PUBLIC REVIEW DRAFT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

FOR THE

ASPIRE PUBLIC SCHOOLS LANGSTON HUGHES ACADEMY SITE IMPROVEMENTS

2050 West Lane, Stockton, CA

Amendment to Use Permit: UP65-08

January 2019

Prepared for:

CITY OF STOCKTON
Community Development Department
345 N. El Dorado Street
Stockton, CA 95202
209-937-8266

BaseCamp Environmental, Inc.

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Prepared by:

BaseCamp Environmental, Inc.
115 S. School Street, Suite 14
Lodi, CA 95240
209-224-8213

CITY OF STOCKTON

NOTICE OF INTENT TO ADOPT MITIGATED NEGATIVE DECLARATION / PUBLIC MEETING

ASPIRE LANGSTON HUGHES ACADEMY/PORT CITY ACADEMY USE PERMIT AMENDMENT

NOTICE IS HEREBY GIVEN, in compliance with California Environmental Quality Act (CEQA) §15072, to responsible agencies, trustee agencies, interest groups and the general public that the City of Stockton proposes to adopt a Mitigated Negative Declaration for the Aspire Langston Hughes Academy Use Permit Amendment project. The Initial Study prepared for the project identifies potentially significant environmental effects under the topics of cultural resources, hazards/hazardous materials, noise, and transportation. However, all potentially significant environmental effects may be reduced below applicable thresholds of significance through mitigation measures. The Initial Study/Mitigated Negative Declaration (IS/MND) is available for review at the Permit Center, 345 N. El Dorado Street, Stockton, CA 95202 or http://www.stocktonca.gov/environmental.

PROJECT DESCRIPTION: The project proposes to amend Use Permit No. UP 65-08 to: (a) increase maximum enrollment from 1,017 to 1,217 students; (b) modify vehicle circulation for drop-off and pick-up time periods, including entrance and exit points; (c) authorize installation of a modular building including seven classrooms; (d) authorize installation of a sound barrier; and (e) authorize expanded parking areas.

NOTICE IS ALSO HEREBY GIVEN, in compliance with Stockton Municipal Code §16.88.030 (Public Hearing Notices) to the owner(s) of the property, the applicant, local agencies, and property owners within a 300-radius of the subject property of the public hearing regarding the request of Aspire Public Schools for: a) Approval of an IS/MND, and b) Amendment to Use Permit No. 65-08 as described in the Project Description above.

PROJECT LOCATION: The project is located at 2050 West Lane (APN 117-360-17).

CEQA DOCUMENT REVIEW PERIOD: Pursuant to CEQA Guidelines §15073 and 15105, the IS/MND public review period during which written comments will be accepted extends from January 8, 2019 through January 28, 2019.

PLANNING COMMISSION MEETING DATE/TIME: Thursday, February 28, 2019 at 5:30 PM.

MEETING LOCATION: City Council Chambers, City Hall, 425 N. El Dorado Street, Stockton, CA

FOR MORE INFORMATION: You may contact Allison Holmstedt, Assistant Planner at (209) 937-8267 or allison.holmstedt@stocktonca.gov.

KEVIN COLIN, PLANNING MANAGER
FOR

DAVID KWONG, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

TABLE OF CONTENTS

		Page
NEGATIVE DECLARATION		vi
A.	General Project Information	vi
B.	Environmental Factors Potentially Affected	vii
C.	Lead Agency Determination	vii
Chapter 1.0	INTRODUCTION	1-1
1.1	Project Brief	1-1
1.2	Purpose of Initial Study	1-1
1.3	Project Background	1-2
1.4	Environmental Evaluation Checklist Terminology	1-3
1.5	Summary of Environmental Effects and Mitigation Measures	1-3
Chapter 2.0	PROJECT DESCRIPTION	2-1
2.1	Project Brief	2-1
2.2	Project Location	2-1
2.3	Project Objectives	2-1
2.4	Project Details	2-2
2.5	Permits and Approvals	2-3
Chapter 3.0	ENVIRONMENTAL EVALUATION CHECKLIST	3-1
3.1	Aesthetics	3-1
3.2	Agriculture and Forestry Resources	3-3
3.3	Air Quality	3-4
3.4	Biological Resources	3-9
3.5	Cultural Resources	3-11
3.6	Geology and Soils	3-15
3.7	Greenhouse Gas Emissions	3-17
3.8	Hazards and Hazardous Materials	3-19
3.9	Hydrology and Water Quality	3-22
3.10	Land Use and Planning	3-25
3.11	Mineral Resources	3-26
3.12	Noise	3-27
3.13	Population and Housing	3-35
3.14	Public Services	3-36
3.15	Recreation	3-38
3.16	Transportation/Traffic	3-38

3.17	Tribal Cultural Resources	3-46
3.18	Utilities and Service Systems	3-48
3.19	Mandatory Findings of Significance	3-50
Chapter 4.0	REFERENCES	4-1
4.1	Document Preparers	4-1
4.2	Sources Cited	4-1
4.3	Persons Consulted	4-3
Chapter 5.0	NOTES ON EVALUATION OF ENVIRONMENTAL IMPACTS	5-1

APPENDICES

A. Use Permit UP 65-08
B. Air Quality Modeling Results
C. Biological Resources Lists
D. Noise Study
E. Traffic Impact Study
F. Access Management Plan and Good Neighbor Handbook

LIST OF TABLES

1-1	Summary of Environmental Impacts and Mitigation Measures	1-10
3-1	San Joaquin Valley Air Basin Attainment Status	3-5
3-2	Existing Background Noise Measurements	3-28
3-3	Noise Levels at Sensitive Receptors	3-29
3-4	Predicted Traffic Noise Levels and Project-Related Traffic Noise Level Increases	3-30
3-5	City of Stockton Exterior Noise Standards	3-30
3-6	Predicted Noise Levels at Sensitive Receptors with Sound Wall	3-32
3-7	Construction Equipment Noise Levels	3-34
3-8	Existing Traffic Conditions at Study Intersections	3-40
3-9	Traffic Conditions at Study Intersections, Baseline Without and With Project	3-42

LIST OF FIGURES

1-1	Regional Map	1-5
1-2	Vicinity Map	1-6
1-3	USGS Map	1-7
1-4	Aerial Photo	1-8
1-5	Assessor's Parcel Number Map	1-9
2-1	Proposed Project Improvements and Traffic Circulation	2-4
2-2	Classroom Building Floor Plan	2-5
2-3	Classroom Building Elevations	2-6
3-1	Queuing and Circulation Plan	3-44

LIST OF ACRONYMS AND ABBREVIATONS USED IN THIS DOCUMENT

AB	Assembly Bill
APN	Assessor's Parcel Number
ARB	California Air Resources Board
CalEEMod	California Emissions Estimator Model
CalWater	California Water Service
CAP	Climate Action Plan
CCIC	Central California Information Center
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Database
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
dB	decibel
dBA	decibel, A-weighted
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
GAMAQI	Guide for Assessing and Mitigating Air Quality Impacts
GHG	greenhouse gas
IS/MND	Initial Study/Mitigated Negative Declaration
ISR	Indirect Source Rule
L_{dn}	Day-Night Average Level
L_{eq}	equivalent continuous sound level
L_{max}	maximum sound level
LOS	Level of Service
mgd	million gallons per day
MRZ	Mineral Resource Zone
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
PM_{10}	particulate matter 10 microns or less in diameter
$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
ppv	peak particle velocity
ROG	reactive organic gases
RWCF	Regional Wastewater Control Facility
SB	Senate Bill
SJCOG	San Joaquin Council of Governments
SJMSCP	San Joaquin County Multi-Species Open Space and Habitat Conservation Plan
SJRTD	San Joaquin Regional Transit District
SJVAPCD	San Joaquin Valley Air Pollution Control District
SUSD	Stockton Unified School District

SWMP	Storm Water Management Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TIS	Traffic Impact Study
UPRR	Union Pacific Railroad

NEGATIVE DECLARATION

A. General Project Information

Project Title:	Aspire Langston Hughes Site Improvements
Lead Agency Name and Address:	City of Stockton Community Development Department 345 North El Dorado Street Stockton, CA 95202
Contact Person and Phone Number:	Allison Holmstedt, Assistant Planner, (209) 937-8267
Project Location:	2050 West Lane, Stockton, CA
Project Sponsor Name and Address:	Aspire Public Schools 1001 22nd Avenue, Suite 100 Oakland, CA 94606
General Plan Designation:	Medium Density Residential (City of Stockton)
Zoning:	RM – Residential, Medium Density (City of Stockton)
Description of Project:	The project proposes to amend existing Use Permit UP65-08 for the existing Langston Hughes and Port City Academies to modify the allowable on-site student count, to manage on-site circulation during student pick-up and drop-off times, and to modify entry and exit points on the campus. The project also proposes to install a new modular classroom building that would accommodate seven classrooms.
Surrounding Land Uses and Setting:	The project site contains the Langston Hughes Academy and Port City Academy charter schools operated by Aspire that serve students from kindergarten through 12th grade. The site contains four classroom buildings, a gymnasium, playgrounds, basketball courts, offices, and parking areas. An undeveloped area in the eastern portion is approved for future playfield development. Lands north of the site are in light industrial and warehouse use, along West Lane and El Pinal Drive. Single-family residences are located south of the site. To the east and west, along Wilson Way and West Lane, are light industrial buildings, retail shops, restaurants, and a self-storage facility.
Other Public Agencies Whose Approval is Required:	None

B. Environmental Factors Potentially Affected

The environmental factors checked below may be significantly affected by this project, involving at least one impact that is a "Potentially Significant Impact" prior to mitigation. Mitigation measures that would avoid potential effects or reduce them to a less-than-significant level have been prescribed for each of these effects, as described in the checklist and narrative on the following pages, and in the Summary Table at the end of Chapter 1.0.

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

C. Lead Agency 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 and/or mitigation measures that would reduce potential effects to a less than significant level have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. *Mitigation measures are shown in the Summary Table (Table 1-1) at the end of Chapter 1.0.*

□ 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.

CITY OF STOCKTON

1/7/19

Kevin Colin, Planning Manager
Community Development Department

Date

1.0 INTRODUCTION

1.1 Project Brief

This document is an Initial Study/Mitigated Negative Declaration (IS/MND) for the Aspire West Lane School Improvements Project (project). The project is at 2050 West Lane in the city of Stockton, San Joaquin County, California (Figures 1-1 through 1-5). The IS/MND has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA). For the purposes of this CEQA analysis, the City of Stockton (City) is the Lead Agency for the project.

The project proposes to amend Use Permit UP 65-08 that governs site improvements and operations of the existing Langston Hughes Academy and Port City Academy on the project site. The existing permit allows for a student count of 1,017 and specifies locations of vehicle access and queueing areas. The amendments to the Use Permit would revise the student count to 1,217 to accommodate existing enrollment plus a Transitional Kindergarten class, and it would change two conditions of the permit related to traffic circulation and queuing. The project also proposes the installation of a modular classroom building that would add seven classrooms to accommodate the existing student enrollment. The revised project would also include a sound barrier and expanded parking areas.

1.2 Purpose of Initial Study

CEQA requires that public agencies document and consider the potential environmental effects of the agency's actions that meet CEQA's definition of a "project." Briefly summarized, a "project" is an action that has the potential to result in direct or indirect physical changes in the environment. A project includes the agency's direct activities as well as activities that involve public agency approvals or funding. Guidelines for an agency's implementation of CEQA are found in the "CEQA Guidelines" (Title 14, Chapter 3 of the California Code of Regulations).

Provided that a project is not exempt from CEQA, the first step in the agency's consideration of its potential environmental effects is the preparation of an Initial Study. The purpose of an Initial Study is to determine whether the project would involve "significant" environmental effects, as defined by CEQA, and to describe feasible mitigation measures that would avoid significant effects or reduce them to a level that is less than significant. If the Initial Study does not identify significant effects, then the agency prepares a Negative Declaration. If the Initial Study notes significant effects but also identifies mitigation measures that would reduce these significant effects to a level that is less than significant, then the agency prepares a Mitigated Negative Declaration. If a project would involve significant effects that cannot be readily mitigated, then the agency must prepare an Environmental Impact Report (EIR). The agency may also decide to proceed directly with the preparation of an EIR without an Initial Study.

The proposed project is a "project" as defined by CEQA and is not exempt from CEQA consideration. The City has determined that the project may potentially have significant environmental effects and therefore would require preparation of an Initial Study. This Initial Study describes the proposed project and its environmental setting, discusses the potential environmental effects of the project, and identifies feasible mitigation measures that would

eliminate any potentially significant environmental effects of the project or reduce them to a level that would be less than significant. The Initial Study considers the project's potential for significant environmental effects in the following subject areas:

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

This Initial Study concludes that the project would have potentially significant environmental effects, all of which would be avoided or reduced to a level that would be less than significant with recommended mitigation measures. The project applicant has accepted all the recommended mitigation measures. As a result, the City has prepared a Mitigated Negative Declaration and has issued a public Notice of Intent to adopt the IS/MND for the project. The time available for comment on the IS/MND is shown in the Notice of Intent.

1.3 Project Background

Aspire Public Schools, founded in 1998, is a non-profit organization that develops and operates charter schools. Charter schools are privately managed, pursuant to the terms of a charter granted by the public school district in which they are located. Aspire Public Schools currently operates 40 charter schools in California and Tennessee, serving approximately 16,600 students in grades from kindergarten to 12th grade. In California, Aspire Public Schools operates charter schools in the San Francisco Bay Area, the Los Angeles area, and the Central Valley, including Stockton.

In 2009, the City approved the Aspire West Lane Charter School project on 2050 West Lane and adopted an IS/MND for the project (City of Stockton 2008). The project consisted of the redevelopment of a 10.9-acre parcel formerly developed for a retail lumber and building materials store. This redevelopment resulted in a K-12 charter school accommodating an estimated 1,017 students and 60 staff members. The project involved approximately 76,775 square feet of new building construction in five buildings that included classrooms, a multipurpose room/gymnasium, science rooms, art and music rooms, library, and administrative offices. Other improvements included access and parking, quadrangle areas, playgrounds, a playing field, hard court areas, and other open space. The 2009 project approvals included a General Plan Amendment to change the parcel designation from Industrial to Medium Density Residential, and rezoning from IL (Industrial, Light) to RM (Residential, Medium Density), and Use Permit UP 65-08, which this project seeks to amend.

