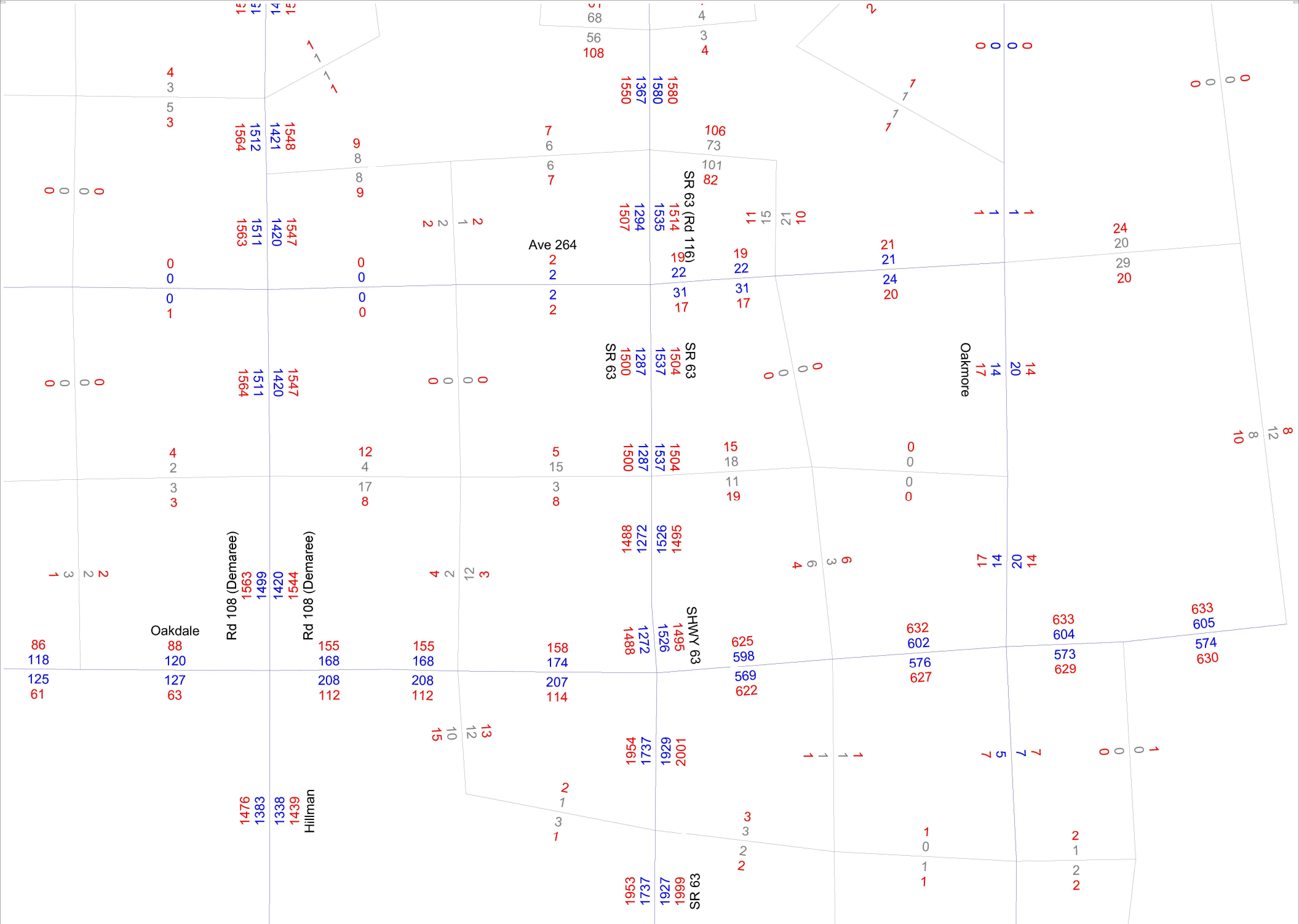
PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	0	0
PM Peak Total	2	0

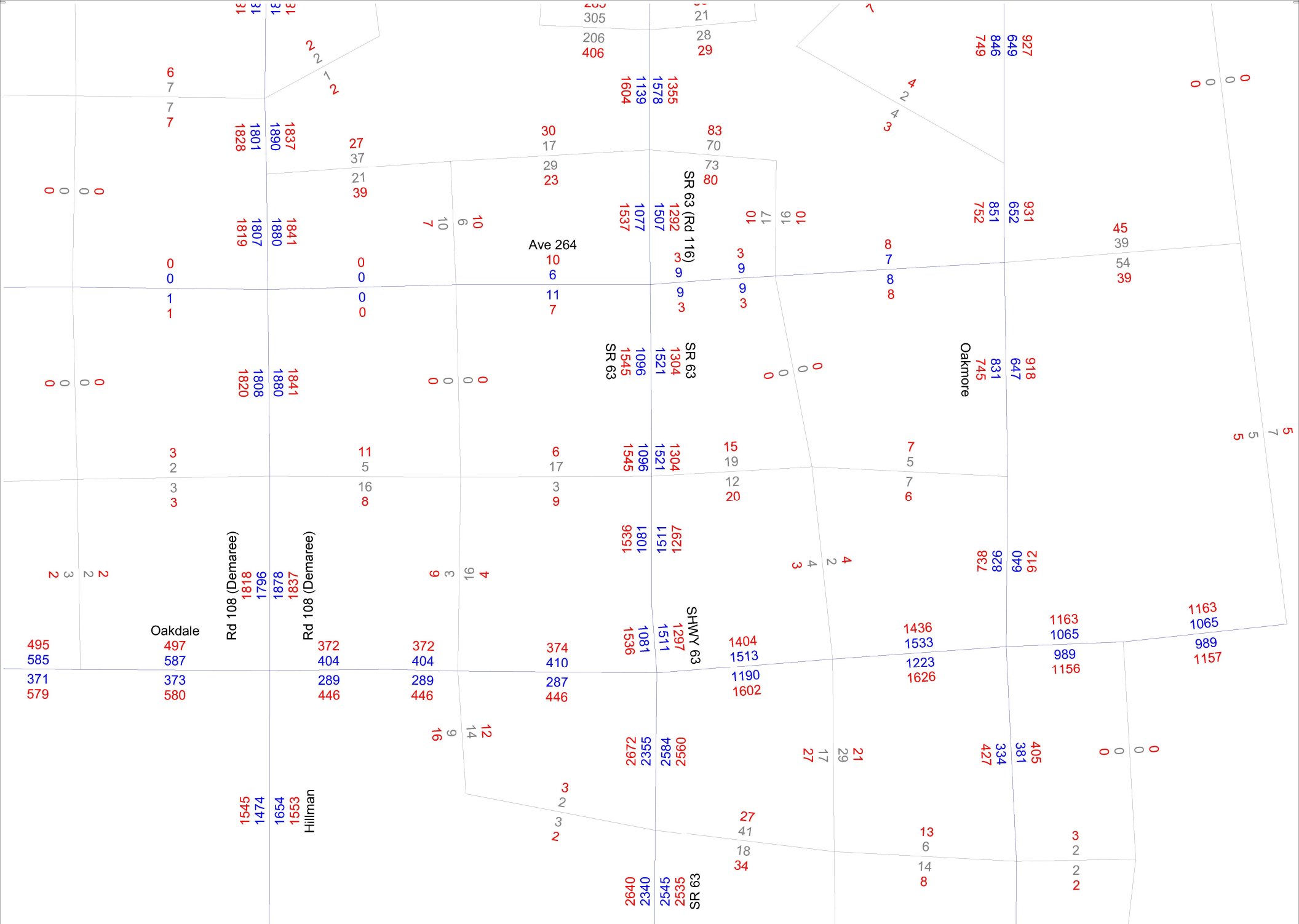


APPENDIX B  
TULARE COUNTY TRAVEL MODEL

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2015 Tulare County Travel Model  
AM and PM Peak Hour Traffic Volumes



2040 Tulare County Travel Model  
AM and PM Peak Hour Traffic Volumes

APPENDIX C  
INTERSECTION ANALYSIS SHEETS






1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings













Existing-AM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (vph)	141	35	24	7	48	68	41	801	20	8	449	71
Future Volume (vph)	141	35	24	7	48	68	41	801	20	8	449	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		0	500		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		0.99			0.99		0.99	1.00		1.00	1.00	
Frt		0.984			0.925			0.996			0.979	
Flt Protected		0.966			0.997		0.950			0.950		
Satd. Flow (prot)	0	1716	0	0	1651	0	1719	3422	0	1719	3351	0
Flt Permitted		0.698			0.977		0.950			0.950		
Satd. Flow (perm)	0	1236	0	0	1618	0	1710	3422	0	1714	3351	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			78			3			23	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2072			4917			5293			1501	
Travel Time (s)		31.4			74.5			72.2			20.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.65	0.65	0.65	0.68	0.68	0.68	0.83	0.83	0.83	0.80	0.80	0.80
Adj. Flow (vph)	217	54	37	10	71	100	49	965	24	10	561	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	308	0	0	181	0	49	989	0	10	650	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
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	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)	22.9	22.9		22.9	22.9		12.0	22.9		12.0	22.9	
Total Split (s)	38.0	38.0		38.0	38.0		12.0	40.0		12.0	40.0	
Total Split (%)	42.2%	42.2%		42.2%	42.2%		13.3%	44.4%		13.3%	44.4%	
Maximum Green (s)	33.1	33.1		33.1	33.1		8.0	35.1		8.0	35.1	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.0	3.9		3.0	3.9	
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)		4.9			4.9		4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Existing-AM  
06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	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	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effect Green (s)		21.5			21.5		7.5	26.3		6.6	21.9	
Actuated g/C Ratio		0.36			0.36		0.12	0.44		0.11	0.36	
v/c Ratio		0.69			0.29		0.23	0.66		0.05	0.53	
Control Delay		27.4			11.2		34.3	17.3		34.1	18.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		27.4			11.2		34.3	17.3		34.1	18.4	
LOS		C			B		C	B		C	B	
Approach Delay		27.4			11.2			18.1			18.7	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		92			26		17	126		3	102	
Queue Length 95th (ft)		145			54		56	282		18	161	
Internal Link Dist (ft)		1992			4837			5213			1421	
Turn Bay Length (ft)							500			500		
Base Capacity (vph)		760			1021		254	2221		254	2182	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.41			0.18		0.19	0.45		0.04	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 60.2