The project site currently accommodates two charter schools operated by Aspire Public Schools that together provide K-12 education – the Port City Academy, which serves students from kindergarten to 5th grade, and the Langston Hughes Academy, which serves students from 6th to 12th grade. The five buildings have been constructed, along with a quadrangle area, a playground, outdoor basketball courts, and a parking area in front of the schools. The playing field, proposed

at the rear of the site, has not been installed. The school year for both schools begins in August and ends in early June, with breaks in mid-autumn, early spring, and during the Christmas and New Year's Day holidays. The school day for Port City Academy students begins at 7:15 a.m., while the day for Langston Hughes Academy students begins at 8:00 a.m.

The total enrollment at both schools is currently 1,157, which exceeds the 1,017 students anticipated in UP 68-05 (Howard, pers. comm.). The result has been a need for additional classroom space to accommodate the higher number of students, plus a Transitional Kindergarten class the project applicant plans to establish on the campus. Also, concern has been expressed about the impact of the enrollment on traffic queuing and parking in the vicinity. Both conditions have led to a need to amend the existing Use Permit for the site.

1.4 Environmental Evaluation Checklist Terminology

The project's potential environmental effects are evaluated in the Environmental Evaluation Checklist presented in Chapter 3.0 of this IS/MND. The checklist includes a list of environmental considerations against which the project is evaluated. For each question, the City determines whether the project would involve 1) a Potentially Significant Impact, 2) a Less Than Significant Impact with Mitigation Incorporated, 3) a Less Than Significant Impact, or 4) No Impact.

> A Potentially Significant Impact occurs when there is substantial evidence that the project would involve a substantial adverse change to the physical environment, i.e., that the environmental effect may be significant, and mitigation measures have not been defined that would reduce the impact to a less than significant level. If there is a Potentially Significant Impact entry in the Initial Study, then an EIR is required.
>
> An environmental effect that is Less Than Significant with Mitigation Incorporated is a Potentially Significant Impact that can be avoided or reduced to a level that is less than significant with the application of mitigation measures.
>
> A Less Than Significant Impact occurs when the project would involve effects on a particular resource, but the project would not involve a substantial adverse change to the physical environment, and no mitigation measures are required.
>
> A determination of No Impact is self-explanatory.

This IS/MND identifies several potentially significant environmental effects related to the project. Some effects are "mitigated" by existing provisions of law and standards of practice related to environmental protection. Such provisions are considered in the environmental impact analysis, and the degree to which they would reduce potential environmental effects is discussed. Additional mitigation measures are specifically identified in this document where needed to reduce potential environmental effects to a less-than-significant level.

1.5 Summary of Environmental Effects and Mitigation Measures

Table 1-1, which follows Figures 1-1 through 1-5, summarizes the results of the Environmental Evaluation Checklist and associated narrative discussion in Chapter 3.0 of this IS/MND. The potential environmental impacts of the proposed project are listed in the left-most column of this table. The level of significance of each impact is indicated in the second column. Mitigation measures proposed to avoid or minimize the impacts are shown in the third column, and the significance of the impact after mitigation measures are applied is shown in the fourth column. As

previously noted, all potentially significant environmental effects identified in the IS/MND would be avoided or reduced to a level that would be less than significant with recommended mitigation measures. For all other issues, the project would have no impact or would have impacts that are less than significant.

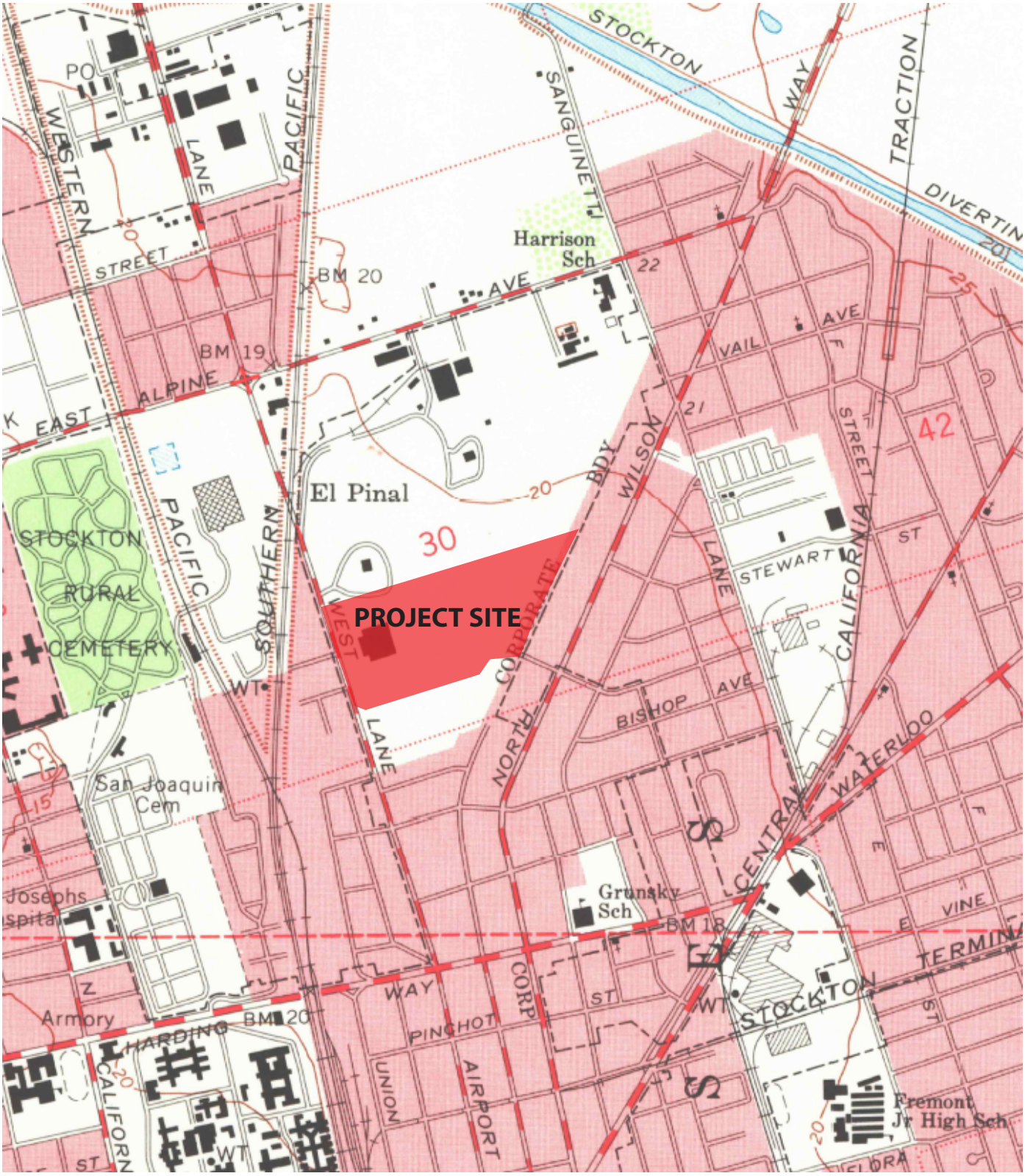


Figure 1-1
REGIONAL LOCATION MAP



BaseCamp Environmental

Figure 1-2
STREET MAP



SOURCE:Stockton West USGS Quadrangle Map

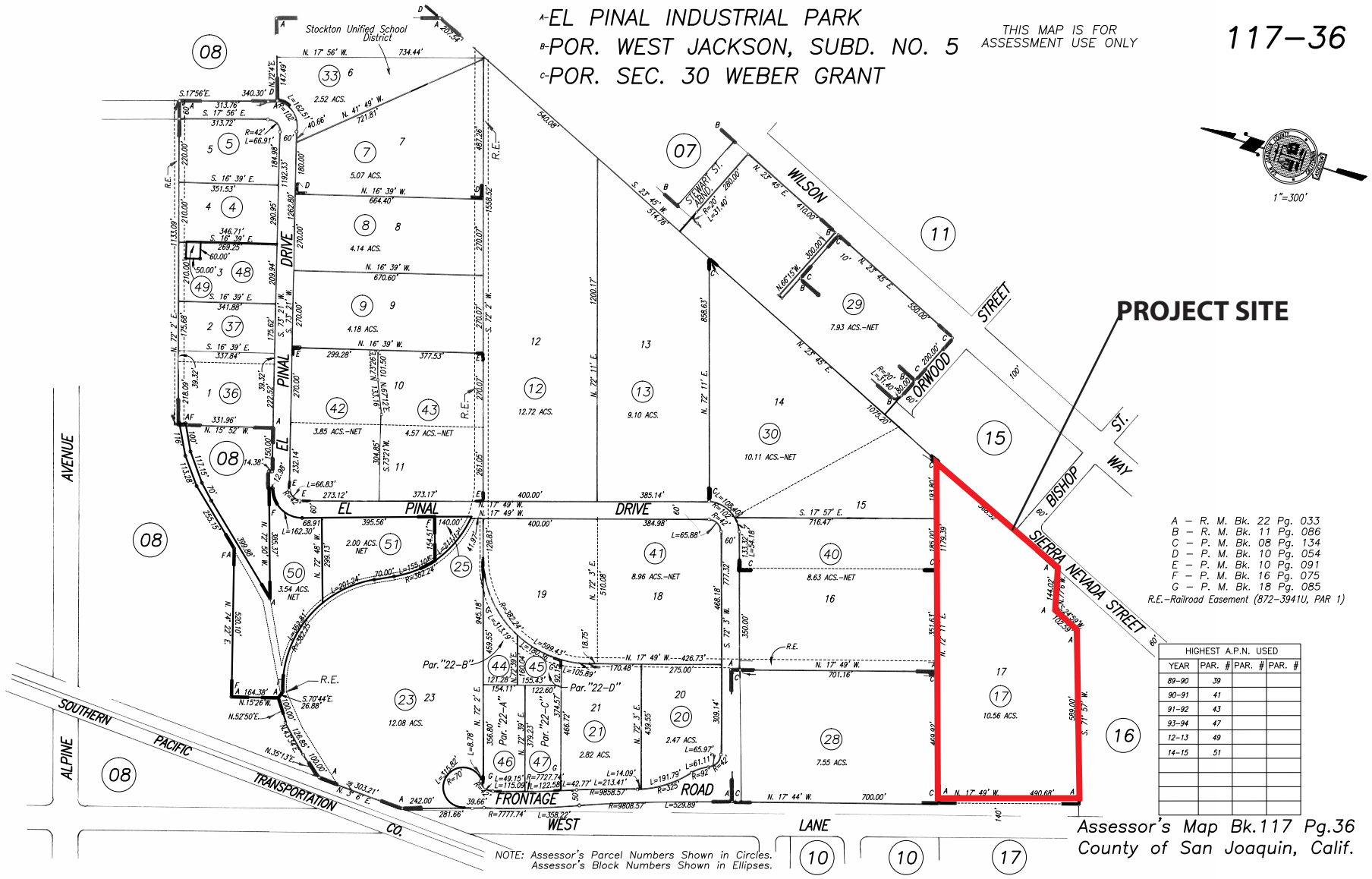
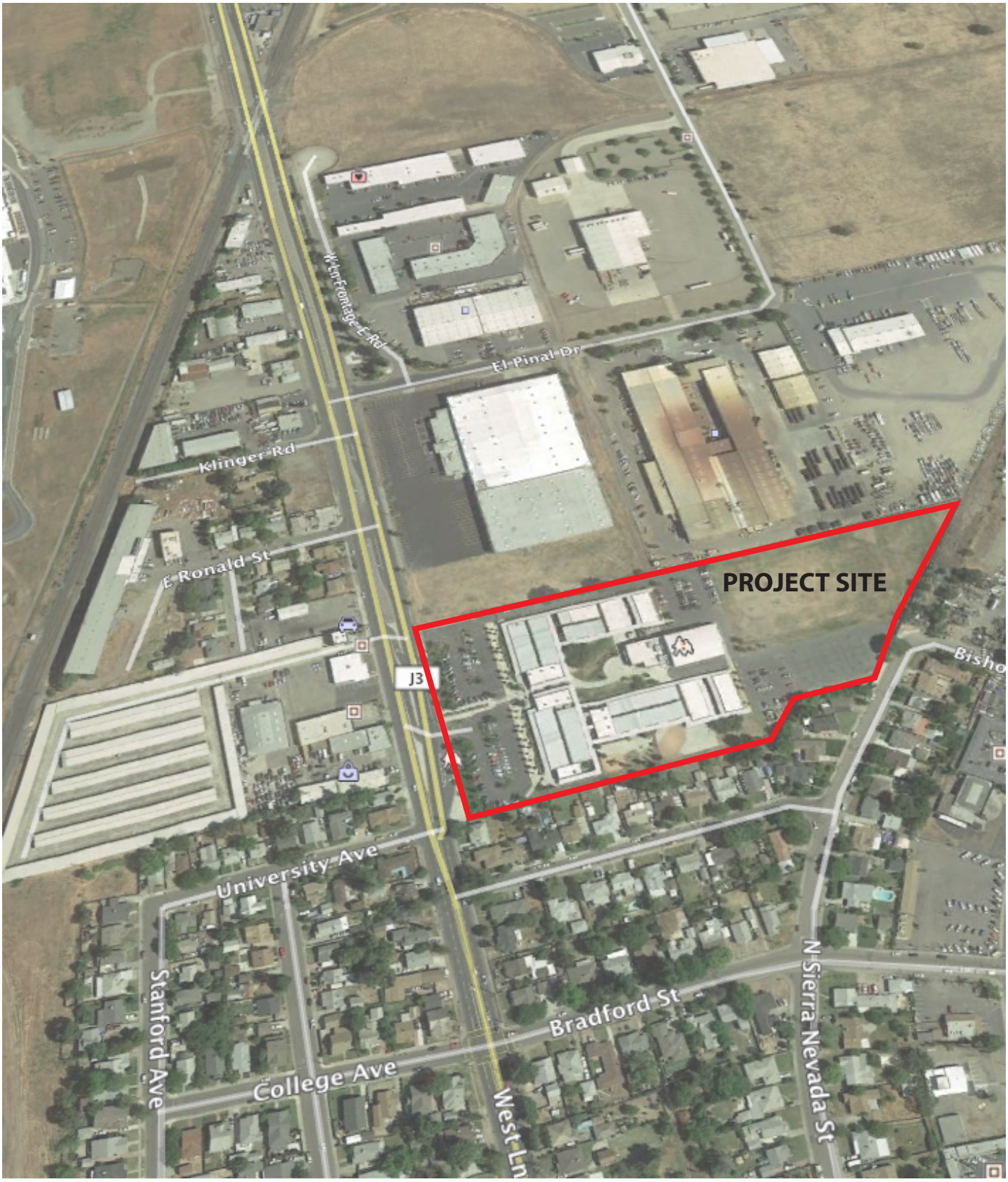


Figure 1-4
ASSESSOR PARCEL MAP



SOURCE: Google Maps

Figure 1-5
AERIAL PHOTO

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.1 AESTHETICS			
a) Scenic Vistas	LS	None required	-
b) Scenic Routes and Resources	LS	None required	-
c) Visual Character and Quality	LS	None required	-
d) Light and Glare	LS	None required	-
3.2 AGRICULTURE AND FORESTRY RESOURCES			
a) Agricultural Land Conversion	NI	None required	-
b) Agricultural Zoning and Williamson Act	NI	None required	-
c, d) Forest Land Conversion and Zoning	NI	None required	-
e) Indirect Conversion of Farmland and Forest Land	NI	None required	-
3.3 AIR QUALITY			
a, b) Air Quality Plan Consistency and Violation of Air Quality Standards	LS	None required	-
c) Cumulative Emissions	LS	None required	-
d) Exposure of Sensitive Receptors	LS	None required	-
e) Odors	NI	None required	-
3.4 BIOLOGICAL RESOURCES			
a) Special-Status Species	LS	None required	-

LEGEND: NI = No Impact; LS = Less Than Significant; PS = Potentially Significant

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
b) Riparian and Other Sensitive Habitats	NI	None required	-
c) Wetlands and Waters of the U.S.	NI	None required	-
d) Fish and Wildlife Movement	LS	None required	-
e) Local Biological Requirements	NI	None required	-
f) Conflict with Habitat Conservation Plans	LS	None required	-
3.5 CULTURAL RESOURCES			
a) Historical Resources	NI	None required	-
b) Archaeological Resources	PS	CULT-1. If any subsurface cultural or paleontological resources are encountered during project construction, all activities shall be halted at the site of the encounter until a qualified archaeologist or paleontologist, as appropriate, can examine these materials, determine their significance and, if significant, recommend mitigation measures that would reduce potential effects to a level that is less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery and curation by qualified professionals. The project applicant shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report, consistent with the requirements of the CEQA Guidelines.	LS
c) Paleontological Resources and Unique Geologic Features	PS	Mitigation Measure CULT-1.	LS
d) Human Burials	PS	CULT-2. Project construction shall comply with the provisions of CEQA Guidelines Section 15064.5(e) regarding the treatment of any human burials encountered,	LS

LEGEND: NI = No Impact; LS = Less Than Significant; PS = Potentially Significant

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		including halting all work in the vicinity of the find and notifying the County Coroner.	
3.6 GEOLOGY AND SOILS			
a-1) Fault Rupture Hazards	NI	None required	-
a-2) Seismic Ground Shaking	LS	None required	-
a-3) Other Seismic Hazards	LS	None required	-
a-4) Landslides	NI	None required	-
b) Soil Erosion	LS	None required	-
c) Geologic Instability	LS	None required	-
d) Expansive Soils	LS	None required	-
e) Adequacy of Soils for Wastewater Disposal	NI	None required	-
3.7 GREENHOUSE GAS EMISSIONS			
a, b) Project GHG Emissions and Consistency with GHG Reduction Plans	LS	None required	-
3.8 HAZARDS AND HAZARDOUS MATERIALS			
a) Hazardous Material Transport, Use and Storage	LS	None required	-
b, c) Release of Hazardous Materials	LS	None required	-
d) Hazardous Materials Sites	PS	HAZ-1. In the event of a discovery of soil discoloration or unusual odors during construction of improvements, the contractor shall stop work and the project applicant shall contact a qualified professional to evaluate the materials	LS

LEGEND: NI = No Impact; LS = Less Than Significant; PS = Potentially Significant

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		encountered and make recommendations for their safe and lawful removal and disposal. Agencies with jurisdiction shall be contacted during this process.	
e, f) Airport and Airstrip Operations	NI	None required	-
g) Emergency Response and Evacuation	LS	None required	-
h) Wildland Fire Hazards	NI	None required	-
3.9 HYDROLOGY AND WATER QUALITY			
a, f) Surface Waters and Water Quality	LS	None required	-
b) Groundwater Supplies	NI	None required	-
c, d, e) Drainage Patterns and Runoff	NI	None required	-
g, h) Flooding Hazards	LS	None required	-
i) Dam and Levee Failure Hazards	LS	None required	-
j) Seiche, Tsunami and Mudflow Hazards	NI	None required	-
3.10 LAND USE AND PLANNING			
a) Division of Established Communities	NI	None required	-
b) Conflict with Applicable Plans, Policies and Regulations	NI	None required	-
c) Conflict with Habitat Conservation Plans	LS	None required	-

LEGEND: NI = No Impact; LS = Less Than Significant; PS = Potentially Significant

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.11 MINERAL RESOURCES			
a, b) Loss of Mineral Resource Availability	NI	None required	
3.12 NOISE			
a) Exposure to Noise Exceeding Local Standards	PS	NOISE-1. A sound wall shall be installed along the south project property line to a height of 8 feet above finish grade of the proposed on-site circulation route. The approximate location and height of the barrier is shown on Figure 7 of the noise study by Saxelby Acoustics (2018). The sound wall may include a new wall or an appropriate sound wall extension or panel to reach the full required height. Appropriate sound walls would include concrete masonry or other barriers having a mass of 4 pounds per square foot and are free of gaps or penetrations which would allow sound to pass through or around the wall. An appropriate panel system includes the Sound Fighter LSE-1000 barrier which could be used as an extension to the existing wall. Any panel system placed in front of the wall shall have an overlap between the top of the existing wall and the bottom of the panel system which measures two and one-half to three times the distance between the existing wall and the proposed panel. The proposed sound wall design shall be reviewed by a qualified acoustic engineer prior to construction.	LS
b) Groundborne Vibrations	LS	None required	-
c) Permanent Increase in Ambient Noise	LS	None required	-
d) Temporary or Periodic Increase in Ambient Noise	LS	None required	-

LEGEND: NI = No Impact; LS = Less Than Significant; PS = Potentially Significant

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
e, f) Exposure to Airport/Airstrip Noise	NI	None required	-
3.13 POPULATION AND HOUSING			
a) Population Growth Inducement	NI	None required	-
b, c) Displacement of Housing and People	NI	None required	-
3.14 PUBLIC SERVICES			
a) Fire Protection	LS	None required	-
b) Police Protection	LS	None required	-
c) Schools	LS	None required	-
d, e) Parks and Other Public Facilities	NI	None required	-
3.15 RECREATION			
a, b) Recreational Facilities	NI	None required	-
3.16 TRANSPORTATION			
a) Conflict with Transportation Plans, Ordinances and Policies	LS	None required	-
b) Conflict With Congestion Management Program	LS	None required	-
c) Air Traffic Patterns	NI	None required	-
d) Traffic Hazards	PS	TRANS-1 Prior to final project approval, the project applicant shall prepare an Access Management Plan for review and approval by the City Engineer and the Community	LS

LEGEND: NI = No Impact; LS = Less Than Significant; PS = Potentially Significant

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		Development Director. The approved Access Management Plan shall be monitored for effectiveness of reducing queues that may occur on West Lane on annual basis.	
e) Emergency Access	LS	None required	-
f) Conflict with Non-vehicular Transportation Plans	NI	None required	-
3.17 TRIBAL CULTURAL RESOURCES			
a, b) Tribal Cultural Resources	PS	Mitigation Measures CULT-1 and CULT-2.	LS
3.18 UTILITIES AND SERVICE SYSTEMS			
a, e) Wastewater Systems	LS	None required	-
b, d) Water Systems and Supply	LS	None required	-
c) Stormwater Systems	LS	None required	-
f, g) Solid Waste Services	LS	None required	-
3.19 MANDATORY FINDINGS OF SIGNIFICANCE			
a) Findings on Biological and Cultural Resources	PS	Mitigation measure in Section 3.5 above.	LS
b) Findings on Individually Limited but Cumulatively Considerable Impacts	LS	None required	-
c) Findings on Adverse Effects on Human Beings	LS	None required	-

LEGEND: NI = No Impact; LS = Less Than Significant; PS = Potentially Significant

2.0 PROJECT DESCRIPTION

2.1 Project Brief

This document is an Initial Study/Mitigated Negative Declaration (IS/MND) for the Aspire West Lane School Improvements Project (project). The project is at 2050 West Lane in the city of Stockton, San Joaquin County, California (Figures 1-1 through 1-5). The IS/MND has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA). For the purposes of this CEQA analysis, the City of Stockton (City) is the Lead Agency for the project.

The project proposes to amend Use Permit UP 65-08 that governs site improvements and operations of the existing Langston Hughes Academy and Port City Academy on the project site. The existing permit allows for a student count of 1,017 and specifies locations of vehicle access and queueing areas. The amendments to the Use Permit would revise the student count to 1,217 to accommodate existing enrollment plus a Transitional Kindergarten class, and it would change two conditions of the permit related to traffic circulation and queuing. The project also proposes the installation of a modular classroom building that would add seven classrooms to accommodate the existing student enrollment. The revised project would also include construction of a sound barrier and expanded parking areas.

2.2 Project Location

The project site is at 2050 West Lane in the city of Stockton, San Joaquin County, California (see Figures 1-1 through 1-5). The 10.9-acre site is described as Assessor's Parcel Number (APN) 117-360-17. The project site is shown on the U.S. Geological Survey's Stockton West, California, 7.5-minute quadrangle map within the Campo de los Franceses land grant area. The site is within Township 2 North, Range 6 East, Mt. Diablo Base and Meridian; the township, as shown on the USGS map, is not subdivided into sections. Latitude of the project site is approximately 37° 58′ 32″ North, and longitude is approximately 121° 16′ 44″ West.

2.3 Project Objectives

The objectives of the project are as follows:

- Provide additional classroom space to accommodate the existing student population.
- Reduce traffic flow issues both on- and off-campus.
- Provide adequate parking for school visitors and staff.

2.4 Project Details

2.4.1 Amendments to Use Permit UP 65-08

The project proposes amendments to the current Use Permit UP 65-08, approved by the City for the West Lane school site and attached as Appendix A. One of the purposes of these proposed amendments is to make changes to the on-site circulation system and management of that system in order to facilitate the passage of vehicles during peak times when students are picked up or dropped off at the two on-site academies. The proposed permit amendments are as follows:

- In the Description of Use portion of the existing Use Permit, the student count would be revised from 1,017 to 1,217. This would accommodate the total number of students currently attending the two on-site academies. It also would accommodate a planned Transitional Kindergarten class that would be established at the Port City Academy.

- Condition of Approval Number 9 would be amended to allow vehicle traffic queuing and movement along an existing fire access lane along the southern boundary of the site (Figure 2-1). The fire access lane would be used during student pick-up and drop-off times only; otherwise, access to the lane would be blocked by an existing gate and a new gate to be installed. The existing fire access lane pavement would be upgraded from the existing permeable "turf block" to concrete. Only one-way traffic would be allowed on the fire access lane during pick-up and drop-off times, and no stopping or parking would be allowed.

- Condition of Approval Number 11 would be amended to modify queuing and site access and exit at West Lane during student pick-up and drop-off times. Under the proposed modification, there would be only one entry point from West Lane – the existing access point at the center of the West Lane frontage. The existing access point at the northwest corner of the school site would be used only as an exit for traffic during peak pick-up and drop-off times; cones would be used to block use of this driveway as an entry point. This access point would be used for both entry and exit traffic at other times.

As indicated on Figure 2-1, student loading/unloading areas would occur at two designated locations on the school site – one at the current location in front of the two schools off West Lane, and the other along existing fire access road that follows the northern boundary of the site. Under the proposed Access Management Plan prepared by Aspire, and shown in Appendix F, the loading/unloading area in front of the schools would be used until the entering traffic volume causes a queue to back up onto West Lane. At that point, the front loading area would be closed off with traffic cones, and all entering traffic would be routed via the southern fire access lane to the rear of the campus and then north to a proposed loading/unloading area along the existing fire road along the north boundary of the school site. The fire access lane would be open for this use only during pick-up and drop-off times. The northwest access point would be used as an exit for all loading/unloading traffic.

Each school would provide two monitors to direct on-site pick-up/drop-off traffic during peak hours to ensure safe vehicle movement. The path of controlled travel during drop-off and pick-up will be indicated by the traffic cones that will be placed each day by 7:30 a.m. and 3:00 p.m. (or 12:30 p.m. on minimum days) to direct vehicles to the optimal drop-off and loading area, and to indicate the path to the exit at the Northern Driveway.

To reduce potential issues associated with parking, the curb along the West Lane frontage of the school site would be painted red to reinforce existing No Parking signs. The project applicant also proposes to install on-campus speed limit signs limiting speeds to no greater than 10 miles per hour, and an off-site, flashing sign along West Lane reading "School Zone."

The opening of a new day-to-day school access from Sierra Nevada Street at the eastern site boundary was discussed during the review of the project. However, this proposal has been eliminated from the project. The existing gate at this location would continue to be used for emergency and special event access only.

To address potential noise effects of the proposed changes in circulation, the project applicant would improve the existing wall along the southern boundary of the project site as specified in Mitigation Measure NOISE-1 in Section 3.12, Noise. The Mitigation Measure requires installation of an 8-foot sound wall, which may be a new wall or an extension of the existing wall, as specified in the mitigation measure.

2.4.2 Modular Classroom Building

The project proposes the installation of a permanent modular classroom building to accommodate students at high school grades (see Figure 2-1). Figures 2-2 and 2-3 show the floor plan and elevations, respectively, of the classroom building. The building would be installed in the north center portion of the school site, on the site of an existing parking lot. The 6,630 square foot modular building would consist of two structures containing seven classrooms with an adjacent center courtyard. The single-story structure would be approximately 12 feet, 11 inches in height to the top of the parapet surrounding the roof. Metal walkway canopies and a membrane roofing system would provide shelter for pedestrian circulation.