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 19.0







Intersection LOS: B

Intersection Capacity Utilization 56.3%

ICU Level of Service B

Analysis Period (min) 15























Splits and Phases: 1: Mooney Blvd / SR-63 & Road 264

 Ø1	 Ø2	 Ø4
12 s	40 s	38 s
 Ø5	 Ø6	 Ø8
12 s	40 s	38 s

2: Mooney Blvd / SR-63 & Oakdale Ave  
Lanes, Volumes, Timings

Existing-AM













06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	68	41	142	114	91	26	703	99	36	437	15
Future Volume (vph)	6	68	41	142	114	91	26	703	99	36	437	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		25	500		0	500		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		1.00	0.98		1.00	0.98	0.99	1.00		1.00	1.00	
Frt			0.850			0.850		0.981			0.995	
Flt Protected		0.996			0.973		0.950			0.950		
Satd. Flow (prot)	0	1802	1538	0	1761	1538	1719	3359	0	1719	3417	0
Flt Permitted		0.966			0.775		0.950			0.950		
Satd. Flow (perm)	0	1748	1508	0	1397	1508	1709	3359	0	1713	3417	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			72		19			4	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		3340			5002			1757			5293	
Travel Time (s)		50.6			75.8			24.0			72.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.76	0.76	0.76	0.66	0.66	0.66	0.86	0.86	0.86	0.83	0.83	0.83
Adj. Flow (vph)	8	89	54	215	173	138	30	817	115	43	527	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	97	54	0	388	138	30	932	0	43	545	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
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9	22.9	12.0	22.9		12.0	22.9	
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	12.0	37.0		12.0	37.0	
Total Split (%)	45.6%	45.6%	45.6%	45.6%	45.6%	45.6%	13.3%	41.1%		13.3%	41.1%	
Maximum Green (s)	36.1	36.1	36.1	36.1	36.1	36.1	8.0	32.1		8.0	32.1	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.0	3.9		3.0	3.9	
All-Red Time (s)	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	
Total Lost Time (s)		4.9	4.9		4.9	4.9	4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

## 2: Mooney Blvd / SR-63 & Oakdale Ave

### Lanes, Volumes, Timings

Existing-AM  
06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	None	Min		None	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)	5	5	5	5	5	5		5			5	
Act Effect Green (s)		24.7	24.7		24.7	24.7	7.3	24.9		7.6	27.0	
Actuated g/C Ratio		0.37	0.37		0.37	0.37	0.11	0.37		0.11	0.41	
v/c Ratio		0.15	0.09		0.75	0.23	0.16	0.73		0.22	0.39	
Control Delay		17.1	3.3		30.6	10.4	38.2	23.8		38.6	17.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		17.1	3.3		30.6	10.4	38.2	23.8		38.6	17.0	
LOS		B	A		C	B	D	C		D	B	
Approach Delay		12.2			25.3			24.2			18.5	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)		30	0		156	20	13	190		19	71	
Queue Length 95th (ft)		55	9		181	36	41	294		51	152	
Internal Link Dist (ft)		3260			4922			1677			5213	
Turn Bay Length (ft)			25			25	500			500		
Base Capacity (vph)		1081	960		864	960	237	1868		237	1948	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.06		0.45	0.14	0.13	0.50		0.18	0.28	

#### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 66.5

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 22.2







Intersection LOS: C

Intersection Capacity Utilization 58.6%

ICU Level of Service B

Analysis Period (min) 15


Splits and Phases: 2: Mooney Blvd / SR-63 & Oakdale Ave

 Ø1	 Ø2	 Ø4
12 s	37 s	41 s
 Ø5	 Ø6	 Ø8
12 s	37 s	41 s

1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings













Existing-PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↕		↕	↕↕	
Traffic Volume (vph)	152	60	44	10	23	23	25	766	23	10	935	134
Future Volume (vph)	152	60	44	10	23	23	25	766	23	10	935	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		0	500		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		0.99			0.99		1.00	1.00		1.00	1.00	
Frt		0.977			0.945			0.996			0.981	
Flt Protected		0.971			0.991		0.950			0.950		
Satd. Flow (prot)	0	1711	0	0	1681	0	1719	3421	0	1719	3359	0
Flt Permitted		0.770			0.921		0.950			0.950		
Satd. Flow (perm)	0	1352	0	0	1561	0	1715	3421	0	1712	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			34			4			23	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2072			4917			5293			1501	
Travel Time (s)		31.4			74.5			72.2			20.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.83	0.83	0.83	0.67	0.67	0.67	0.93	0.93	0.93	0.90	0.90	0.90
Adj. Flow (vph)	183	72	53	15	34	34	27	824	25	11	1039	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	308	0	0	83	0	27	849	0	11	1188	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
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	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)	22.9	22.9		22.9	22.9		12.0	22.9		12.0	22.9	
Total Split (s)	33.0	33.0		33.0	33.0		12.0	45.0		12.0	45.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%		13.3%	50.0%		13.3%	50.0%	
Maximum Green (s)	28.1	28.1		28.1	28.1		8.0	40.1		8.0	40.1	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.0	3.9		3.0	3.9	
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)		4.9			4.9		4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Existing-PM  
06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	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	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effect Green (s)		20.0			20.0		7.1	32.4		6.6	30.6	
Actuated g/C Ratio		0.31			0.31		0.11	0.50		0.10	0.47	
v/c Ratio		0.72			0.16		0.14	0.50		0.06	0.74	
Control Delay		33.1			14.2		36.9	12.9		37.1	19.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		33.1			14.2		36.9	12.9		37.1	19.0	
LOS		C			B		D	B		D	B	
Approach Delay		33.1			14.3			13.7			19.2	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		86			11		9	95		4	152	
Queue Length 95th (ft)		220			35		40	234		22	374	
Internal Link Dist (ft)		1992			4837			5213			1421	
Turn Bay Length (ft)							500			500		
Base Capacity (vph)		655			767		235	2440		235	2310	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.47			0.11		0.11	0.35		0.05	0.51	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 65

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 18.8







Intersection LOS: B

Intersection Capacity Utilization 59.4%

ICU Level of Service B

Analysis Period (min) 15





















Splits and Phases: 1: Mooney Blvd / SR-63 & Road 264

 Ø1	 Ø2	 Ø4
12 s	45 s	33 s
 Ø5	 Ø6	 Ø8
12 s	45 s	33 s

2: Mooney Blvd / SR-63 & Oakdale Ave  
Lanes, Volumes, Timings

Existing-PM

06/26/2018













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	83	29	73	78	94	13	640	62	78	896	13
Future Volume (vph)	6	83	29	73	78	94	13	640	62	78	896	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		25	500		0	500		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	
Frt			0.850			0.850		0.988			0.998	
Flt Protected		0.996			0.976		0.950			0.950		
Satd. Flow (prot)	0	1802	1538	0	1766	1538	1719	3388	0	1719	3430	0
Flt Permitted		0.973			0.790		0.950			0.950		
Satd. Flow (perm)	0	1760	1508	0	1425	1508	1714	3388	0	1712	3430	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			72		13			2	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		3340			5002			1757			5293	
Travel Time (s)		50.6			75.8			24.0			72.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.80	0.80	0.80	0.86	0.86	0.86	0.86	0.86	0.93	0.93	0.93	0.93
Adj. Flow (vph)	8	104	36	85	91	109	15	744	67	84	963	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	36	0	176	109	15	811	0	84	977	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
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9	22.9	12.0	22.9		12.0	22.9	
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0	12.0	45.0		16.0	49.0	
Total Split (%)	32.2%	32.2%	32.2%	32.2%	32.2%	32.2%	13.3%	50.0%		17.8%	54.4%	
Maximum Green (s)	24.1	24.1	24.1	24.1	24.1	24.1	8.0	40.1		12.0	44.1	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.0	3.9		3.0	3.9	
All-Red Time (s)	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	
Total Lost Time (s)		4.9	4.9		4.9	4.9	4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

## 2: Mooney Blvd / SR-63 & Oakdale Ave

### Lanes, Volumes, Timings

Existing-PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	None	Min		None	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)	5	5	5	5	5	5		5			5	
Act Effect Green (s)		12.7	12.7		12.7	12.7	6.4	22.9		8.5	31.1	
Actuated g/C Ratio		0.23	0.23		0.23	0.23	0.11	0.41		0.15	0.56	
v/c Ratio		0.28	0.09		0.54	0.27	0.08	0.58		0.32	0.51	
Control Delay		22.0	2.2		28.1	11.5	29.5	16.3		28.6	10.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		22.0	2.2		28.1	11.5	29.5	16.3		28.6	10.1	
LOS		C	A		C	B	C	B		C	B	
Approach Delay		17.2			21.8			16.6			11.6	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		30	0		51	10	5	108		25	80	
Queue Length 95th (ft)		74	4		124	48	23	197		77	239	
Internal Link Dist (ft)		3260			4922			1677			5213	
Turn Bay Length (ft)			25			25	500			500		
Base Capacity (vph)		805	728		651	728	260	2544		391	2760	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.14	0.05		0.27	0.15	0.06	0.32		0.21	0.35	

#### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 55.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 15.0






Intersection LOS: B

Intersection Capacity Utilization 55.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Mooney Blvd / SR-63 & Oakdale Ave



