To compensate for the loss of the parking lot on which the classroom building would be installed, new on-site parking spaces would be installed to the east of the new building. While the majority of the new parking area would be on an existing paved surface, new pavement would encroach upon a portion of an undeveloped area to the east, most of which has been designated for future development of an athletic field. The athletic field was approved under Use Permit UP 65-08 and would not be modified by the proposed project. As indicated on the proposed site plan, a total of 120 parking spaces would be created in the eastern portion of the campus, including four spaces for disabled drivers/passengers. These parking spaces would be used by faculty and staff only. The 77 existing parking spaces in front of the schools would be used by parents and visitors only; no faculty or staff would use these spaces, and signage stating this would be installed at the front lots.

It is expected that the existing parking lot that is the proposed modular classroom building site would require minor demolition and excavation for the concrete foundation to which the prefabricated structure would be attached. The attachment of the building to the foundation would take no more than one or two days. Work on the interior of the modular building and connection to electricity and data lines would take a few weeks after installation.

2.5 Permits and Approvals

The City of Stockton is the Lead Agency for this project for the purposes of CEQA, as it has approval authority for the project. The Stockton Planning Commission would be required to approve the amendments to Use Permit UP65-08. Review by appropriate City departments would be required to ensure consistency of proposed improvements with City building, fire, and other

applicable codes. The decision of the Planning Commission would be reviewed by the City Council in the event of an appeal.

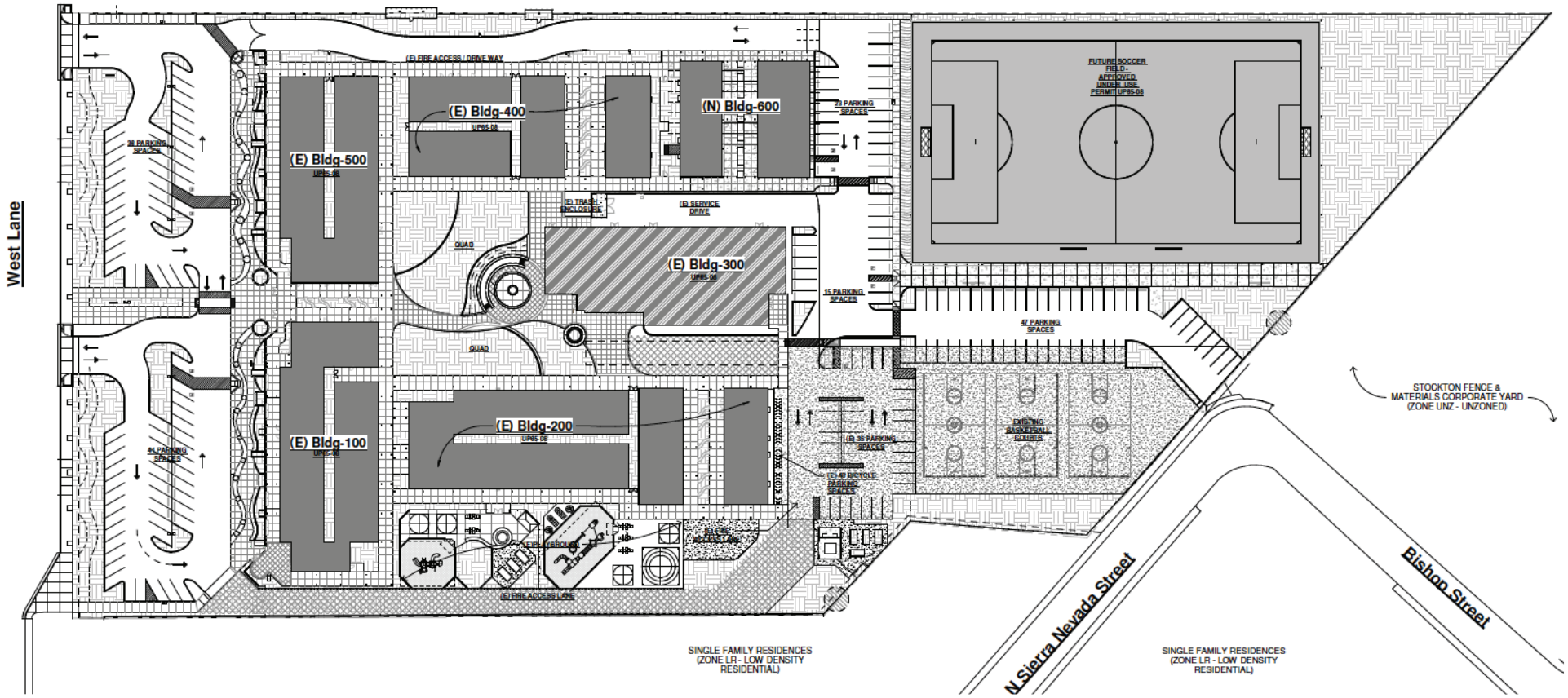


Figure 2-1
PROPOSED SITE PLAN

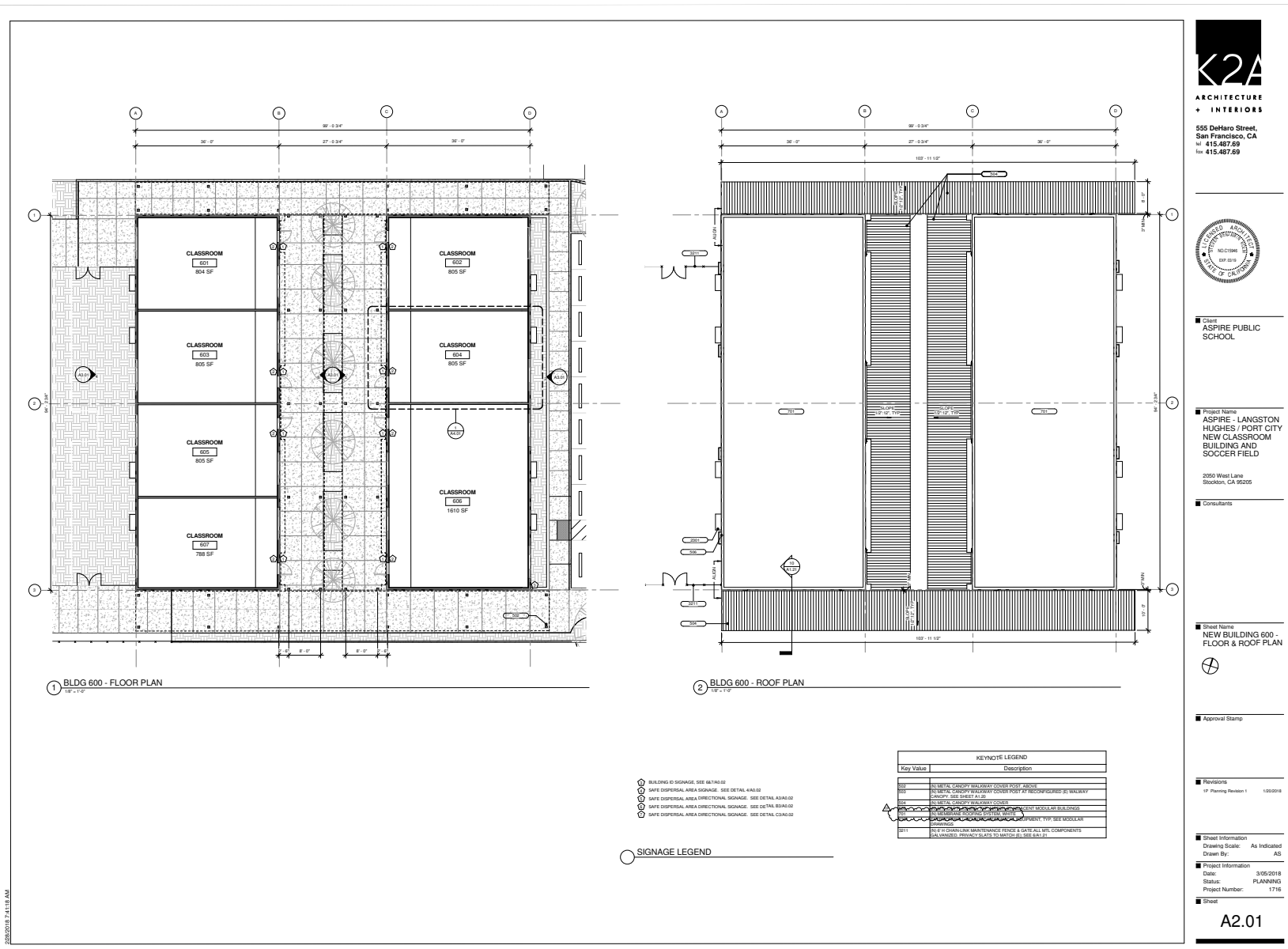


Figure 2-2
CLASSROOM BUILDING FLOOR PLAN



K2A ARCHITECTURE + INTERIORS
555 DeHaro Street,
San Francisco, CA
tel 415.487.69
fax 415.487.69

LICENSED ARCHITECT NO.C15946 EXP. 03/19 STATE OF CALIFORNIA

Client
ASPIRE PUBLIC SCHOOL

Project Name
ASPIRE - LANGSTON HUGHES / PORT CITY NEW CLASSROOM BUILDING AND SOCCER FIELD

2050 West Lane
Stockton, CA 95205

Consultants

Sheet Name
EXTERIOR BUILDING ELEVATIONS

Approval Stamp

Revisions

Sheet Information
Drawing Scale: As Indicated
Drawn By: AS

Project Information
Date: 3/05/2018
Status: PLANNING
Project Number: 1716

Sheet
A3.01

Figure 2-3
CLASSROOM BUILDING ELEVATIONS

3.0 ENVIRONMENTAL EVALUATION CHECKLIST

CEQA requires that an analysis of the environmental impacts of a project be conducted from a "baseline" condition. Typically, baseline conditions are conditions that exist on a project site at the time that CEQA document preparation begins. However, this project is unusual in that existing conditions regarding student enrollment on the project site presently exceed the maximum number of 1,017 students permitted by the existing Use Permit by 140 students. The Traffic and Noise sections in this Initial Study contain analyses that distinguish between the two counts. This difference is also noted in a few other sections of this IS/MND, but the analysis of these other environmental issues would not be substantially affected by this difference.

3.1 AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			√	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			√	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			√	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			√	

NARRATIVE DISCUSSION

Environmental Setting

The project site is in an urbanized area of central Stockton. The site is currently occupied by the Langston Hughes Academy and the Port City Academy, two charter schools housed in five existing buildings on the site surrounded by parking areas. The site does not contain any distinctive visual features, other than landscaping along the West Lane frontage and scattered throughout the project site. An undeveloped area with patchy grass is in the eastern portion of the site.

The site has previously been developed for industrial/commercial use and is located at the boundary between the El Pinal Industrial Park and an adjoining single-family residential area. The aesthetic environment in the vicinity includes older industrial areas and urban residential neighborhoods. Landscapes in the immediate vicinity of the project site are composed of urban features. Specifically, lands immediately north of the site are industrial; lands to the west of the site on West Lane are industrial, commercial and residential. Lands to the south and east of the site are primarily residential but also include industrial/commercial uses to the east; the south boundary of the site is marked by an existing masonry wall.

Lighting on the project site consists mainly of lighting associated with school buildings and security lighting. Existing night lighting in the project vicinity is consistent with lighting levels in urbanized areas of Stockton. The public streets are lighted to urban standards, and existing industrial and residential land uses are lighted for security at various levels.

In the distance, views of the Coast Ranges and Mount Diablo to the west and the Sierra Nevada to the east constitute the major scenic vistas from Stockton, when visibility conditions permit and when not obstructed by development or trees. Existing urban development on and around the project site preclude distance views in either direction. No State scenic highways have been designated near the project site (Caltrans 2017). The City of Stockton General Plan has not designated any scenic highways in the Stockton area.

Environmental Impacts and Mitigation Measures

a) Scenic Vistas.

The project is in a developed area with buildings on- and off-site that already obstruct vistas. Because of this, the proposed improvements would not significantly obstruct views of scenic vistas, from on the site or from adjacent, off-site locations. Project impacts on scenic vistas would be less than significant.

b) Scenic Routes and Resources.

As noted above, there are no designated scenic highways in the Stockton area. The project site is a developed area with school buildings and limited landscaping. The IS/MND for the original Use Permit noted the presence of two Heritage Oak trees (City of Stockton 2008), which would not be affected by the project. There are no notable scenic resources on the project site. Project impacts on scenic resources and scenic routes would be less than significant.

c) Visual Character and Quality.

The visual character on the project site would not substantially change, as the proposed improvements would be consistent with the existing on-site structures and landscape. The visual character in the project vicinity, which is predominantly an urban landscape with no outstanding aesthetic features, also would not change as a result of the project. Project impacts on visual character or quality would be less than significant.

d) Light and Glare.

The project proposes the installation of a modular classroom building to the school site, with associated safety and security lighting. The adjacent land uses most sensitive to changes in lighting are the residences to the south. Given its site location and intervening structures, such as other school buildings, the proposed modular building is unlikely to contribute to the indirect illumination of these residences. In addition, Stockton Municipal Code Section 16.305.060 sets forth standards that would reduce light and glare impacts. It requires that exterior lighting shall be located to eliminate “spillover” illumination or glare onto adjacent properties, and it requires light to be shielded or modified to prevent light emissions beyond the property line or upward into the sky. Compliance with Stockton Municipal Code Section 16.305.060 would avoid potential adverse impacts of the additional lighting generated by the project on neighboring properties. Project impacts related to light and glare would be less than significant.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				√
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				√
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				√
d) Result in the loss of forest land or conversion of forest land to non-forest use?				√
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				√

NARRATIVE DISCUSSION

Environmental Setting

The project site is in a developed urban area in Stockton. No agricultural operations are in the vicinity. The Important Farmland Maps, prepared by the California Department of Conservation as part of the Farmland Mapping and Monitoring Program, designate the viability of lands for farmland use, based on the physical and chemical properties of the soils. According to the 2014 Important Farmland Map of San Joaquin County, the project site is on land designated as Urban and Built-Up Land.

The Williamson Act is State legislation that seeks to preserve farmland by offering property tax breaks to farmers who sign a contract pledging to keep their land in agricultural use. As the project site is not used for agriculture and is not in an area zoned for agriculture, it is not under a Williamson Act contract.

Environmental Impacts and Mitigation Measures

a) Agricultural Land Conversion.

The project site is not Farmland and is designated by the Important Farmland Map as Urban and Built-Up Land. The project would have no impact on Farmland conversion.

b) Agricultural Zoning and Williamson Act.

The project site is in an urban area and is zoned for non-agricultural use. The project site is not used for agriculture, is not in an area zoned for agriculture, and is not under a Williamson Act contract. Therefore, the project would have no impact on agricultural zoning or on Williamson Act contracts.

c, d) Forest Land Conversion and Zoning.

There is no forest land designated on the project site or in the project vicinity. The project would have no impact on forest lands.

e) Indirect Conversion of Farmland and Forest Land.

The project site is in an urban area where there are no agricultural or forestry uses. Since there is no agricultural or forest land in the area, the project would have no impact on indirect conversion of farmland or forest land to urban uses.

3.3 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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?			√	
b) Violate any air quality standard or contribute to an existing or projected air quality violation?			√	
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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			√	
d) Expose sensitive receptors to substantial pollutant concentrations?			√	
e) Create objectionable odors affecting a substantial number of people?				√

NARRATIVE DISCUSSION

Environmental Setting

Air Quality Background

The project area is within the San Joaquin Valley Air Basin. The San Joaquin Valley Air Pollution Control District (SJVAPCD), which includes San Joaquin County, has jurisdiction over most air quality matters in the Air Basin. The SJVAPCD is tasked with implementing programs and regulations required by both the federal and California Clean Air Acts. Under their respective Clean Air Acts, both the State of California and the federal government have established ambient air

quality standards for six criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. Under its Clean Air Act, California has established standards for the six federal criteria pollutants and for four additional pollutants.

Table 3-1 shows the current attainment status of the Air Basin relative to the federal and State ambient air quality standards for criteria pollutants. Except for ozone and particulate matter, which are discussed below, the Air Basin is in attainment of, or unclassified for, all federal and State ambient air quality standards.

TABLE 3-1
SAN JOAQUIN VALLEY AIR BASIN ATTAINMENT STATUS

	Designation/Classification	
Criteria Pollutant	**Federal Primary Standards**	**State Standards**
Ozone - One hour	No Federal Standard	Nonattainment/Severe
Ozone - Eight hour	Nonattainment/Extreme	Nonattainment
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide (NO_x)	Attainment/Unclassified	Attainment
Sulfur Dioxide (SO_x)	Attainment/Unclassified	Attainment
Lead	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

Source: SJVAPCD 2018.

Air Pollutants of Concern

Ozone is not emitted directly into the atmosphere but is created by chemical reactions between nitrogen oxides (NO_x) and reactive organic gases (ROG) in the presence of sunlight. The major sources of ozone include emissions from industrial facilities, electric utilities, motor vehicles, gasoline vapors, and chemical solvents. Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. The San Joaquin Valley Air Basin is currently designated as nonattainment for the state 1-hour ozone state standard and nonattainment for both state and federal 8-hour ozone standards (see Table 3-1).

Particulate matter is a mixture of solid and liquid particles suspended in air, such as dust, pollen, soot, smoke, and liquid droplets. Particulate matter is generated by a mix of rural and urban sources, including agricultural activities, industrial emissions, fugitive dust created by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere. Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled; consequently, both the federal and state air quality standards for particulate matter apply to

particulates 10 micrometers or less in diameter (PM_{10}) as well as to particulates less than 2.5 micrometers in diameter ($PM_{2.5}$), which are carried deeper into the lungs. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, coughing, bronchitis, and respiratory illnesses in children. The Air Basin is currently in attainment status for federal PM_{10} standards, but not for state standards, and the Air Basin is in nonattainment status for both federal and state $PM_{2.5}$ standards.

Carbon monoxide (CO) is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels and is emitted directly into the air, unlike ozone. The main source of CO in the San Joaquin Valley is on-road motor vehicles. A State Implementation Plan for carbon monoxide has been adopted by the ARB for the entire state. The San Joaquin Valley Air Basin is in attainment/unclassified status for CO; as such, the SJVAPCD has no CO attainment plans. However, high CO concentrations in areas of limited geographic size, referred to as "hot spots," may occur in areas ordinarily associated with highly congested traffic.

In addition to the criteria pollutants, the California Air Resources Board (ARB) has also identified other air pollutants as toxic air contaminants (TACs) - pollutants that are carcinogenic (i.e., cause cancer) or that may cause other adverse short-term or long-term health effects. Diesel particulate matter, considered a carcinogen, is the most common TAC, as it is a product of combustion in diesel engines. Other TACs are typically associated with industrial activities and therefore are less common.

Air Quality Regulations

As previously noted, the SJVAPCD has jurisdiction over most air quality matters in the Air Basin. It implements the federal and California Clean Air Acts, and the applicable attainment and maintenance plans, through local regulations. The SJVAPCD has developed plans to attain State and federal standards for ozone and particulate matter. Ozone attainment plans include the 2007 Ozone Plan and the 2013 Plan for the Revoked 1-Hour Ozone Standard for the Air Basin. Attainment plans for particulate matter include the 2015 PM2.5 Plan for the 1997 federal PM2.5 standard, the 2012 PM2.5 Plan for the 2006 federal PM2.5 standard, the 2016 Moderate Area Plan for the 2012 federal PM2.5 standard, and the 2007 PM10 Maintenance Plan to maintain the Air Basin's attainment status of the federal PM10 standard. These air quality attainment plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control methods have worked, and to show how air pollution will be reduced. The plans also use computer modeling to estimate future levels of pollution and make sure that the Valley will meet air quality goals (SJVAPCD 2015). A State Implementation Plan for CO has been adopted by ARB for the entire state.

The SJVAPCD regulations that are potentially applicable to the project are summarized below.

Regulation VIII (Fugitive Dust PM_{10} Prohibitions)

Rules 8011-8081 are designed to reduce PM_{10} emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

Rule 4101 (Visible Emissions)

This rule prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants.

Rule 4601 (Architectural Coatings)

This rule sets limits on the volatile organic compounds, a component of ROG, allowed in various paints and other coatings.

Rule 9510 (Indirect Source Review)

Rule 9510, also known as the Indirect Source Rule (ISR), is intended to reduce or mitigate construction and operational emissions of NO_x and PM_{10} generated by new development. This rule requires specific percentage reductions in estimated on-site construction and operation emissions, and/or payment of off-site mitigation fees for required reductions that cannot be met on the project site. Construction emissions of NO_x and PM_{10} exhaust must be reduced by 20% and 45%, respectively. Operational emissions of NO_x and PM_{10} must be reduced by 33.3% and 50%, respectively. The ISR applies to educational development projects of 9,000 square feet and larger; therefore, the proposed project would not be subject to the ISR.

Environmental Impacts and Mitigation Measures

In 2015, the SJVAPCD adopted a revised Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI). GAMAQI defines an analysis methodology, thresholds of significance, and mitigation measures for the assessment of air quality impacts for projects within SJVAPCD's jurisdiction. Based on these thresholds of significance, and using project type and size, the SJVAPCD 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. The Small Project Analysis Level in GAMAQI includes incorporates the project sizes and vehicle trips below which projects are considered so small as to not exceed the SJVAPCD significance thresholds. For elementary schools, the threshold at which a project is not considered small is 1,875 students. For junior high schools, the threshold is 1,680 students, and for high schools 1,325 students (SJVAPCD 2015).

a, b) Air Quality Plan Consistency and Violation of Air Quality Standards.

Project construction emissions would occur mainly with setting the foundation for the modular classroom building, installing the modular building, and paving the new parking area. The IS/MND for the original Use Permit estimated construction emissions for more extensive development of the project site than that proposed by the project, and construction emissions for criteria pollutants were estimated to be well below the significance thresholds (City of Stockton 2008). Construction emissions for the current project were estimated using the California Emissions Estimator Model (CalEEMod) computer program, which is approved by the SJVAPCD. Results of the CalEEMod run, available in Appendix B of this IS/MND, indicate that project construction emissions would not be greater than 0.04 tons (80 pounds) for any criteria pollutant for the entire construction period, conservatively estimated to be no greater than seven days. Compliance with SJVAPCD Regulation VIII, with provisions that control dust emissions, would further minimize particulate matter emissions already considered to be less than significant.

The project would add 200 students to the student count of 1,017 in the existing Use Permit. The additional students, with attendant traffic impacts, would lead to an increase in air pollutant emissions. However, the total of 1,217 students with the project is below the Small Project Analysis Level thresholds for any school, so no emissions from operations of project improvements are expected to exceed SJVAPCD significance thresholds for pollutants. Project improvements would consist of one classroom building that would accommodate the existing students. Also, as noted above, the project would not be subject to the ISR, which establishes criteria for development

projects of various types. Projects that do not meet these criteria are considered to have a less than significant impact on air quality, specifically on NO_x and PM_{10} emissions.

Since project operational emissions are considered below significance thresholds, as confirmed by the CalEEMod run, it would not interfere with the objectives of the ozone and particulate matter attainment plans prepared by SJVAPCD and would not violate either state or federal ambient air quality standards. Moreover, the project is intended to facilitate the movement of school traffic, which would further reduce pollutant emissions, particularly of CO. Project impacts are considered less than significant.

c) Cumulative Emissions.

As described in a, b) above, the project is below the Small Project Analysis Level threshold for high schools, so operations are considered to not generate pollutant emissions that exceed SJVAPCD significance thresholds. Also, the project is designed to serve an existing student population, so existing emissions that result from the transportation and accommodation of this student population would not change. Because of this, the project is not expected to make a cumulatively considerable contribution to any criteria pollutant emissions. Project impacts would be less than significant.

d) Exposure of Sensitive Receptors.

"Sensitive receptors" refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses where sensitive individuals are most likely to spend time also may be called sensitive receptors; these include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (SJVAPCD 2015). Land uses that may be considered sensitive receptors include the existing schools on the project site and the residences to the southeast.

As noted, the project would not generate any operational air emissions that would exceed SJVAPCD significance thresholds, and therefore would have the potential to affect sensitive receptors. Emissions from traffic would occur only at certain times of the day and would involve only limited exposure by students. These emissions also would dissipate after peak hours, thereby limiting the exposure of off-site residences. Construction equipment using diesel fuel could generate the TAC diesel particulate matter; however, such emissions would be temporary and would be readily dispersed before reaching any sensitive receptors, including the on-site schools.

The project site is adjacent to industrial land uses to the north. Section 3.10 Land Use and Planning describes these uses in detail. The project applicant has noted that the existing schools have not had complaints with potential TACs or other pollutant emissions from these land uses. The SJVAPCD did not indicate any issues related to the adjacent industrial uses in its comment letter on the IS/MND for the original project. A subsequent request to SJVAPCD for records of any complaints or concerns related to the project site found no such records (Noemi Calderon, electronic mail 2018). Potential project impacts related to sensitive receptor (student) exposure to TACs would be less than significant.

e) Odors.

In accordance with CEQA Guidelines Appendix G, the GAMAQI states that a project should be evaluated to determine the likelihood that it would result in nuisance odors (SJVAPCD 2015). The project does not have any features that would generate noticeable odors during either construction or operation. The project would have no impact related to odors.

3.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?			√	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				√
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?				√
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			√	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				√
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?			√	

NARRATIVE DISCUSSION

Environmental Setting

The project site is located within a developed area of Stockton. The site itself has been developed and currently has two charter schools, consisting primarily of school buildings and asphalt pavement. The easternmost portion of the site, comprising less than two acres, is undeveloped but consists mainly of grasses and weeds interspersed with patches of bare ground. Ornamental trees are scattered throughout the school site, including a few along the eastern boundary of the undeveloped area. Lands surrounding the site are developed with residential, commercial, and light industrial uses and associated landscaping.

An inquiry for potentially-occurring special-status species, both plant and wildlife, was made in the U.S. Fish and Wildlife Service's IPaC database and the California Natural Diversity Database (CNDDB) maintained by the California Department of Fish and Wildlife. Both the IPaC report and the CNDDB search results are available in Appendix C of this IS/MND. The IPaC report identified

nine special-status species as potentially occurring in the project vicinity: giant garter snake, California red-legged frog, California tiger salamander, riparian brush rabbit, Delta smelt, valley elderberry longhorn beetle, vernal pool fairy shrimp, vernal pool tadpole shrimp, and palmate-bracted bird's beak. Habitat for all these species is not available on the project site.

The CNDDB contains species listed under both federal and California Endangered Species Acts and other "species of concern:" Swainson's hawk, tricolored blackbird, least Bell's vireo, longfin smelt, Central Valley steelhead, and Chinook salmon, Central Valley spring-run. No habitat for these species occurs on the project site.

Waters of the U.S., including wetlands, are broadly defined under 33 Code of Federal Regulations 328 to include navigable waterways, their tributaries, and adjacent wetlands. Jurisdictional wetlands and Waters of the U.S. include, but are not limited to, perennial and intermittent creeks and drainages, lakes, seeps, and springs; emergent marshes; riparian wetlands; and seasonal wetlands. The project site is a developed upland site within an urbanized area. No Waters of the U.S. or wetlands are on or adjacent to the project site. The nearest such feature is the Calaveras River, approximately 1.25 miles to the north.

As noted in Section 3.1, Aesthetics, two Heritage Oak trees are located along the northern boundary of the school site. Stockton Municipal Code Chapter 16.130 sets forth regulations for the preservation of Heritage Trees. As defined in Stockton Municipal Code Section 16.240.020, a Heritage Tree is any valley oak, coast live oak, or interior live oak tree which is located on public or private property within the limits of the City, and which has a trunk diameter of 16 inches or more, measured at 24 inches above actual grade. A permit is required for the removal of a Heritage Tree, and any Heritage Tree that is removed shall be replaced on a 3:1 basis.