 Ø1	 Ø2	 Ø4
16 s	45 s	29 s
 Ø5	 Ø6	 Ø8
12 s	49 s	29 s



1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Existing Plus Project-AM













06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	35	25	8	48	68	42	809	21	8	458	71
Future Volume (vph)	141	35	25	8	48	68	42	809	21	8	458	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		0	500		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		0.99			0.99		0.99	1.00		1.00	1.00	
Frt		0.983			0.926			0.996			0.980	
Flt Protected		0.966			0.997		0.950			0.950		
Satd. Flow (prot)	0	1714	0	0	1653	0	1719	3422	0	1719	3355	0
Flt Permitted		0.695			0.972		0.950			0.950		
Satd. Flow (perm)	0	1229	0	0	1611	0	1710	3422	0	1714	3355	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			76			3			23	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2072			4917			5293			1501	
Travel Time (s)		31.4			74.5			72.2			20.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.65	0.65	0.65	0.68	0.68	0.68	0.83	0.83	0.83	0.80	0.80	0.80
Adj. Flow (vph)	217	54	38	12	71	100	51	975	25	10	573	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	309	0	0	183	0	51	1000	0	10	662	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
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	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)	22.9	22.9		22.9	22.9		12.0	22.9		12.0	22.9	
Total Split (s)	38.0	38.0		38.0	38.0		12.0	40.0		12.0	40.0	
Total Split (%)	42.2%	42.2%		42.2%	42.2%		13.3%	44.4%		13.3%	44.4%	
Maximum Green (s)	33.1	33.1		33.1	33.1		8.0	35.1		8.0	35.1	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.0	3.9		3.0	3.9	
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)		4.9			4.9		4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Existing Plus Project-AM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	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	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effect Green (s)		21.6			21.6		7.5	26.5		6.6	22.1	
Actuated g/C Ratio		0.36			0.36		0.12	0.44		0.11	0.37	
v/c Ratio		0.70			0.29		0.24	0.67		0.05	0.53	
Control Delay		27.8			11.5		34.5	17.4		34.2	18.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		27.8			11.5		34.5	17.4		34.2	18.5	
LOS		C			B		C	B		C	B	
Approach Delay		27.8			11.5			18.3			18.8	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		94			27		17	130		4	105	
Queue Length 95th (ft)		146			55		58	286		18	165	
Internal Link Dist (ft)		1992			4837			5213			1421	
Turn Bay Length (ft)							500			500		
Base Capacity (vph)		751			1009		252	2207		252	2172	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.41			0.18		0.20	0.45		0.04	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 60.5

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 19.2






Intersection LOS: B

Intersection Capacity Utilization 56.6%

ICU Level of Service B

Analysis Period (min) 15























Splits and Phases: 1: Mooney Blvd / SR-63 & Road 264

 Ø1	 Ø2	 Ø4
12 s	40 s	38 s
 Ø5	 Ø6	 Ø8
12 s	40 s	38 s

2: Mooney Blvd / SR-63 & Oakdale Ave  
Lanes, Volumes, Timings

Existing Plus Project-AM

06/26/2018













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	68	41	142	114	92	26	709	99	37	442	15
Future Volume (vph)	6	68	41	142	114	92	26	709	99	37	442	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		25	500		0	500		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		1.00	0.98		1.00	0.98	0.99	1.00		1.00	1.00	
Frt			0.850			0.850		0.982			0.995	
Flt Protected		0.996			0.973		0.950			0.950		
Satd. Flow (prot)	0	1802	1538	0	1761	1538	1719	3363	0	1719	3417	0
Flt Permitted		0.966			0.775		0.950			0.950		
Satd. Flow (perm)	0	1748	1508	0	1397	1508	1709	3363	0	1713	3417	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			72		19			4	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		3340			5002			1757			5293	
Travel Time (s)		50.6			75.8			24.0			72.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.76	0.76	0.76	0.66	0.66	0.66	0.86	0.86	0.86	0.83	0.83	0.83
Adj. Flow (vph)	8	89	54	215	173	139	30	824	115	45	533	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	97	54	0	388	139	30	939	0	45	551	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
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9	22.9	12.0	22.9		12.0	22.9	
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	12.0	37.0		12.0	37.0	
Total Split (%)	45.6%	45.6%	45.6%	45.6%	45.6%	45.6%	13.3%	41.1%		13.3%	41.1%	
Maximum Green (s)	36.1	36.1	36.1	36.1	36.1	36.1	8.0	32.1		8.0	32.1	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.0	3.9		3.0	3.9	
All-Red Time (s)	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	
Total Lost Time (s)		4.9	4.9		4.9	4.9	4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

## 2: Mooney Blvd / SR-63 & Oakdale Ave

### Lanes, Volumes, Timings

Existing Plus Project-AM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	None	Min		None	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)	5	5	5	5	5	5		5			5	
Act Effect Green (s)		24.7	24.7		24.7	24.7	7.3	25.0		7.6	27.1	
Actuated g/C Ratio		0.37	0.37		0.37	0.37	0.11	0.38		0.11	0.41	
v/c Ratio		0.15	0.09		0.75	0.23	0.16	0.74		0.23	0.40	
Control Delay		17.1	3.3		30.6	10.4	38.1	23.9		38.6	17.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		17.1	3.3		30.6	10.4	38.1	23.9		38.6	17.0	
LOS		B	A		C	B	D	C		D	B	
Approach Delay		12.2			25.3			24.4			18.6	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)		30	0		157	20	13	193		20	72	
Queue Length 95th (ft)		55	9		181	36	41	296		53	154	
Internal Link Dist (ft)		3260			4922			1677			5213	
Turn Bay Length (ft)			25			25	500			500		
Base Capacity (vph)		1079	958		862	958	236	1863		236	1944	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.06		0.45	0.15	0.13	0.50		0.19	0.28	

#### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 66.6

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 22.2







Intersection LOS: C

Intersection Capacity Utilization 59.0%

ICU Level of Service B

Analysis Period (min) 15



















Splits and Phases: 2: Mooney Blvd / SR-63 & Oakdale Ave

 Ø1	 Ø2	 Ø4
12 s	37 s	41 s
 Ø5	 Ø6	 Ø8
12 s	37 s	41 s

1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Existing Plus Project-PM

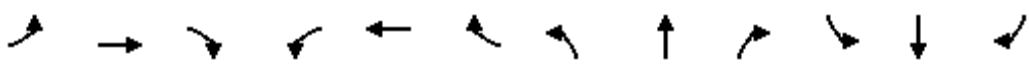
06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	60	45	12	23	23	26	780	24	10	951	134
Future Volume (vph)	152	60	45	12	23	23	26	780	24	10	951	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		0	500		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		0.99			0.99		1.00	1.00		1.00	1.00	
Frt		0.976			0.947			0.995			0.981	
Flt Protected		0.971			0.990		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1684	0	1719	3418	0	1719	3359	0
Flt Permitted		0.769			0.906		0.950			0.950		
Satd. Flow (perm)	0	1348	0	0	1540	0	1715	3418	0	1713	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			34			4			22	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2072			4917			5293			1501	
Travel Time (s)		31.4			74.5			72.2			20.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.83	0.83	0.83	0.67	0.67	0.67	0.93	0.93	0.93	0.90	0.90	0.90
Adj. Flow (vph)	183	72	54	18	34	34	28	839	26	11	1057	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	309	0	0	86	0	28	865	0	11	1206	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
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	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)	22.9	22.9		22.9	22.9		12.0	22.9		12.0	22.9	
Total Split (s)	33.0	33.0		33.0	33.0		12.0	45.0		12.0	45.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%		13.3%	50.0%		13.3%	50.0%	
Maximum Green (s)	28.1	28.1		28.1	28.1		8.0	40.1		8.0	40.1	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.0	3.9		3.0	3.9	
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)		4.9			4.9		4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Existing Plus Project-PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	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	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effect Green (s)		20.2			20.2		7.1	32.7		6.6	30.9	
Actuated g/C Ratio		0.31			0.31		0.11	0.50		0.10	0.47	
v/c Ratio		0.73			0.17		0.15	0.51		0.06	0.76	
Control Delay		33.4			14.5		37.0	13.1		37.2	19.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		33.4			14.5		37.0	13.1		37.2	19.4	
LOS		C			B		D	B		D	B	
Approach Delay		33.4			14.5			13.8			19.6	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		87			12		9	98		4	157	
Queue Length 95th (ft)		220			36		41	240		22	383	
Internal Link Dist (ft)		1992			4837			5213			1421	
Turn Bay Length (ft)							500			500		
Base Capacity (vph)		648			751		233	2420		233	2291	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.48			0.11		0.12	0.36		0.05	0.53	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 65.4

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 19.1







Intersection LOS: B

Intersection Capacity Utilization 59.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Mooney Blvd / SR-63 & Road 264























		
12 s	45 s	33 s
		
12 s	45 s	33 s

## 2: Mooney Blvd / SR-63 & Oakdale Ave

### Lanes, Volumes, Timings

Existing Plus Project-PM

06/26/2018













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	83	29	73	78	95	13	650	62	79	905	14
Future Volume (vph)	7	83	29	73	78	95	13	650	62	79	905	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		25	500		0	500		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	
Frt			0.850			0.850		0.988			0.998	
Flt Protected		0.996			0.976		0.950			0.950		
Satd. Flow (prot)	0	1802	1538	0	1766	1538	1719	3388	0	1719	3430	0
Flt Permitted		0.970			0.790		0.950			0.950		
Satd. Flow (perm)	0	1754	1508	0	1425	1508	1714	3388	0	1712	3430	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			72		13			2	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		3340			5002			1757			5293	
Travel Time (s)		50.6			75.8			24.0			72.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.80	0.80	0.80	0.86	0.86	0.86	0.86	0.86	0.93	0.93	0.93	0.93
Adj. Flow (vph)	9	104	36	85	91	110	15	756	67	85	973	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	113	36	0	176	110	15	823	0	85	988	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
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9	22.9	12.0	22.9		12.0	22.9	
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0	12.0	45.0		16.0	49.0	
Total Split (%)	32.2%	32.2%	32.2%	32.2%	32.2%	32.2%	13.3%	50.0%		17.8%	54.4%	
Maximum Green (s)	24.1	24.1	24.1	24.1	24.1	24.1	8.0	40.1		12.0	44.1	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.0	3.9		3.0	3.9	
All-Red Time (s)	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	
Total Lost Time (s)		4.9	4.9		4.9	4.9	4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

## 2: Mooney Blvd / SR-63 & Oakdale Ave

### Lanes, Volumes, Timings

Existing Plus Project-PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	None	Min		None	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)	5	5	5	5	5	5		5			5	
Act Effect Green (s)		12.8	12.8		12.8	12.8	6.4	23.2		8.5	31.4	
Actuated g/C Ratio		0.23	0.23		0.23	0.23	0.11	0.41		0.15	0.56	
v/c Ratio		0.28	0.09		0.54	0.28	0.08	0.59		0.33	0.52	
Control Delay		22.3	2.2		28.3	11.6	29.7	16.4		28.9	10.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		22.3	2.2		28.3	11.6	29.7	16.4		28.9	10.2	
LOS		C	A		C	B	C	B		C	B	
Approach Delay		17.4			21.9			16.7			11.7	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		31	0		51	10	5	111		25	82	
Queue Length 95th (ft)		75	4		126	49	23	201		79	243	
Internal Link Dist (ft)		3260			4922			1677			5213	
Turn Bay Length (ft)			25			25	500			500		
Base Capacity (vph)		799	726		649	726	259	2530		389	2745	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.14	0.05		0.27	0.15	0.06	0.33		0.22	0.36	

#### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 56.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 15.1






Intersection LOS: B

Intersection Capacity Utilization 56.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Mooney Blvd / SR-63 & Oakdale Ave


 Ø1	 Ø2	 Ø4
16 s	45 s	29 s
 Ø5	 Ø6	 Ø8
12 s	49 s	29 s



1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Near-Term With Project-AM













06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Volume (vph)	144	36	25	8	49	69	43	825	21	8	467	72
Future Volume (vph)	144	36	25	8	49	69	43	825	21	8	467	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		0	500		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		0.99			0.99		1.00	1.00		1.00	1.00	
Frt		0.984			0.926			0.996			0.980	
Flt Protected		0.966			0.997		0.950			0.950		
Satd. Flow (prot)	0	1716	0	0	1653	0	1719	3422	0	1719	3355	0
Flt Permitted		0.691			0.972		0.950			0.950		
Satd. Flow (perm)	0	1223	0	0	1611	0	1710	3422	0	1714	3355	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			76			3			22	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2072			4917			5293			1501	
Travel Time (s)		31.4			74.5			72.2			20.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.65	0.65	0.65	0.68	0.68	0.68	0.83	0.83	0.83	0.80	0.80	0.80
Adj. Flow (vph)	222	55	38	12	72	101	52	994	25	10	584	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	315	0	0	185	0	52	1019	0	10	674	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
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	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)	22.9	22.9		22.9	22.9		12.0	22.9		12.0	22.9	
Total Split (s)	38.0	38.0		38.0	38.0		12.0	40.0		12.0	40.0	
Total Split (%)	42.2%	42.2%		42.2%	42.2%		13.3%	44.4%		13.3%	44.4%	
Maximum Green (s)	33.1	33.1		33.1	33.1		8.0	35.1		8.0	35.1	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.0	3.9		3.0	3.9	
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)		4.9			4.9		4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Near-Term With Project-AM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	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	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effect Green (s)		22.3			22.3		7.5	26.9		6.5	22.5	
Actuated g/C Ratio		0.36			0.36		0.12	0.44		0.11	0.37	
v/c Ratio		0.70			0.29		0.25	0.68		0.05	0.54	
Control Delay		28.3			11.6		35.1	17.9		34.6	18.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		28.3			11.6		35.1	17.9		34.6	18.9	
LOS		C			B		D	B		C	B	
Approach Delay		28.3			11.6			18.8			19.1	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		98			28		18	138		4	112	
Queue Length 95th (ft)		150			56		58	293		18	168	
Internal Link Dist (ft)		1992			4837			5213			1421	
Turn Bay Length (ft)							500			500		
Base Capacity (vph)		731			989		247	2161		247	2126	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.43			0.19		0.21	0.47		0.04	0.32	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 61.6

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 19.6







Intersection LOS: B

Intersection Capacity Utilization 57.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Mooney Blvd / SR-63 & Road 264























 Ø1	 Ø2	 Ø4
12 s	40 s	38 s
 Ø5	 Ø6	 Ø8
12 s	40 s	38 s

## 2: Mooney Blvd / SR-63 & Oakdale Ave

### Lanes, Volumes, Timings

Near-Term With Project-AM

06/26/2018













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	69	42	145	116	94	27	723	101	38	451	15
Future Volume (vph)	6	69	42	145	116	94	27	723	101	38	451	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		25	500		0	500		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		1.00	0.98		1.00	0.98	0.99	1.00		1.00	1.00	
Frt			0.850			0.850		0.982			0.995	
Flt Protected		0.996			0.973		0.950			0.950		
Satd. Flow (prot)	0	1802	1538	0	1761	1538	1719	3363	0	1719	3417	0
Flt Permitted		0.966			0.773		0.950			0.950		
Satd. Flow (perm)	0	1748	1508	0	1394	1508	1709	3363	0	1713	3417	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			72		19			4	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		3340			5002			1757			5293	
Travel Time (s)		50.6			75.8			24.0			72.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.76	0.76	0.76	0.66	0.66	0.66	0.86	0.86	0.86	0.83	0.83	0.83
Adj. Flow (vph)	8	91	55	220	176	142	31	841	117	46	543	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	99	55	0	396	142	31	958	0	46	561	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
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9	22.9	12.0	22.9		12.0	22.9	
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	12.0	37.0		12.0	37.0	
Total Split (%)	45.6%	45.6%	45.6%	45.6%	45.6%	45.6%	13.3%	41.1%		13.3%	41.1%	
Maximum Green (s)	36.1	36.1	36.1	36.1	36.1	36.1	8.0	32.1		8.0	32.1	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.0	3.9		3.0	3.9	
All-Red Time (s)	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	
Total Lost Time (s)		4.9	4.9		4.9	4.9	4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

## 2: Mooney Blvd / SR-63 & Oakdale Ave

### Lanes, Volumes, Timings

Near-Term With Project-AM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	None	Min		None	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)	5	5	5	5	5	5		5			5	
Act Effect Green (s)		25.4	25.4		25.4	25.4	7.4	25.6		7.6	27.6	
Actuated g/C Ratio		0.37	0.37		0.37	0.37	0.11	0.38		0.11	0.41	
v/c Ratio		0.15	0.09		0.76	0.23	0.17	0.75		0.24	0.40	
Control Delay		17.2	3.4		31.4	10.6	38.7	24.5		39.3	17.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		17.2	3.4		31.4	10.6	38.7	24.5		39.3	17.3	
LOS		B	A		C	B	D	C		D	B	
Approach Delay		12.3			25.9			25.0			18.9	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)		32	0		169	22	14	205		21	76	
Queue Length 95th (ft)		56	10		185	37	43	304		54	157	
Internal Link Dist (ft)		3260			4922			1677			5213	
Turn Bay Length (ft)			25			25	500			500		
Base Capacity (vph)		1064	946		848	946	231	1828		231	1922	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.06		0.47	0.15	0.13	0.52		0.20	0.29	

#### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 67.8

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 22.7







Intersection LOS: C

Intersection Capacity Utilization 59.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Mooney Blvd / SR-63 & Oakdale Ave



















 Ø1	 Ø2	 Ø4
12 s	37 s	41 s
 Ø5	 Ø6	 Ø8
12 s	37 s	41 s

## 1: Mooney Blvd / SR-63 &amp; Road 264

Near-Term With Project-PM

## Lanes, Volumes, Timings













06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	61	46	12	23	23	27	795	24	10	970	137
Future Volume (vph)	155	61	46	12	23	23	27	795	24	10	970	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		0	500		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		0.99			0.99		1.00	1.00		1.00	1.00	
Frt		0.976			0.947			0.996			0.981	
Flt Protected		0.971			0.990		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1684	0	1719	3421	0	1719	3359	0
Flt Permitted		0.775			0.907		0.950			0.950		
Satd. Flow (perm)	0	1359	0	0	1541	0	1715	3421	0	1713	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			34			4			22	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2072			4917			5293			1501	
Travel Time (s)		31.4			74.5			72.2			20.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.83	0.83	0.83	0.67	0.67	0.67	0.93	0.93	0.93	0.90	0.90	0.90
Adj. Flow (vph)	187	73	55	18	34	34	29	855	26	11	1078	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	315	0	0	86	0	29	881	0	11	1230	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
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	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)	22.9	22.9		22.9	22.9		12.0	22.9		12.0	22.9	
Total Split (s)	33.0	33.0		33.0	33.0		12.0	45.0		12.0	45.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%		13.3%	50.0%		13.3%	50.0%	
Maximum Green (s)	28.1	28.1		28.1	28.1		8.0	40.1		8.0	40.1	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.0	3.9		3.0	3.9	
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)		4.9			4.9		4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Near-Term With Project-PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	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	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effect Green (s)		20.7			20.7		7.1	33.8		6.6	31.9	
Actuated g/C Ratio		0.31			0.31		0.11	0.51		0.10	0.48	
v/c Ratio		0.74			0.17		0.16	0.51		0.07	0.76	
Control Delay		34.1			14.6		37.5	13.2		37.5	19.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		34.1			14.6		37.5	13.2		37.5	19.7	
LOS		C			B		D	B		D	B	
Approach Delay		34.1			14.6			14.0			19.9	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		95			13		10	105		4	169	
Queue Length 95th (ft)		225			36		43	245		22	395	
Internal Link Dist (ft)		1992			4837			5213			1421	
Turn Bay Length (ft)							500			500		
Base Capacity (vph)		632			727		225	2342		225	2213	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.50			0.12		0.13	0.38		0.05	0.56	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 66.9

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 19.4







Intersection LOS: B

Intersection Capacity Utilization 60.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Mooney Blvd / SR-63 & Road 264






















 Ø1	 Ø2	 Ø4
12 s	45 s	33 s
 Ø5	 Ø6	 Ø8
12 s	45 s	33 s

## 2: Mooney Blvd / SR-63 & Oakdale Ave

### Lanes, Volumes, Timings

Near-Term With Project-PM

06/26/2018













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	85	30	74	80	97	13	663	63	81	923	14
Future Volume (vph)	7	85	30	74	80	97	13	663	63	81	923	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		25	500		0	500		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	
Frt			0.850			0.850		0.988			0.998	
Flt Protected		0.996			0.977		0.950			0.950		
Satd. Flow (prot)	0	1802	1538	0	1768	1538	1719	3388	0	1719	3430	0
Flt Permitted		0.970			0.790		0.950			0.950		
Satd. Flow (perm)	0	1754	1508	0	1425	1508	1714	3388	0	1712	3430	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			72		13			2	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		3340			5002			1757			5293	
Travel Time (s)		50.6			75.8			24.0			72.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.80	0.80	0.80	0.86	0.86	0.86	0.86	0.86	0.93	0.93	0.93	0.93
Adj. Flow (vph)	9	106	38	86	93	113	15	771	68	87	992	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	38	0	179	113	15	839	0	87	1007	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
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9	22.9	12.0	22.9		12.0	22.9	
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0	12.0	45.0		16.0	49.0	
Total Split (%)	32.2%	32.2%	32.2%	32.2%	32.2%	32.2%	13.3%	50.0%		17.8%	54.4%	
Maximum Green (s)	24.1	24.1	24.1	24.1	24.1	24.1	8.0	40.1		12.0	44.1	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.0	3.9		3.0	3.9	
All-Red Time (s)	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	
Total Lost Time (s)		4.9	4.9		4.9	4.9	4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