The project area is within the coverage area of the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP), a habitat conservation plan adopted by San Joaquin County and its incorporated cities. The SJMSCP implements a program that assesses a habitat conservation fee on participating projects that convert open space land to an urban use. The SJMSCP also sets forth Incidental Take Minimization Measures that are required to be implemented by projects to prevent impacts to special-status species that may be occupying a project site or nearby areas (SJCOG 2000). The SJMSCP Habitat Map indicates that the project site is a Category A site, which applies mainly to developed areas and exempts the project site from SJMSCP fees. Participation in the SJMSCP is voluntary, but a project that does not participate in the SJMSCP must implement any necessary measures to reduce impacts on species covered by the SJMSCP.

Environmental Impacts and Mitigation Measures

a) Special-Status Species.

Habitat for potentially-occurring special-status species listed by the U.S. Fish and Wildlife Service's IPaC database and the California Natural Diversity Database (CNDDB) maintained by the California Department of Fish and Wildlife is not available on the project site. Given the past and present development of the project site and vicinity and the lack of suitable habitat, substantial vegetation or natural open spaces on the site, it is unlikely that any of these special-status species would occur on the project site. Project impacts on special-status species would be less than significant.

b) Riparian and Other Sensitive Habitats.

There are no riparian or other sensitive natural communities on or adjacent to the project site. The project would have no impact on these habitats.

c) Wetlands and Waters of the U.S.

No Waters of the U.S. or wetlands are located on or adjacent to the project site. The nearest such feature is the Calaveras River, approximately 1.25 miles to the north. The project would have no impact on Waters of the U.S., including wetlands.

d) Fish and Wildlife Movement.

The project site is not on or immediately adjacent to any waterways that could be used by migratory fish. As discussed in a) above, the project site and vicinity have been developed and there is a lack of substantial vegetation or natural open spaces. Two existing oak trees on the site would not be disturbed by the project. Because of this, the project site is unlikely to provide any substantial nesting or foraging habitat for migratory bird species protected under the Migratory Bird Treaty Act. Project impacts on migratory corridors and nesting habitat would be less than significant.

e) Local Biological Requirements.

An arborist report, conducted as part of the IS/MND for the original Use Permit, indicated the presence of two Heritage Oak trees as defined by the Stockton Municipal Code (City of Stockton 2008). Neither of these trees are in the area that would be affected by the project. The modular building would be placed on an existing paved parking area, and only ornamental trees would be removed by the proposed new parking area. No other local biological requirements are applicable to the project. The project would have no impact on local biological requirements.

f) Conflict with Habitat Conservation Plans.

The project is within the coverage area of the SJMSCP but is exempt from SJMSCP fee requirements. However, the project site is substantially developed, and proposed project improvements would involve minimal disturbance of an undeveloped area that had been previously disturbed by human activity. As analyzed above, the project is anticipated to have no significant impacts on biological resources. No other habitat conservation plans apply to the project site. Project impacts related to habitat conservation plans would be less than significant.

3.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				√
b) Cause a substantial adverse change in the significance of a unique archaeological resource (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)?		√		

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		√		
d) Disturb any human remains, including those interred outside of formal cemeteries?		√		

NARRATIVE DISCUSSION

Environmental Setting

The Stockton area is in the territory of the Northern Valley Yokuts. Yokut populations were concentrated along waterways and on the more hospitable east side of the San Joaquin River. Principal settlements were located on the tops of low mounds, on or near the banks of the larger watercourses. Settlements were composed of single-family dwellings, sweathouses, and ceremonial assembly chambers. Dwellings were small and lightly constructed, semi-subterranean and oval. The public structures were large and earth-covered. Subsistence among the Northern Valley Yokuts revolved around the waterways and marshes of the lower San Joaquin Valley. Fishing with dragnets, harpoons, and hook and line yielded salmon, white sturgeon, river perch, and other species of edible fish. Waterfowl and small game attracted to the water also provided a source of protein. The contribution of big game to the diet was probably minimal. Plant staples included acorns, tule roots, and seeds. Goods not available locally were obtained through trade (City of Stockton 2007a).

By 1822, the Mexican government gained control of California and began to wield more power over the affairs of California and its use economically. This, in turn, led to the purchasing of various land grants by non-Hispanics for the first time. Much of the Stockton area is within the boundary of the Rancho Campo de los Franceses, a land grant of 49,000 acres originally made to Charles M. Weber, a German immigrant. In 1847, Weber laid out the town that was named Stockton in 1849. Stockton experienced its most rapid growth because of its role as a major gold rush supply and transportation center in the mid-1800s. In the latter half of the 19th century, as gold mining waned, Stockton became a major shipping point for the overseas grain trade. Agriculture was also the catalyst for other related industry such as flour mills, shipyards, agricultural machinery, financial institutions and tanneries. During the early to mid- 20th century, war efforts brought military construction to the shipyards and revitalized the downtown area. The development of the suburbs during the latter part of the 20th century drew businesses and residential development to outlying areas (City of Stockton 2007a).

As part of the CEQA documentation for the original Use Permit, a search of the cultural resources records at the Central California Information Center (CCIC) at California State University, Stanislaus, was conducted for the project site and vicinity (CCIC 2008). The records search indicated that no prehistoric or historic archaeological resources or historic properties on or near the project site had been reported to the CCIC. A residence along College Avenue south of the project site was evaluated for its historic importance in conjunction with a federal grant request and was found not eligible for listing on the National Register of Historic Places.

Remains of extinct animals, such as mammoth, can be found virtually anywhere in San Joaquin County, especially along watercourses such as the San Joaquin River and its tributaries. Most paleontological specimens from San Joaquin County have been found in rock formations in the foothills of the Diablo Mountain Range (San Joaquin County 2016).

a) Historical Resources.

There are no potentially historic structures located on the project site. The existing structures on the site were installed after the original Use Permit was approved in 2009. The proposed improvements would occur on an existing parking area and a portion of an undeveloped area, neither of which have historic structures. The project would have no impact on historical resources.

b) Archaeological Resources.

The project site is located within an urbanized area of the City of Stockton and has been subject to development. Adjacent lands are also primarily commercial and industrial, with residential uses located south and east of the site. Because of past disturbance of the site and vicinity in conjunction with development, there is very little likelihood that significant intact archaeological resources are located on the site. As noted above, a records search at the CCIC indicated that no prehistoric or historic archaeological resources at or near the project site have been reported.

However, it is conceivable that ground disturbance associated with the project could unearth archaeological materials of significance. The establishment of procedures to address archaeological discoveries, if they should occur, would reduce potential impacts to a level that would be less than significant. These procedures are set forth in the following mitigation measure, which was also set forth for the original Use Permit. Implementation of this mitigation measure would ensure that impacts on any uncovered archaeological resources would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

CULT-1. If any subsurface cultural or paleontological resources are encountered during project construction, all activities shall be halted at the site of the encounter until a qualified archaeologist or paleontologist, as appropriate, can examine these materials, determine their significance and, if significant, recommend mitigation measures that would reduce potential effects to a level that is less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery and curation by qualified professionals. The project applicant shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report, consistent with the requirements of the CEQA Guidelines.

Significance After Mitigation: Less than significant

c) Paleontological Resources and Unique Geologic Features.

The project is within a developed urban area that contains no geologic features that may be considered unique. Extensive disturbance by urban development makes it unlikely that any intact paleontological resources would be uncovered. However, it is conceivable that ground disturbance associated with the project could unearth paleontological materials of significance. The establishment of procedures to address paleontological discoveries if they should occur would reduce any potential impacts to a less than significant level. These procedures are set forth in Mitigation Measure CULT-1, which would ensure that impacts on any uncovered paleontological resources would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures: Mitigation Measure CULT-1.

Significance After Mitigation: Less than significant

d) Human Burials.

Past disturbance of the project area makes it unlikely that any human burials, particularly Native American burials, would be uncovered. Even so, it is conceivable that ground disturbance associated with the project could uncover a previously unknown burial.

CEQA Guidelines Section 15064.5(e) describes the procedure to be followed when human remains are uncovered in a location outside a dedicated cemetery. All work in the vicinity of the find shall be halted and the County Coroner shall be notified to determine if an investigation of the death is required. If the County Coroner determines that the remains are Native American in origin, then the County Coroner must contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the most likely descendants of the deceased Native American, and the most likely descendants may make recommendations on the disposition of the remains and any associated grave goods with appropriate dignity. If a most likely descendant cannot be identified, the descendant fails to make a recommendation, or the landowner rejects the recommendations of the most likely descendant, then the landowner shall rebury the remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance.

Mitigation presented below would require compliance with CEQA Guidelines Section 15064.5(e). Implementation of the mitigation measure would ensure that human remains, and any associated grave goods, encountered during project construction would be treated with appropriate dignity. Project impacts on human remains after mitigation would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

CULT-2. Project construction shall comply with the provisions of CEQA Guidelines Section 15064.5(e) regarding the treatment of any human burials encountered, including halting all work in the vicinity of the find and notifying the County Coroner.

Significance After Mitigation: Less than significant

3.6 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 42.				√
ii) Strong seismic ground shaking?			√	
iii) Seismic-related ground failure, including liquefaction?			√	
iv) Landslides?				√
b) Result in substantial soil erosion or the loss of topsoil?			√	
c) Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			√	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?		√		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				√

NARRATIVE DISCUSSION

Environmental Setting

The project site is in an upland portion of the San Joaquin Valley at an elevation of between 15 and 20 feet above mean sea level in central Stockton. The topography of the site and the surrounding area is flat. There are no active or potentially active faults located in the project vicinity, and the project site is not subject to fault rupture hazards. The Stockton area is subject to seismic shaking from fault features located east and west of the City; according to several sources, shaking intensities resulting from Maximum Credible Earthquakes on these faults may reach Modified Mercalli Intensity IX in Stockton (City of Stockton 2008).

Soils on the project site are classified as Jacktone Urban Land, Jacktone Clay and Stockton Silty Clay Loam. All three soil types are located on 0-2% slopes and are formed in alluvium derived

from mixed rock sources. The soil is moderately deep to a hardpan and poorly-drained with slow permeability. The shrink-swell capacity of the soil is high, and runoff is slow. The Capability Class of the soil is IIs (irrigated) and IVs-8 (non-irrigated) except for the Jacktone Clay, which is IIIs (irrigated). All the site soils have been disturbed by previous commercial and industrial development. Soils on the project site are clayey and not prone to liquefaction (City of Stockton 2008).

Environmental Impacts and Mitigation Measures

a-1) Fault Rupture Hazards.

There are no active or potentially active faults or Alquist-Priolo zones within or near the project site. The project would have no impact related to fault rupture.

a-2) Seismic Ground Shaking.

The project site, along with the rest of the County, is subject to seismic shaking from fault features east and west of the County. Potential damage to improvements due to earthshaking would be minimized by the City's routine implementation and enforcement of the adopted California Building Code. New buildings in the City must conform to Zone 3 requirements of the California Building Code, which requires "earthquake-resistant" construction methods. Design and construction that complies with the adopted California Building Code would reduce seismic shaking impacts associated with the project to a level that would be less than significant.

a-3) Other Seismic Hazards.

The IS/MND for the original Use Permit did not identify other seismic hazards on the project site, such as liquefaction. Project impacts would be less than significant.

a-4) Landslides.

The project site and vicinity are in a topographically flat area, so landslide hazards are non-existent. The project would have no impact related to landslides.

b) Soil Erosion.

The project would involve little disturbance of soils, mainly with the installation of the modular building. While soils would be exposed to potential water or wind erosion, the site is relatively flat, and the amount of soil disturbed would be limited. Soil erosion impacts would be less than significant.

c) Geologic Instability.

The soils underlying the sites where the facilities would be constructed were not identified in the IS/MND for the original Use Permit as inherently unstable or prone to failure. Existing facilities have not had an adverse effect on soil stability identified with them, and the project would not change existing stability conditions. Appropriate engineering design in compliance with the adopted California Building Code would avoid potential adverse effects. Project impacts are considered less than significant.

d) Expansive Soils.

The IS/MND for the original Use Permit indicated that the shrink-swell potential of the soils underlying the project site ranges is high. Mitigation measures were described in the IS/MND to reduce expansive soil impacts upon school structures, access, and parking (City of Stockton 2008).

The proposed modular classroom would be installed on an existing parking area, which is anticipated to have complied with required mitigation. Impacts related to expansive soils would be less than significant.

e) Adequacy of Soils for Wastewater Disposal.

The project would connect to the existing wastewater collection system within the project site, which in turn connects to the City of Stockton's wastewater collection system. It would not use, and does not propose to install, any septic or other on-site wastewater disposal systems. The project would have no impact related to this issue.

3.7 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			√	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			√	

NARRATIVE DISCUSSION

Environmental Setting

GHG Background

Greenhouse gases (GHGs) are gases that absorb and emit radiation within the thermal infrared range, trapping heat in the earth's atmosphere. GHGs are both naturally occurring and are emitted by human activity. GHGs include carbon dioxide, the most abundant GHG, as well as methane, nitrous oxide and other gases. GHG emissions in California in 2016 were estimated at 429.33 million metric tons carbon dioxide equivalent (CO_2e) – a decrease of approximately 13.0% from the peak level in 2004. Transportation was the largest contributor to GHG emissions in California, with approximately 41% of total emissions. Other significant sources include industrial activities, with 21% of total emissions, and electric power generation, both in-state and imported, with 16.0% of total emissions (ARB 2018). In Stockton, the two main sources of GHG emissions were on-road transportation and energy consumption by buildings (City of Stockton 2014).

Increased atmospheric concentrations of GHGs are considered a primary contributor to global climate change, which is a subject of concern for the State of California. Potential impacts of global climate change in California include reduced Sierra Nevada snowpack, increased wildfire hazards, greater number of hot days with associated decreases in air quality, and potential decreases in agricultural production (Climate Action Team 2010).

Unlike the criteria air pollutants described in Section 3.3, Air Quality, GHGs have no "attainment" standards established by the federal or State government. In fact, GHGs are not generally thought of as traditional air pollutants because their impacts are global in nature, while air pollutants mainly

affect the general region of their release to the atmosphere (SJVAPCD 2015). Nevertheless, the U.S. Environmental Protection Agency has found that GHG emissions endanger both the public health and public welfare under Section 202(a) of the Clean Air Act due to their impacts associated with climate change (EPA 2009).

GHG Emission Reduction Plans

The State of California has implemented GHG emission reduction strategies through Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, which requires total statewide GHG emissions to reach 1990 levels by 2020, or an approximately 29% reduction from 2004 levels. In compliance with AB 32, the State adopted the Climate Change Scoping Plan in 2008 and updated it in 2014. Primary strategies addressed in the original Scoping Plan included new industrial and emission control technologies; alternative energy generation technologies; advanced energy conservation in lighting, heating, cooling and ventilation; fuels with reduced carbon content; hybrid and electric vehicles; and methods for improving vehicle mileage (ARB 2008). The 2014 update highlights California's progress toward meeting the 2020 GHG emission reduction goal of the original Scoping Plan, and it establishes a broad framework for continued emission reductions beyond 2020, on the path to 80% below 1990 levels by 2050 (ARB 2014). In 2016, total GHG emissions in California were approximately two million metric tons CO_2e below the 2020 target established by AB 32 (ARB 2018).

In 2016, Senate Bill (SB) 32 was enacted. SB 32 extends the GHG reduction objectives of AB 32 by mandating statewide reductions in GHG emissions to levels that are 40% below 1990 levels by the year 2030. The State has adopted an updated Scoping Plan that sets forth strategies for achieving the SB 32 target. The updated Scoping Plan continues many of the programs that were part of the previous Scoping Plans, including the cap-and-trade program, low-carbon fuel standards, renewable energy, and methane reduction strategies. It also addresses for the first time GHG emissions from the natural and working lands of California, including the agriculture and forestry sectors (ARB 2017). Recently, the State Legislature extended the cap-and-trade program from its original expiration date in 2020 to 2030.

The SJVAPCD adopted a Climate Change Action Plan in 2008 and issued guidance for development project compliance with the plan in 2009. The guidance adopted an approach that relies on the use of Best Performance Standards to reduce GHG emissions. Projects implementing Best Performance Standards would be determined to have a less than cumulatively significant impact. For projects not implementing Best Performance Standards, demonstration of a 29% reduction in project-specific (i.e., operational) GHG emissions from business-as-usual conditions is required to determine that a project would have a less than cumulatively significant impact (SJVAPCD 2009).

The City of Stockton adopted a Climate Action Plan (CAP) in 2014. The CAP sets a GHG emission reduction target of 10% below 2005 Stockton GHG emission levels by 2020. To achieve this target, the CAP incorporates a Development Review Process through which development projects document the incorporation of measures that would produce a 29% reduction from 2020 business-as-usual GHG emissions. The majority of the GHG reductions in Stockton were identified as occurring through State regulatory programs and local programs that are producing or will produce GHG emission reductions that would help to reduce total emissions associated with a project by approximately 25% from business-as-usual levels. Development must identify the Best Management Practices that would provide the additional 4% reduction in GHG emissions (City of Stockton 2014).

a, b) Project GHG Emissions and Consistency with GHG Reduction Plans.

As noted in Section 3.3, Air Quality, the project proposes to increase the student count by 200, which would generate additional GHG emissions along with those of other air pollutants. According to a CalEEMod run (see Appendix B), the unmitigated GHG emissions for operation of the school as a whole, reflecting the proposed increased student count to 1,217 students, would be approximately 1,602 metric tons CO_2e per year, and mitigated emissions would be approximately 1,515 metric tons CO_2e per year. "Mitigated emissions" are the result of compliance with applicable laws and inclusion of project features. These include the following:

- SBX7-7 in 2009 sets an overall goal of reducing per capita urban water use by 20% by December 31, 2020. The California Green Building Code mandates a 20% reduction in indoor water use.

- AB 341 establishes the goal of diverting 75% of California's waste stream from landfills by 2020.

Mitigated operational GHG emissions would be approximately 5.4% less than under business-as-usual (unmitigated) conditions. This would exceed the 4% GHG reduction share for development projects under the Stockton CAP. The Stockton CAP is intended to be consistent with the State's Climate Change Scoping Plan reduction targets, so emissions associated with the modular classroom would be consistent with this plan as well.

Additional GHG emissions would occur during modular building construction. However, these emissions would be small given the limited amount of construction activity; the CalEEMod run estimates approximately 4 metric tons CO_2e for the entire construction period. Also, these emissions would cease once work is completed. Impacts related to GHG emissions and GHG reduction plans are considered less than significant.

3.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			√	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			√	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			√	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government				√

Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				√
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?				√
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			√	
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?				√

NARRATIVE DISCUSSION

Environmental Setting

This section focuses on hazards associated with hazardous materials, proximity to airports, and wildfires. Geologic and soil hazards are discussed in Section 3.6, Geology and Soils, and flooding hazards are discussed in Section 3.9, Hydrology and Water Quality.

As noted in Section 3.3, Air Quality, industrial land uses are adjacent to and north of the project site (see Section 3.10, Land Use and Planning for detailed discussion. Data on hazardous material sites are kept in the GeoTracker database, maintained by the State Water Resources Control Board (SWRCB), and in the EnviroStor database, maintained by the California Department of Toxic Substances Control. Both GeoTracker and EnviroStor provide the names and addresses of hazardous material sites, along with their cleanup status. A search of the GeoTracker database indicated no record of active hazardous material sites on or near the project site (SWRCB 2018. A search of the EnviroStor database revealed a record of one site: the Sumiden Wire Products facility on 1412 El Pinal Drive, north of the project site. The site is listed as a Tiered Permit site, which indicates a corrective action cleanup project that either was eligible to treat or permitted to treat waste under the Tiered Permitting system. A Phase I Environmental Assessment inspection of the Sumiden site was completed in 2006, and a Corrective Action Consent Agreement was sent to the company in 2007. No subsequent action was recorded in EnviroStor (DTSC 2018). The Sumiden site is not listed as an Active site by EnviroStor.

A list of solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside the waste management unit did not show any locations within the project area (CalEPA 2018a). Likewise, a list by SWRCB containing sites under Cease and Desist Orders and Cleanup and Abatement Orders showed no locations (CalEPA 2018b).

Wildland fires are an annual hazard in San Joaquin County. Wildland fires burn natural vegetation on undeveloped lands and include rangeland, brush, and grass fires. Long, hot, and dry summers with temperatures often exceeding 100°F add to the County's fire hazard. Human activities are the major causes of wildland fires, while lightning causes the remaining wildland fires. High hazard

areas for wildland fires are the grass-covered areas in the east and the southwest foothills of the County (San Joaquin County 2016).

Environmental Impacts and Mitigation Measures

a) Hazardous Materials Transportation, Use and Disposal.

The project proposes the addition of a modular classroom building. Classroom uses do not involve substantial quantities of hazardous materials; the only hazardous materials typically used are consumer and cleaning products, which typically are used in small amounts and do not present a hazard when properly used and stored. Project impacts would be less than significant.

b, c) Release of Hazardous Materials.

As described in a) above, the project would use minimal quantities of hazardous materials, mainly consumer and cleaning products, after project completion. The project would not emit hazardous materials of any type when completed.

Construction activities may involve the use of hazardous materials such as fuels and solvents, which may create a potential for hazardous material spills. Construction and maintenance vehicles would transport and use fuels in ordinary quantities. Fuel spills, if any occur, would be minimal and would not have significant adverse effects in the area. Other substances would be stored in approved containers and used in relatively small quantities, in accordance with the manufacturers' recommendations and/or applicable regulations. Project impacts would be less than significant.

d) Hazardous Materials Sites.

None of the lists of hazardous materials sites compiled pursuant to California Government Code Section 65962.5 are located within or immediately adjacent to the project site. As noted, a search of the GeoTracker and EnviroStor databases found no records of any active hazardous material sites on or near the project site. Also, as noted in Section 3.3, Air Quality, the San Joaquin Valley Air Pollution Control District does not have concerns related to hazardous emissions, and the Aspire schools have had no complaints about activities at the light industrial sites to the north related to potential hazardous emissions.

Prior to development of the schools, Phase I and Limited Phase II Environmental Site Assessments were prepared (Kleinfelder 2008). The studies indicated that there was no known environmental contamination of record on the school site. Soil sampling of areas of potential concern did not indicate any contamination that would approach State screening levels for sensitive residential uses or otherwise suggest the potential for a significant environmental exposure effect. Nevertheless, the IS/MND for the original Use Permit identified a potential residual risk of inadvertent exposure to unidentified soil contamination during construction, which was addressed by the following mitigation measure (City of Stockton 2008). With implementation of this mitigation measure, impacts related to hazardous material sites would be less than significant.

Level of Significance: Potentially significant

Mitigation Measure:

HAZ-1. In the event of a discovery of soil discoloration or unusual odors during construction of improvements, the contractor shall stop work and the project applicant shall contact a qualified professional to evaluate the materials encountered and make recommendations for their safe and lawful removal and disposal. Agencies with jurisdiction shall be contacted during this process.

Significance after Mitigation: Less than significant

e, f) Airport and Airstrip Operations.

The nearest public use airport to the project site is Stockton Metropolitan Airport, approximately 5 miles to the south. A review of the Airport Land Use Compatibility Plan for Stockton Airport indicates the project site is outside the safety zones established around the airport (Coffman Associates 2016). A review of Google Earth indicates there are no private airstrips within two miles of the project site. The project would have no impact related to airport/airstrip operations.

g) Emergency Response and Evacuation.

Project construction would occur entirely on site and would not involve work in or near public streets that could be used by emergency vehicles or as evacuation routes. Proposed queueing changes would not interfere with emergency access; traffic directed to Bishop Street would be confined to the site until exiting onto the street. Project impacts related to emergency response or evacuation plans would be less than significant.

h) Wildland Fire Hazards.

The project site is not within an area identified as a high wildfire hazard area; it is in an urban, developed area that is not near any large open spaces. The project would have no impact related to wildfires.

3.9 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			√	
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 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?				√
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a 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?				√
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?				√

f) Otherwise substantially degrade water quality?			√	
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?			√	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			√	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a levee or dam?			√	
j) Inundation by seiche, tsunami, or mudflow?				√

NARRATIVE DISCUSSION

Environmental Setting

The project site and vicinity contain no natural surface water features. As noted in Section 3.4, Biological Resources, the nearest stream to the project site is the Calaveras River, approximately 1.25 miles to the north. The Calaveras River is a major tributary to the San Joaquin River, which flows along the western edge of the City of Stockton.

The City of Stockton and San Joaquin County are underlain by alluvial sediments and the Central Valley groundwater aquifer. As noted in Section 3.6, Geology and Soils, groundwater is approximately 40 feet below ground surface at the project site (San Joaquin County Flood Control District 2016).

The project site is in an urban area with storm drainage improvements. Runoff on the project site and vicinity is collected by these improvements, which are maintained by the City of Stockton, and discharged into nearby streams and sloughs. The stormwater system in Stockton operates under a National Pollutant Discharge Elimination System (NPDES) permit for municipal storm sewer systems. The NPDES program, established under the federal Clean Water Act, requires controls to the discharge of pollutants from the municipal storm drain system to the maximum extent practicable. As a condition of the NPDES permit, the City of Stockton prepared and adopted a Storm Water Management Plan (SWMP). The SWMP consists of a variety of programs, including controls on illicit discharges, public education, controls on City operations, and water quality monitoring (City of Stockton 2009a).

The project site is in Zone X on the Flood Insurance Rate Map prepared by the Federal Emergency Management Agency (FEMA). Zone X indicates it is an area protected by levees from a 100-year flood (FEMA 2009). SB 5 and associated legislation require protection for a 200-year flood for urban and urbanized areas in the Central Valley. Under SB 5, development in flood hazard zones within the Central Valley is permitted if the local agency can provide substantial evidence that the development would be subject to less than three feet of flooding during a 200-year flood event. Based on information provided by the Department of Water Resources, the project site would not be subject to a 200-year flood at a depth of three feet or greater (City of Stockton 2016).

a, f) Surface Waters and Water Quality.

As noted above, the project site is not located on or adjacent to any surface bodies of water. Some runoff from the project site may carry sediments or other contaminants from both project construction and project operations into the City's stormwater system. As noted above, the stormwater system operates under an NPDES permit, which has requirements designed to avoid adverse impacts on water quality. The project site is connected to the City's stormwater system, so existing development is already subject to provisions of the City's SWMP. The project also would be subject to these requirements, so potential water quality issues associated with the project would be minimized. Project impacts on surface waters and their water quality would be less than significant.

b) Groundwater Supplies.

The project site is currently connected to the water system managed by California Water Service (CalWater). No wells would be drilled to provide water for the project. The increased student count may indirectly affect demand for groundwater, but CalWater has adequate supplies to accommodate the demand (see Section 3.18, Utilities and Service Systems). The project site is already developed, so recharge on the site is already greatly limited. The project would not change this condition. The project would have no impact on groundwater.

c, d, e) Drainage Patterns and Runoff.

The project site is in an urban area with storm drainage improvements. The project site is connected to the storm drainage system of the City of Stockton. Section 3.18 Utilities and Service Systems describes the City's stormwater system in more detail. As the project site is already mostly developed and paved, drainage patterns and runoff within the project site would be essentially unaffected, since only minimal additions to the impervious surface area would occur. The project would have no impact on drainage patterns and runoff.

g, h) Flooding Hazards.

The project proposes to add a building in an area that could be subject to flooding. The FEMA map indicates that the project site and vicinity are protected by a levee from a 100-year flood. Also, the project site would not be subject to a 200-year flood of three feet or greater, and thus would not be subject to SB 5 requirements. Project impacts related to flooding hazards would be less than significant.

i) Dam and Levee Failure Hazards.

The project site is within the potential inundation zones of Camanche and New Hogan Dams were they to fail (San Joaquin County OES 2003). The probability of failure of these facilities is considered low. Levee failures have occurred in the Delta region, but the probability of failure at a given time is low, and the project site is in an upland area. Project impacts related to dam or levee failure are considered less than significant.

j) Seiche, Tsunami and Mudflow Hazards.

The project area is in a topographically flat area away from large bodies of water, so the project would not be subject to seiche, tsunami or mudflow hazards. The project would have no impact on this issue.

3.10 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				√
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?				√
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?			√	

NARRATIVE DISCUSSION

Environmental Setting

The project site is in an urbanized area of Stockton that has been developed for light industrial and commercial purposes, except for residential uses to the south. The project site was previously used for commercial and industrial purposes, including a Meeks Lumber retail lumber and building materials store. A railroad spur extended onto the site from the north. Upon redevelopment of the site for the Langston Hughes Academy and the Port City Academy, the railroad spur was removed. Currently, the site has five buildings that house school activities, surrounded by a fire lane, hard courts, pedestrian ways and parking areas. The northeastern portion of the project site is currently undeveloped, but an athletic field has been approved for development there in the future.