## 2: Mooney Blvd / SR-63 & Oakdale Ave

### Lanes, Volumes, Timings

Near-Term With Project-PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	None	Min		None	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)	5	5	5	5	5	5		5			5	
Act Effect Green (s)		13.0	13.0		13.0	13.0	6.5	23.4		8.6	31.7	
Actuated g/C Ratio		0.23	0.23		0.23	0.23	0.11	0.41		0.15	0.56	
v/c Ratio		0.29	0.09		0.55	0.28	0.08	0.60		0.33	0.53	
Control Delay		22.6	2.5		28.7	11.9	30.2	16.7		29.5	10.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		22.6	2.5		28.7	11.9	30.2	16.7		29.5	10.3	
LOS		C	A		C	B	C	B		C	B	
Approach Delay		17.6			22.2			16.9			11.8	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		32	0		53	11	5	115		26	85	
Queue Length 95th (ft)		77	5		129	51	24	207		82	251	
Internal Link Dist (ft)		3260			4922			1677			5213	
Turn Bay Length (ft)			25			25	500			500		
Base Capacity (vph)		795	722		645	722	258	2504		388	2716	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.14	0.05		0.28	0.16	0.06	0.34		0.22	0.37	

#### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 56.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 15.3

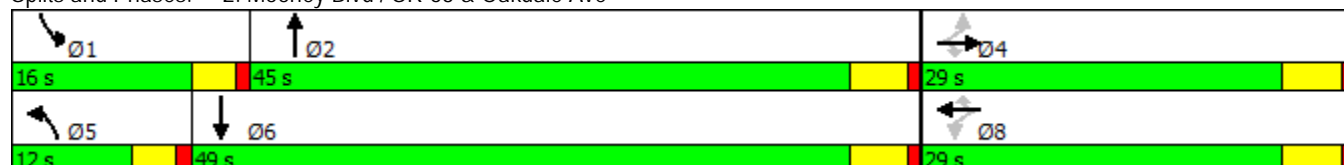
Intersection LOS: B

Intersection Capacity Utilization 56.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Mooney Blvd / SR-63 & Oakdale Ave























1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Cumulative 2040 No Project-AM













06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	54	37	11	74	105	63	1238	33	12	694	110
Future Volume (vph)	218	54	37	11	74	105	63	1238	33	12	694	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		0	500		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		0.99			0.99		1.00	1.00		1.00	1.00	
Frt		0.984			0.926			0.996			0.979	
Flt Protected		0.966			0.997		0.950			0.950		
Satd. Flow (prot)	0	1716	0	0	1651	0	1719	3421	0	1719	3349	0
Flt Permitted		0.578			0.967		0.950			0.950		
Satd. Flow (perm)	0	1023	0	0	1601	0	1711	3421	0	1715	3349	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			61			3			18	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2072			4917			5293			1501	
Travel Time (s)		31.4			74.5			72.2			20.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.72	0.72	0.72	0.75	0.75	0.75	0.86	0.86	0.86	0.84	0.84	0.84
Adj. Flow (vph)	303	75	51	15	99	140	73	1440	38	14	826	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	429	0	0	254	0	73	1478	0	14	957	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
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	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)	22.9	22.9		22.9	22.9		12.0	22.9		12.0	22.9	
Total Split (s)	52.0	52.0		52.0	52.0		14.0	56.0		12.0	54.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		11.7%	46.7%		10.0%	45.0%	
Maximum Green (s)	47.1	47.1		47.1	47.1		10.0	51.1		8.0	49.1	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.0	3.9		3.0	3.9	
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)		4.9			4.9		4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Cumulative 2040 No Project-AM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	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	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effect Green (s)		47.2			47.2		8.9	51.2		6.5	44.8	
Actuated g/C Ratio		0.42			0.42		0.08	0.45		0.06	0.40	
v/c Ratio		0.99			0.36		0.54	0.95		0.14	0.71	
Control Delay		75.2			19.2		66.0	44.0		55.4	32.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		75.2			19.2		66.0	44.0		55.4	32.0	
LOS		E			B		E	D		E	C	
Approach Delay		75.2			19.2			45.0			32.4	
Approach LOS		E			B			D			C	
Queue Length 50th (ft)		277			85		49	483		9	310	
Queue Length 95th (ft)		#386			133		101	#713		30	350	
Internal Link Dist (ft)		1992			4837			5213			1421	
Turn Bay Length (ft)							500			500		
Base Capacity (vph)		432			706		153	1558		122	1485	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.99			0.36		0.48	0.95		0.11	0.64	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 112.6

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 43.2

Intersection LOS: D

Intersection Capacity Utilization 84.1%







ICU Level of Service E

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Mooney Blvd / SR-63 & Road 264























 Ø1	 Ø2	 Ø4
12 s	56 s	52 s
 Ø5	 Ø6	 Ø8
14 s	54 s	52 s

## 2: Mooney Blvd / SR-63 & Oakdale Ave

### Lanes, Volumes, Timings

Cumulative 2040 No Project-AM













06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	105	63	220	176	141	40	1087	162	56	676	23
Future Volume (vph)	9	105	63	220	176	141	40	1087	162	56	676	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		25	500		0	500		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	90			90			90			90		
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			0.98		1.00	0.98	0.99	1.00		1.00	1.00	
Frt			0.850			0.850		0.981			0.995	
Flt Protected		0.996			0.973		0.950			0.950		
Satd. Flow (prot)	0	1802	1538	0	1761	1538	1719	3357	0	1719	3417	0
Flt Permitted		0.954			0.735		0.950			0.950		
Satd. Flow (perm)	0	1726	1505	0	1324	1505	1710	3357	0	1715	3417	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			56			54		17			3	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		3340			5002			1757			5293	
Travel Time (s)		50.6			75.8			24.0			72.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.81	0.81	0.81	0.73	0.73	0.73	0.88	0.88	0.88	0.86	0.86	0.86
Adj. Flow (vph)	11	130	78	301	241	193	45	1235	184	65	786	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	78	0	542	193	45	1419	0	65	813	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
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9	22.9	12.0	22.9		12.0	22.9	
Total Split (s)	53.4	53.4	53.4	53.4	53.4	53.4	12.0	54.6		12.0	54.6	
Total Split (%)	44.5%	44.5%	44.5%	44.5%	44.5%	44.5%	10.0%	45.5%		10.0%	45.5%	
Maximum Green (s)	48.5	48.5	48.5	48.5	48.5	48.5	8.0	49.7		8.0	49.7	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.0	3.9		3.0	3.9	
All-Red Time (s)	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	
Total Lost Time (s)		4.9	4.9		4.9	4.9	4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

2: Mooney Blvd / SR-63 & Oakdale Ave  
Lanes, Volumes, Timings

Cumulative 2040 No Project-AM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	None	Min		None	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)	5	5	5	5	5	5		5			5	
Act Effect Green (s)		48.6	48.6		48.6	48.6	7.3	49.8		7.6	49.9	
Actuated g/C Ratio		0.41	0.41		0.41	0.41	0.06	0.42		0.06	0.42	
v/c Ratio		0.20	0.12		0.99	0.30	0.42	0.99		0.59	0.56	
Control Delay		23.8	9.2		72.2	18.4	66.3	56.0		75.9	27.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		23.8	9.2		72.2	18.4	66.3	56.0		75.9	27.8	
LOS		C	A		E	B	E	E		E	C	
Approach Delay		18.6			58.0			56.3			31.3	
Approach LOS		B			E			E			C	
Queue Length 50th (ft)		70	10		~427	70	34	~584		50	249	
Queue Length 95th (ft)		104	34		#454	93	72	#716		#100	294	
Internal Link Dist (ft)		3260			4922			1677			5213	
Turn Bay Length (ft)			25			25	500			500		
Base Capacity (vph)		713	654		547	653	117	1431		117	1452	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.20	0.12		0.99	0.30	0.38	0.99		0.56	0.56	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 117.6

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 47.6

Intersection LOS: D

Intersection Capacity Utilization 79.1%

ICU Level of Service D

Analysis Period (min) 15





~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Mooney Blvd / SR-63 & Oakdale Ave



















		
Ø1	Ø2	Ø4
12 s	54.6 s	53.4 s
		
Ø5	Ø6	Ø8
12 s	54.6 s	53.4 s

## 1: Mooney Blvd / SR-63 &amp; Road 264

Cumulative 2040 No Project-PM

06/26/2018













## Lanes, Volumes, Timings

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	93	68	15	36	36	39	1184	38	15	1445	207
Future Volume (vph)	235	93	68	15	36	36	39	1184	38	15	1445	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		0	500		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		0.99			0.99		1.00	1.00		1.00	0.99	
Frt		0.977			0.944			0.995			0.981	
Flt Protected		0.971			0.992		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1677	0	1719	3417	0	1719	3356	0
Flt Permitted		0.725			0.903		0.950			0.950		
Satd. Flow (perm)	0	1270	0	0	1527	0	1716	3417	0	1713	3356	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			26			3			16	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2072			4917			5293			1501	
Travel Time (s)		31.4			74.5			72.2			20.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.86	0.86	0.86	0.74	0.74	0.74	0.93	0.93	0.93	0.90	0.90	0.90
Adj. Flow (vph)	273	108	79	20	49	49	42	1273	41	17	1606	230
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	460	0	0	118	0	42	1314	0	17	1836	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
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	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)	22.9	22.9		22.9	22.9		12.0	22.9		12.0	22.9	
Total Split (s)	55.0	55.0		55.0	55.0		12.0	83.0		12.0	83.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%		8.0%	55.3%		8.0%	55.3%	
Maximum Green (s)	50.1	50.1		50.1	50.1		8.0	78.1		8.0	78.1	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.0	3.9		3.0	3.9	
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)		4.9			4.9		4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Cumulative 2040 No Project-PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	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	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effect Green (s)		50.1			50.1		7.4	82.9		6.8	78.2	
Actuated g/C Ratio		0.34			0.34		0.05	0.56		0.05	0.53	
v/c Ratio		1.06			0.22		0.49	0.68		0.22	1.03	
Control Delay		104.5			28.8		88.4	26.0		74.9	62.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		104.5			28.8		88.4	26.0		74.9	62.9	
LOS		F			C		F	C		E	E	
Approach Delay		104.5			28.8			28.0			63.0	
Approach LOS		F			C			C			E	
Queue Length 50th (ft)		~494			64		41	420		16	~1020	
Queue Length 95th (ft)		#667			90		84	602		44	#1157	
Internal Link Dist (ft)		1992			4837			5213			1421	
Turn Bay Length (ft)							500			500		
Base Capacity (vph)		436			536		93	1921		93	1786	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		1.06			0.22		0.45	0.68		0.18	1.03	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 147.5

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 54.4

Intersection LOS: D

Intersection Capacity Utilization 83.6%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.























Splits and Phases: 1: Mooney Blvd / SR-63 & Road 264

 Ø1	 Ø2	 Ø4
12 s	83 s	55 s
 Ø5	 Ø6	 Ø8
12 s	83 s	55 s

2: Mooney Blvd / SR-63 & Oakdale Ave  
Lanes, Volumes, Timings

Cumulative 2040 No Project-PM













06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	128	45	113	121	145	20	989	102	121	1385	20
Future Volume (vph)	9	128	45	113	121	145	20	989	102	121	1385	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		25	500		0	500		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	
Frt			0.850			0.850		0.986			0.998	
Flt Protected		0.997			0.977		0.950			0.950		
Satd. Flow (prot)	0	1804	1538	0	1768	1538	1719	3380	0	1719	3430	0
Flt Permitted		0.972			0.720		0.950			0.950		
Satd. Flow (perm)	0	1758	1508	0	1299	1508	1716	3380	0	1715	3430	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			72		16			2	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		3340			5002			1757			5293	
Travel Time (s)		50.6			75.8			24.0			72.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.84	0.84	0.84	0.88	0.88	0.88	0.88	0.88	0.88	0.93	0.93	0.93
Adj. Flow (vph)	11	152	54	128	138	165	23	1124	116	130	1489	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	54	0	266	165	23	1240	0	130	1511	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
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9	22.9	12.0	22.9		12.0	22.9	
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0	12.0	47.0		14.0	49.0	
Total Split (%)	32.2%	32.2%	32.2%	32.2%	32.2%	32.2%	13.3%	52.2%		15.6%	54.4%	
Maximum Green (s)	24.1	24.1	24.1	24.1	24.1	24.1	8.0	42.1		10.0	44.1	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.0	3.9		3.0	3.9	
All-Red Time (s)	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	
Total Lost Time (s)		4.9	4.9		4.9	4.9	4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

2: Mooney Blvd / SR-63 & Oakdale Ave  
Lanes, Volumes, Timings

Cumulative 2040 No Project-PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	None	Min		None	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)	5	5	5	5	5	5		5			5	
Act Effect Green (s)		20.3	20.3		20.3	20.3	6.7	35.5		9.5	45.0	
Actuated g/C Ratio		0.26	0.26		0.26	0.26	0.08	0.45		0.12	0.57	
v/c Ratio		0.36	0.12		0.80	0.38	0.16	0.82		0.63	0.78	
Control Delay		28.4	4.9		48.9	18.1	40.6	24.5		52.3	19.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		28.4	4.9		48.9	18.1	40.6	24.5		52.3	19.2	
LOS		C	A		D	B	D	C		D	B	
Approach Delay		22.6			37.1			24.8			21.8	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		71	0		133	39	12	293		69	271	
Queue Length 95th (ft)		121	16		#251	93	35	367		#154	#555	
Internal Link Dist (ft)		3260			4922			1677			5213	
Turn Bay Length (ft)			25			25	500			500		
Base Capacity (vph)		548	520		405	520	178	1851		223	2056	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.30	0.10		0.66	0.32	0.13	0.67		0.58	0.73	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 79.6

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 24.8

Intersection LOS: C

Intersection Capacity Utilization 80.1%

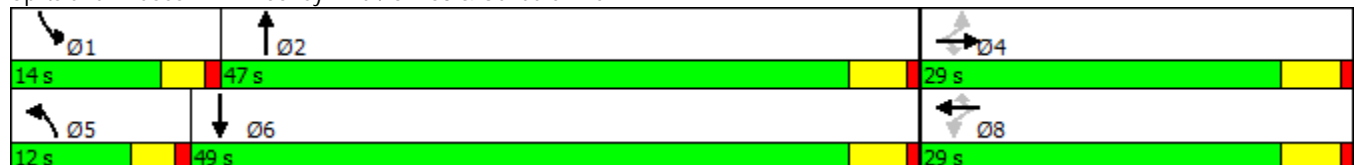
ICU Level of Service D

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Mooney Blvd / SR-63 & Oakdale Ave























1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Cumulative 2040 With Project-AM













06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	54	38	12	74	105	64	1246	34	12	703	110
Future Volume (vph)	218	54	38	12	74	105	64	1246	34	12	703	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		0	500		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		0.99			0.99		1.00	1.00		1.00	1.00	
Frt		0.983			0.926			0.996			0.980	
Flt Protected		0.966			0.997		0.950			0.950		
Satd. Flow (prot)	0	1714	0	0	1651	0	1719	3421	0	1719	3353	0
Flt Permitted		0.579			0.964		0.950			0.950		
Satd. Flow (perm)	0	1023	0	0	1596	0	1711	3421	0	1715	3353	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			60			3			18	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2072			4917			5293			1501	
Travel Time (s)		31.4			74.5			72.2			20.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.72	0.72	0.72	0.75	0.75	0.75	0.86	0.86	0.86	0.84	0.84	0.84
Adj. Flow (vph)	303	75	53	16	99	140	74	1449	40	14	837	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	431	0	0	255	0	74	1489	0	14	968	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
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	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)	22.9	22.9		22.9	22.9		12.0	22.9		12.0	22.9	
Total Split (s)	52.0	52.0		52.0	52.0		14.0	56.0		12.0	54.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		11.7%	46.7%		10.0%	45.0%	
Maximum Green (s)	47.1	47.1		47.1	47.1		10.0	51.1		8.0	49.1	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.0	3.9		3.0	3.9	
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)		4.9			4.9		4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Cumulative 2040 With Project-AM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	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	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effect Green (s)		47.2			47.2		8.9	51.3		6.5	44.9	
Actuated g/C Ratio		0.42			0.42		0.08	0.46		0.06	0.40	
v/c Ratio		1.00			0.36		0.54	0.96		0.14	0.72	
Control Delay		76.7			19.4		66.3	44.9		55.5	32.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		76.7			19.4		66.3	44.9		55.5	32.3	
LOS		E			B		E	D		E	C	
Approach Delay		76.7			19.4			45.9			32.6	
Approach LOS		E			B			D			C	
Queue Length 50th (ft)		282			87		50	489		9	316	
Queue Length 95th (ft)		#388			134		102	#722		30	354	
Internal Link Dist (ft)		1992			4837			5213			1421	
Turn Bay Length (ft)							500			500		
Base Capacity (vph)		432			703		153	1559		122	1486	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		1.00			0.36		0.48	0.96		0.11	0.65	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 112.7

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 43.9

Intersection LOS: D

Intersection Capacity Utilization 84.4%







ICU Level of Service E

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.























Splits and Phases: 1: Mooney Blvd / SR-63 & Road 264

 Ø1	 Ø2	 Ø4
12 s	56 s	52 s
 Ø5	 Ø6	 Ø8
14 s	54 s	52 s

2: Mooney Blvd / SR-63 & Oakdale Ave  
Lanes, Volumes, Timings

Cumulative 2040 With Project-AM

06/26/2018













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	105	63	220	176	142	40	1093	162	57	681	23
Future Volume (vph)	9	105	63	220	176	142	40	1093	162	57	681	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		25	500		0	500		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	90			90			90			90		
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			0.98		1.00	0.98	0.99	1.00		1.00	1.00	
Frt			0.850			0.850		0.981			0.995	
Flt Protected		0.996			0.973		0.950			0.950		
Satd. Flow (prot)	0	1802	1538	0	1761	1538	1719	3357	0	1719	3417	0
Flt Permitted		0.954			0.735		0.950			0.950		
Satd. Flow (perm)	0	1726	1505	0	1324	1505	1710	3357	0	1715	3417	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			56			54		17			3	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		3340			5002			1757			5293	
Travel Time (s)		50.6			75.8			24.0			72.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.81	0.81	0.81	0.73	0.73	0.73	0.88	0.88	0.88	0.86	0.86	0.86
Adj. Flow (vph)	11	130	78	301	241	195	45	1242	184	66	792	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	78	0	542	195	45	1426	0	66	819	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
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9	22.9	12.0	22.9		12.0	22.9	
Total Split (s)	53.4	53.4	53.4	53.4	53.4	53.4	12.0	54.6		12.0	54.6	
Total Split (%)	44.5%	44.5%	44.5%	44.5%	44.5%	44.5%	10.0%	45.5%		10.0%	45.5%	
Maximum Green (s)	48.5	48.5	48.5	48.5	48.5	48.5	8.0	49.7		8.0	49.7	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.0	3.9		3.0	3.9	
All-Red Time (s)	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	
Total Lost Time (s)		4.9	4.9		4.9	4.9	4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

## 2: Mooney Blvd / SR-63 & Oakdale Ave

### Lanes, Volumes, Timings

Cumulative 2040 With Project-AM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	None	Min		None	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)	5	5	5	5	5	5		5			5	
Act Effect Green (s)		48.6	48.6		48.6	48.6	7.3	49.8		7.6	49.9	
Actuated g/C Ratio		0.41	0.41		0.41	0.41	0.06	0.42		0.06	0.42	
v/c Ratio		0.20	0.12		0.99	0.30	0.42	1.00		0.59	0.56	
Control Delay		23.8	9.2		72.2	18.5	66.3	57.2		76.5	27.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		23.8	9.2		72.2	18.5	66.3	57.2		76.5	27.9	
LOS		C	A		E	B	E	E		E	C	
Approach Delay		18.6			57.9			57.5			31.5	
Approach LOS		B			E			E			C	
Queue Length 50th (ft)		70	10		~427	71	34	~611		51	252	
Queue Length 95th (ft)		104	34		#454	94	72	#722		#101	297	
Internal Link Dist (ft)		3260			4922			1677			5213	
Turn Bay Length (ft)			25			25	500			500		
Base Capacity (vph)		713	654		547	653	117	1431		117	1452	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.20	0.12		0.99	0.30	0.38	1.00		0.56	0.56	

#### Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 117.6

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 48.1

Intersection LOS: D

Intersection Capacity Utilization 79.2%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



















Splits and Phases: 2: Mooney Blvd / SR-63 & Oakdale Ave

 Ø1	 Ø2	 Ø4
12 s	54.6 s	53.4 s
 Ø5	 Ø6	 Ø8
12 s	54.6 s	53.4 s

1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Cumulative 2040 With Project-PM













06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	93	69	17	36	36	40	1198	39	15	1461	207
Future Volume (vph)	235	93	69	17	36	36	40	1198	39	15	1461	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		0	500		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		0.99			0.99		1.00	1.00		1.00	0.99	
Frt		0.977			0.945			0.995			0.981	
Flt Protected		0.971			0.991		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1678	0	1719	3417	0	1719	3356	0
Flt Permitted		0.723			0.889		0.950			0.950		
Satd. Flow (perm)	0	1266	0	0	1505	0	1716	3417	0	1713	3356	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			25			3			15	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2072			4917			5293			1501	
Travel Time (s)		31.4			74.5			72.2			20.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.86	0.86	0.86	0.74	0.74	0.74	0.93	0.93	0.93	0.90	0.90	0.90
Adj. Flow (vph)	273	108	80	23	49	49	43	1288	42	17	1623	230
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	461	0	0	121	0	43	1330	0	17	1853	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
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	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)	22.9	22.9		22.9	22.9		12.0	22.9		12.0	22.9	
Total Split (s)	55.0	55.0		55.0	55.0		12.0	83.0		12.0	83.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%		8.0%	55.3%		8.0%	55.3%	
Maximum Green (s)	50.1	50.1		50.1	50.1		8.0	78.1		8.0	78.1	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.0	3.9		3.0	3.9	
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)		4.9			4.9		4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Cumulative 2040 With Project-PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	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	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effect Green (s)		50.1			50.1		7.4	82.9		6.8	78.2	
Actuated g/C Ratio		0.34			0.34		0.05	0.56		0.05	0.53	
v/c Ratio		1.06			0.23		0.50	0.69		0.22	1.04	
Control Delay		105.2			29.5		89.0	26.3		74.9	66.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		105.2			29.5		89.0	26.3		74.9	66.0	
LOS		F			C		F	C		E	E	
Approach Delay		105.2			29.5			28.3			66.0	
Approach LOS		F			C			C			E	
Queue Length 50th (ft)		-496			67		42	427		16	-1039	
Queue Length 95th (ft)		#669			93		86	614		44	#1176	
Internal Link Dist (ft)		1992			4837			5213			1421	
Turn Bay Length (ft)							500			500		
Base Capacity (vph)		435			528		93	1921		93	1785	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		1.06			0.23		0.46	0.69		0.18	1.04	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 147.5

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 56.0

Intersection LOS: E

Intersection Capacity Utilization 84.1%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.























Splits and Phases: 1: Mooney Blvd / SR-63 & Road 264

 Ø1	 Ø2	 Ø4
12 s	83 s	55 s
 Ø5	 Ø6	 Ø8
12 s	83 s	55 s

2: Mooney Blvd / SR-63 & Oakdale Ave  
Lanes, Volumes, Timings

Cumulative 2040 With Project-PM

06/26/2018













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	128	45	113	121	146	20	999	102	122	1394	21
Future Volume (vph)	10	128	45	113	121	146	20	999	102	122	1394	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		25	500		0	500		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	90			90			90			90		
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		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	
Frt			0.850			0.850		0.986			0.998	
Flt Protected		0.996			0.977		0.950			0.950		
Satd. Flow (prot)	0	1802	1538	0	1768	1538	1719	3380	0	1719	3430	0
Flt Permitted		0.968			0.716		0.950			0.950		
Satd. Flow (perm)	0	1751	1508	0	1292	1508	1716	3380	0	1715	3430	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			72		16			2	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		3340			5002			1757			5293	
Travel Time (s)		50.6			75.8			24.0			72.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.84	0.84	0.84	0.88	0.88	0.88	0.88	0.88	0.88	0.93	0.93	0.93
Adj. Flow (vph)	12	152	54	128	138	166	23	1135	116	131	1499	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	54	0	266	166	23	1251	0	131	1522	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
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9	22.9	12.0	22.9		12.0	22.9	
Total Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	12.0	48.0		14.0	50.0	
Total Split (%)	31.1%	31.1%	31.1%	31.1%	31.1%	31.1%	13.3%	53.3%		15.6%	55.6%	
Maximum Green (s)	23.1	23.1	23.1	23.1	23.1	23.1	8.0	43.1		10.0	45.1	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.0	3.9		3.0	3.9	
All-Red Time (s)	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	
Total Lost Time (s)		4.9	4.9		4.9	4.9	4.0	4.9		4.0	4.9	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

## 2: Mooney Blvd / SR-63 & Oakdale Ave

### Lanes, Volumes, Timings

Cumulative 2040 With Project-PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	None	Min		None	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)	5	5	5	5	5	5		5			5	
Act Effect Green (s)		20.3	20.3		20.3	20.3	6.7	36.2		9.5	45.6	
Actuated g/C Ratio		0.25	0.25		0.25	0.25	0.08	0.45		0.12	0.57	
v/c Ratio		0.37	0.12		0.82	0.38	0.16	0.82		0.64	0.78	
Control Delay		29.1	5.1		51.0	18.6	40.5	24.1		52.9	18.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		29.1	5.1		51.0	18.6	40.5	24.1		52.9	18.9	
LOS		C	A		D	B	D	C		D	B	
Approach Delay		23.1			38.5			24.4			21.6	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		71	0		133	40	12	292		69	269	
Queue Length 95th (ft)		123	16		#261	95	35	364		#155	#508	
Internal Link Dist (ft)		3260			4922			1677			5213	
Turn Bay Length (ft)			25			25	500			500		
Base Capacity (vph)		518	497		382	497	176	1875		220	2071	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.32	0.11		0.70	0.33	0.13	0.67		0.60	0.73	

#### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 80.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 24.7

Intersection LOS: C

Intersection Capacity Utilization 80.4%

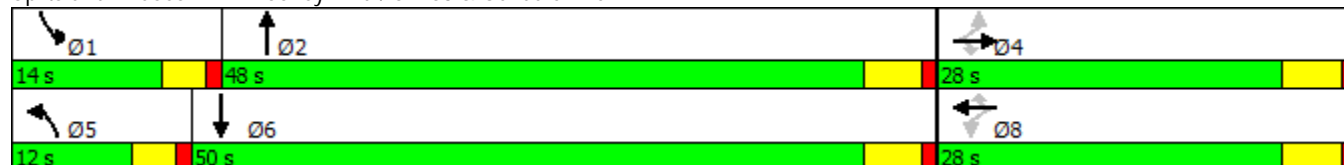
ICU Level of Service D

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Mooney Blvd / SR-63 & Oakdale Ave





APPENDIX D  
MITIGATED INTERSECTION ANALYSIS SHEETS

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



















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1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Cumulative 2040 With Project-AM-Mitigated













06/28/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	54	38	12	74	105	64	1246	34	12	703	110
Future Volume (vph)	218	54	38	12	74	105	64	1246	34	12	703	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		0	500		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99		0.99	0.99		1.00	1.00		1.00	1.00	
Frt		0.938			0.912			0.996			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1682	0	1719	1629	0	1719	4915	0	1719	4817	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1707	1682	0	1705	1629	0	1712	4915	0	1715	4817	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			51			4			27	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2072			4917			5293			1501	
Travel Time (s)		31.4			74.5			72.2			20.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.72	0.72	0.72	0.75	0.75	0.75	0.86	0.86	0.86	0.84	0.84	0.84
Adj. Flow (vph)	303	75	53	16	99	140	74	1449	40	14	837	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	303	128	0	16	239	0	74	1489	0	14	968	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)		12			12			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
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	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)	12.0	22.9		12.0	22.9		12.0	22.9		12.0	22.9	
Total Split (s)	33.0	47.0		12.0	26.0		14.0	49.0		12.0	47.0	
Total Split (%)	27.5%	39.2%		10.0%	21.7%		11.7%	40.8%		10.0%	39.2%	
Maximum Green (s)	29.0	42.1		8.0	21.1		10.0	44.1		8.0	42.1	
Yellow Time (s)	3.0	3.9		3.0	3.9		3.0	3.9		3.0	3.9	
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		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.0	4.9		4.0	4.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Cumulative 2040 With Project-AM-Mitigated

06/28/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5			5			5			5	
Act Effect Green (s)	22.2	39.3		6.8	16.4		8.9	37.7		6.7	31.3	
Actuated g/C Ratio	0.23	0.41		0.07	0.17		0.09	0.40		0.07	0.33	
v/c Ratio	0.75	0.18		0.13	0.74		0.46	0.76		0.12	0.60	
Control Delay	49.3	17.8		53.2	46.7		57.5	29.5		53.1	29.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	49.3	17.8		53.2	46.7		57.5	29.5		53.1	29.1	
LOS	D	B		D	D		E	C		D	C	
Approach Delay		40.0			47.1			30.8			29.5	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	169	31		9	107		42	260		8	184	
Queue Length 95th (ft)	242	72		29	180		102	413		30	238	
Internal Link Dist (ft)		1992			4837			5213			1421	
Turn Bay Length (ft)							500			500		
Base Capacity (vph)	562	825		155	426		194	2446		155	2301	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.54	0.16		0.10	0.56		0.38	0.61		0.09	0.42	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 94.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 32.9

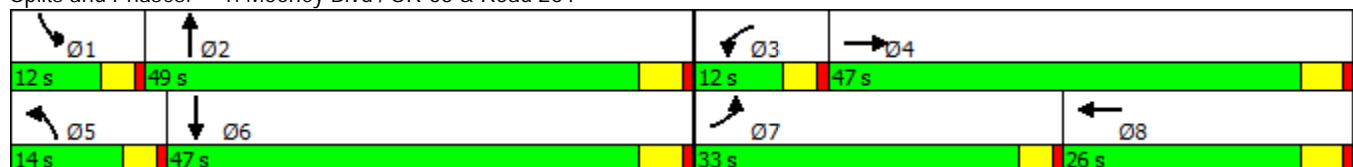
Intersection LOS: C

Intersection Capacity Utilization 67.2%

ICU Level of Service C

Analysis Period (min) 15






















Splits and Phases: 1: Mooney Blvd / SR-63 & Road 264



## 2: Mooney Blvd / SR-63 & Oakdale Ave Lanes, Volumes, Timings

Cumulative 2040 With Project-AM-Mitigated

06/28/2018













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	105	63	220	176	142	40	1093	162	57	681	23
Future Volume (vph)	9	105	63	220	176	142	40	1093	162	57	681	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		25	500		0	500		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99		0.99	0.99		1.00	1.00		1.00	1.00	
Frt		0.944			0.933			0.981			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1695	0	1719	1672	0	1719	4824	0	1719	4910	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	1695	0	1707	1672	0	1711	4824	0	1715	4910	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			40			28			5	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		3340			5002			1757			5293	
Travel Time (s)		50.6			75.8			24.0			72.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.81	0.81	0.81	0.73	0.73	0.73	0.88	0.88	0.88	0.86	0.86	0.86
Adj. Flow (vph)	11	130	78	301	241	195	45	1242	184	66	792	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	208	0	301	436	0	45	1426	0	66	819	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)		12			12			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
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	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)	12.0	22.9		12.0	22.9		12.0	22.9		12.0	22.9	
Total Split (s)	12.0	24.0		30.0	42.0		12.0	44.0		12.0	44.0	
Total Split (%)	10.9%	21.8%		27.3%	38.2%		10.9%	40.0%		10.9%	40.0%	
Maximum Green (s)	8.0	19.1		26.0	37.1		8.0	39.1		8.0	39.1	
Yellow Time (s)	3.0	3.9		3.0	3.9		3.0	3.9		3.0	3.9	
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		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.0	4.9		4.0	4.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

## 2: Mooney Blvd / SR-63 & Oakdale Ave

### Lanes, Volumes, Timings

Cumulative 2040 With Project-AM-Mitigated

06/28/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5			5			5			5	
Act Effect Green (s)	6.5	15.2		21.4	38.9		7.4	34.8		7.7	37.3	
Actuated g/C Ratio	0.07	0.16		0.23	0.41		0.08	0.37		0.08	0.39	
v/c Ratio	0.09	0.71		0.78	0.62		0.34	0.80		0.47	0.42	
Control Delay	50.0	50.5		51.9	26.8		54.6	31.8		59.6	23.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	50.0	50.5		51.9	26.8		54.6	31.8		59.6	23.5	
LOS	D	D		D	C		D	C		E	C	
Approach Delay		50.4			37.1			32.5			26.2	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	7	119		192	202		29	304		44	150	
Queue Length 95th (ft)	23	179		229	267		67	375		88	190	
Internal Link Dist (ft)		3260			4922			1677			5213	
Turn Bay Length (ft)							500			500		
Base Capacity (vph)	154	382		501	779		154	2131		154	2222	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.54		0.60	0.56		0.29	0.67		0.43	0.37	

#### Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 94.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 33.0

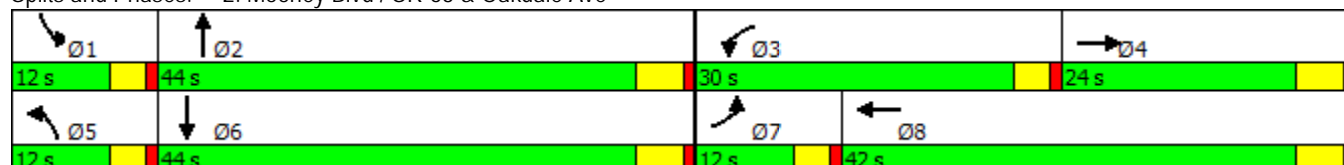
Intersection LOS: C

Intersection Capacity Utilization 66.4%

ICU Level of Service C

Analysis Period (min) 15






















Splits and Phases: 2: Mooney Blvd / SR-63 & Oakdale Ave



1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Cumulative 2040 With Project-PM-Mitigated













06/28/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	93	69	17	36	36	40	1198	39	15	1461	207
Future Volume (vph)	235	93	69	17	36	36	40	1198	39	15	1461	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		0	500		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99		0.99	0.99		1.00	1.00		1.00	1.00	
Frt		0.936			0.925			0.995			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1680	0	1719	1658	0	1719	4910	0	1719	4827	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1708	1680	0	1709	1658	0	1717	4910	0	1716	4827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			49			6			32	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2072			4917			5293			1501	
Travel Time (s)		31.4			74.5			72.2			20.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.86	0.86	0.86	0.74	0.74	0.74	0.93	0.93	0.93	0.90	0.90	0.90
Adj. Flow (vph)	273	108	80	23	49	49	43	1288	42	17	1623	230
Shared Lane Traffic (%)												
Lane Group Flow (vph)	273	188	0	23	98	0	43	1330	0	17	1853	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)		12			12			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
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	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)	12.0	22.9		12.0	22.9		12.0	22.9		12.0	22.9	
Total Split (s)	18.0	28.9		12.0	22.9		12.0	37.1		12.0	37.1	
Total Split (%)	20.0%	32.1%		13.3%	25.4%		13.3%	41.2%		13.3%	41.2%	
Maximum Green (s)	14.0	24.0		8.0	18.0		8.0	32.2		8.0	32.2	
Yellow Time (s)	3.0	3.9		3.0	3.9		3.0	3.9		3.0	3.9	
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		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.0	4.9		4.0	4.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

1: Mooney Blvd / SR-63 & Road 264  
Lanes, Volumes, Timings

Cumulative 2040 With Project-PM-Mitigated

06/28/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5			5			5			5	
Act Effect Green (s)	14.4	20.7		6.6	9.0		7.0	37.7		6.5	33.3	
Actuated g/C Ratio	0.19	0.28		0.09	0.12		0.09	0.51		0.09	0.45	
v/c Ratio	0.82	0.38		0.15	0.40		0.27	0.54		0.11	0.85	
Control Delay	54.8	21.7		38.4	23.6		39.8	15.5		37.9	26.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	54.8	21.7		38.4	23.6		39.8	15.5		37.9	26.3	
LOS	D	C		D	C		D	B		D	C	
Approach Delay		41.3			26.4			16.2			26.4	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)	134	53		11	23		20	136		8	307	
Queue Length 95th (ft)	#298	121		29	49		56	293		29	#522	
Internal Link Dist (ft)		1992			4837			5213			1421	
Turn Bay Length (ft)							500			500		
Base Capacity (vph)	332	591		189	448		189	2485		189	2177	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.82	0.32		0.12	0.22		0.23	0.54		0.09	0.85	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 74.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 24.5

Intersection LOS: C

Intersection Capacity Utilization 61.1%









ICU Level of Service B

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.























Splits and Phases: 1: Mooney Blvd / SR-63 & Road 264

			
Ø1	Ø2	Ø3	Ø4
12 s	37.1 s	12 s	28.9 s
			
Ø5	Ø6	Ø7	Ø8
12 s	37.1 s	18 s	22.9 s

2: Mooney Blvd / SR-63 & Oakdale Ave  
Lanes, Volumes, Timings

Cumulative 2040 With Project-PM-Mitigated

06/28/2018


												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	128	45	113	121	146	20	999	102	122	1394	21
Future Volume (vph)	10	128	45	113	121	146	20	999	102	122	1394	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		25	500		0	500		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99		0.99	0.99		1.00	1.00		1.00	1.00	
Frt		0.961			0.918			0.986			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1730	0	1719	1644	0	1719	4856	0	1719	4928	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	1730	0	1709	1644	0	1716	4856	0	1715	4928	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			64			21			3	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		3340			5002			1757			5293	
Travel Time (s)		50.6			75.8			24.0			72.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.84	0.84	0.84	0.88	0.88	0.88	0.88	0.88	0.88	0.93	0.93	0.93
Adj. Flow (vph)	12	152	54	128	138	166	23	1135	116	131	1499	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	206	0	128	304	0	23	1251	0	131	1522	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)		12			12			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
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	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)	12.0	22.9		12.0	22.9		12.0	22.9		12.0	22.9	
Total Split (s)	12.0	24.0		15.0	27.0		12.0	36.0		15.0	39.0	
Total Split (%)	13.3%	26.7%		16.7%	30.0%		13.3%	40.0%		16.7%	43.3%	
Maximum Green (s)	8.0	19.1		11.0	22.1		8.0	31.1		11.0	34.1	
Yellow Time (s)	3.0	3.9		3.0	3.9		3.0	3.9		3.0	3.9	
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		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.0	4.9		4.0	4.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	



2: Mooney Blvd / SR-63 & Oakdale Ave  
Lanes, Volumes, Timings

Cumulative 2040 With Project-PM-Mitigated

06/28/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5			5			5			5	
Act Effect Green (s)	6.4	14.1		10.0	22.8		6.8	27.5		10.1	37.7	
Actuated g/C Ratio	0.08	0.18		0.13	0.30		0.09	0.36		0.13	0.49	
v/c Ratio	0.08	0.62		0.57	0.57		0.15	0.71		0.58	0.63	
Control Delay	39.3	37.6		47.0	23.7		39.8	25.0		47.3	18.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.3	37.6		47.0	23.7		39.8	25.0		47.3	18.8	
LOS	D	D		D	C		D	C		D	B	
Approach Delay		37.7			30.6			25.2			21.1	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	6	93		64	96		12	203		66	186	
Queue Length 95th (ft)	22	152		#133	206		35	267		#143	339	
Internal Link Dist (ft)		3260			4922			1677			5213	
Turn Bay Length (ft)							500			500		
Base Capacity (vph)	188	466		259	621		188	2081		259	2500	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.44		0.49	0.49		0.12	0.60		0.51	0.61	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 76.9

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 24.7

Intersection LOS: C

Intersection Capacity Utilization 66.2%

ICU Level of Service C

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Mooney Blvd / SR-63 & Oakdale Ave