Existing land uses surrounding the site are largely industrial and commercial in nature. The land uses immediately north of the site include a warehouse building recently occupied by Granite Expo, located approximately 150 feet from the school site boundary; the parking area for this building fronts on West Lane. The Sumiden Wire Products facility adjoins the site to the north but fronts on El Pinal Drive, as does the Covey Auto Express automobile towing and storage facility. The Sumiden building is approximately 50 feet from the school site boundary. Existing land uses to the east of the site include North Sierra Nevada Street and adjoining residences, the Stockton Fence Company (a contractor storage yard) and the Stockton Ice Cream Distribution facility, both of which front on Wilson Way. Existing land uses to the south of the site consist of single-family residences that front on University Avenue and North Sierra Nevada Street and back up to the project site. Land uses west of the site include single-family residences along the section of University Avenue west of West Lane, and an auto body shop, a thrift retail store, an auto repair shop, a self-storage facility, an auto sales lot, and vacant buildings that are located along and front on West Lane.

The project site is within the Stockton city limits, its Planning Area, and its Urban Service Boundary. The Stockton General Plan 2035 designation for the project site is Medium Density Residential, a change from the previous Industrial designation resulting from a General Plan Amendment approved prior to construction of the schools. Surrounding areas to the west and north are designated Industrial; lands along Wilson Way to the east are designated Commercial. Lands immediately south of the site are designated Low Density Residential, consistent with the existing

use of this area. West Lane is designated by the Stockton General Plan as an Urban Arterial and a future Bus Rapid Transit Medium corridor.

The project site is zoned by the City as RM - Residential, Medium Density. Adjoining lands to the north are zoned IG - Industrial, General. Lands west of the site along West Lane are zoned IL - Industrial, Limited, and lands immediately south of the site are zoned RL - Residential, Low Density. Adjoining lands to the east are unincorporated and under the planning jurisdiction of San Joaquin County; these lands are zoned CG – Commercial, General.

Environmental Impacts and Mitigation Measures

a) Division of Established Communities.

The project would occur entirely within a developed parcel and would not expand onto adjacent parcels or streets. Therefore, it would not create any physical divisions in the area. The project would have no impact related to division of an established community.

b) Conflict with Applicable Plans, Policies and Regulations.

The project would add improvements to an existing school site, the development of which was made consistent with the Stockton General Plan and zoning by a General Plan Amendment and rezoning approved in conjunction with approval of Use Permit UP 65-08. As described in Section 3.7, Greenhouse Gas Emissions, the project would not conflict with the GHG reduction goals of the City's CAP. The project would have no conflicts with applicable plans, policies and regulations, and therefore would have no impact on this issue.

c) Conflict with Habitat Conservation Plans.

As discussed in Section 3.4, Biological Resources, the project is within the jurisdictional area of the SJMSCP, but the project site is substantially developed with the existing school, and proposed new improvements would occur in existing developed area and an undeveloped area that had been previously disturbed. Participation in the SJMSCP is voluntary, and the project is anticipated to have no impacts on biological resources. No other habitat conservation plans apply to the project site. Project impacts related to habitat conservation plans would be less than significant.

3.11 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				√
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				√

NARRATIVE DISCUSSION

Environmental Setting

The mineral resource development potential of lands in the counties are classified by the State Geologist into Mineral Resource Zones (MRZs), in accordance with the California Mineral Land Classification System. According to the City of Stockton General Plan Background Report, all the land within the Stockton Planning Area, other than a portion between Eight Mile Road and the City of Lodi, is classified MRZ-1, which are areas of no mineral resource significance (City of Stockton 2007a). There are no active oil or natural gas fields in Stockton – the closest active field to the project site is the French Camp field to the south (DOGGR 2001).

Environmental Impacts and Mitigation Measures

a, b) Loss of Mineral Resource Availability.

Since there are no identified mineral resources or operations at or near the project site, the project would have no effect on the availability of or access to locally designated or known mineral resources. The project would have no impact on mineral resources.

3.12 NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		√		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			√	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			√	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			√	
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?				√
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?				√

NARRATIVE DISCUSSION

Information in this section is primarily based upon a noise study of the project prepared by Saxelby Acoustics, except where noted. Appendix D contains the noise study.

Environmental Setting

Noise is typically defined as airborne sound that is loud, unpleasant, unexpected, or undesired. Effects of noise on people include subjective effects of annoyance, nuisance, and dissatisfaction; interference with activities such as speech, sleep, and learning; and physiological effects such as hearing loss or sudden startling. To provide a manageable way to measure sound, the decibel (dB) scale was devised. The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. Within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by the A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives noise.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state, A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The L_{eq} shows very good correlation with community response to noise and it is the basis for other noise descriptors such as the Day-Night Average Level (L_{dn}). The L_{dn} represents an average sound exposure over a 24-hour period, with noise occurring during the nighttime (10:00 p.m.-7:00 a.m.) weighted more heavily to account for the greater noise sensitivity to noise at night.

The project site is in an urbanized portion of the City of Stockton and is adjacent to West Lane, an existing urban arterial. The existing noise environment in the project vicinity is defined primarily by existing school facilities, existing industrial uses north and east of the project site, and traffic noise from the local roadway network. To quantify the existing ambient noise environment in the project vicinity, continuous (24-hr.) noise level measurements were conducted at two locations on the project site. Noise measurement locations are shown on Figure 2 of the noise study in Appendix D. Table 3-2 shows the results of the noise measurements. The maximum value, denoted L_{max}, represents the highest noise level measured. The average value, denoted L_{eq}, represents the energy average of all the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50}, represents the sound level exceeded 50 percent of the time during the monitoring period.

TABLE 3-2
EXISTING BACKGROUND NOISE MEASUREMENTS

		Average Measured Hourly Noise Levels, dBA						
			Daytime (7:00 am - 10:00 pm)			**Nighttime (10:00 pm – 7:00 am)**		
Site*	**Date**	**L_{dn}**	**L_{eq}**	**L_{50}**	**L_{max}**	**L_{eq}**	**L_{50}**	**L_{max}**
LT-1	May 24, 2018	65	61	58	80	58	52	78
LT-2	May 24, 2018	65	60	59	77	58	57	72

* Refer to Figure 2 of noise study in Appendix D.
Source: Saxelby Acoustics 2018.

The existing noise levels measured at sites LT-1 and LT-2 were used to calculate existing ambient noise levels at each of the nearby residential receptors along the southern boundary of the project site. Figure 4 of the noise study shows the location of the residences. Calculations were accomplished using the SoundPLAN noise prediction model with existing buildings, existing school facility locations, and other existing site features as input data. The SoundPLAN model was found to accurately predict noise levels to within 1 dBA of measured levels at both measurement sites. Table 3-3 shows ambient noise levels at these receptors both without and with the project.

TABLE 3-3
NOISE LEVELS AT SENSITIVE RECEPTORS

Receiver*	Existing Ambient Noise, dBA L_{eq}	Existing with On-Site Circulation, dBA L_{eq}	Change
R1	57	57	0
R2	56	58	+2
R3	56	58	+2
R4	53	57	+4
R5	54	57	+3
R6	55	58	+3
R7	55	58	+3
R8	54	58	+4
R9	57	59	+2
R10	56	58	+2
R11	57	60	+3
R12	60	61	+1

* Refer to Figure 4 of the noise study in Appendix D.
Source: Saxelby Acoustics 2018.

To assess noise impacts due to project-related traffic increases on the local roadway network, traffic noise levels are predicted at sensitive receptors for existing and future, project and no-project conditions, based on the project traffic study prepared by KD Anderson and Associates (2018). Existing, Baseline, and Baseline Plus Project noise levels due to traffic were calculated using the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). "Baseline" conditions assume the existing Use Permit is not modified and only 1,017 students are enrolled, with current site access and internal circulation. The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions; to predict traffic noise levels in terms of L_{dn}, it was necessary to adjust the input volume to account for the day/night distribution of traffic. Table 3-4 summarizes the modeled traffic noise levels at the nearest sensitive receptors along each roadway segment in the project vicinity.

Noise Element Policy HS-2.2 of the Stockton General Plan establishes exterior noise level standards for noise-sensitive uses. For residential land uses, noise levels up to 60 dB L_{dn} are considered "acceptable," while noise levels from 61 to 70 dB L_{dn} are considered "conditionally acceptable." Noise levels above 70 dB are considered "unacceptable." In addition, Noise Element Policy HS-2.11 states that the City shall limit construction activities to the hours of 7:00 a.m. to

7:00 p.m., Monday through Saturday. No construction shall occur on Sundays or national holidays without a written permit from the City.

Section 16.60.040 of the Stockton Municipal Code contains criteria for noise-generating land uses which may impact noise-sensitive uses. This section of the code states that if commercial, industrial, or public facility land uses are adjacent to any noise-sensitive land uses or vacant residential (RE, RL, RM, or RH) or open space (OS) zoning districts, these uses shall comply with the performance standards as listed in Table 3-5.

TABLE 3-4
PREDICTED TRAFFIC NOISE LEVELS AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

		Predicted Exterior Noise Level (dBA L_{dn}) @ Closest Sensitive Receptors			
Roadway	**Segment**	**Existing No Project**	**Baseline No Project**	**Baseline+ Project**	**Change**
West Lane	North of School	67.2	67.2	67.2	-0.0
West Lane	South of School	69.9	69.8	69.9	0.1
University	West Lane to Sierra Nevada	46.8	46.7	46.8	0.1
Sierra Nevada	University to Bishop	45.5	45.5	45.5	0.0
Bishop	Sierra Nevada to Wilson Way	46.5	46.4	46.5	0.1

Source: Saxelby Associates 2018.

TABLE 3-5
CITY OF STOCKTON EXTERIOR NOISE STANDARDS

	Outdoor Activity Areas	
Noise Level Descriptor	**Day (7:00 a.m. to 10:00 p.m.)**	**Night (10:00 p.m. to 7:00 a.m.)**
Hourly Equivalent sound level (L_{eq}), dB	55	45
Maximum sound level (L_{max}), dB	75	65

City staff has indicated that the following criteria for determining a significant increase in noise, as set forth in the City of Stockton 2035 General Plan EIR, shall be used for noise impact analysis:

- If the noise level resulting from project operations would exceed the "normally acceptable" range for a given land use where the existing noise level exceeds the normally acceptable range, a 3 dBA or greater increase due to the project is considered significant. If the noise level resulting from project operations would exceed the "normally acceptable" range for a given land use where the existing noise level is within the normally acceptable range, a 5 dBA or greater increase due to the project is considered significant.

- If the noise level resulting from project operations would be within the "normally acceptable" range for a given land use, a 10 dBA or greater increase due to the project is considered significant.

Environmental Impacts and Mitigation Measures

a) Exposure to Noise Exceeding Local Standards.

As shown in Table 3-3, increased on-site traffic associated with the proposed project would cause increases in the ambient exterior noise levels ranging from one to four dBA at the adjacent residences located south of the site. Some of these increases would cause existing ambient levels to exceed the Stockton Municipal Code 55 dBA L_{eq} daytime noise level standard for residential uses. Exterior noise levels exceeding the thresholds of significance due to project-related noise would be considered a potentially significant effect under CEQA.

The proposed project includes construction of a new noise wall eight feet in height, or an extension of the existing wall, in order to reduce noise effects of the project on existing residences located immediately south of the site. The proposed sound wall would be installed along the southern boundary of the project site, including the north line of receptor R12 (see Figure 7 of the noise study in Appendix D). The effectiveness of the proposed wall in controlling project-generated noise was evaluated by Saxelby Acoustics; the results of this analysis are shown in Table 3-6.

In some cases (R1, R2, R10, R11 and R12), the project with the wall would result in decreases in existing ambient levels, some of which presently exceed the City 55 dBA L_{eq} daytime noise standard. Existing noise levels at four of the five receptors would be reduced to equal the City standard, which would be a beneficial effect. In other cases (R3, R6, R7 and R9), the project with the wall would result in no change in noise levels at the adjoining residence, and no significant noise effect. At three receptors (R4, R5 and R8), the project with the wall would cause noise to increase by one decibel, which according to the City significance thresholds, is a less than significant effect. Overall, the project with the noise wall would reduce existing ambient noise levels and limit noise level increases at others to 1 dB or less.

TABLE 3-6
PREDICTED NOISE LEVELS AT SENSITIVE RECEPTORS
WITH PROPOSED SOUND WALL IMPROVEMENTS

Receiver*	Existing Ambient Noise, dBA L_{eq}	Existing + On Site Circulation* Noise, dBA L_{eq}	Change	Conclusion	Additional Noise Control Required?
R1	57	55	-2	No project increase and complies with 55 dBA standard	No
R2	56	55	-1	No project increase and complies with 55 dBA standard	No
R3	56	56	0	No change	No
R4	53	54	+1	Increase less than 3 dBA and complies with 55 dBA standard	No
R5	54	55	+1	Increase less than 3 dBA and complies with 55 dBA standard	No
R6	55	55	0	No change	No
R7	55	55	0	No change	No
R8	54	55	+1	Increase less than 3 dBA and complies with 55 dBA standard	No
R9	57	57	0	No change	No
R10	56	55	-1	No change	No
R11	57	55	-2	No project increase and complies with 55 dBA standard	No
R12	60	57	-3	No project increase	No

* Refer to Figure 6 of noise study in Appendix D.
Source: Saxelby Acoustics 2018.

In the absence of the proposed wall, described below as a mitigation measure for the project, on-site traffic would result in a potentially significant noise effect at some receptors per the General Plan noise significance criteria. Proposed wall improvements, including extension of the wall along the north line of parcels R11 and R12, as required by Mitigation Measure NOISE-1, would reduce the project's contribution to noise at these receptors to a less than significant level.

Level of Significance: Potentially significant

Mitigation Measure:

NOISE-1. A sound wall shall be installed along the south project property line to a height of 8 feet above finish grade of the proposed on-site circulation route. The approximate location and height of the barrier is shown on Figure 7 of the noise study by Saxelby Acoustics (2018). The sound wall may include a new wall or an appropriate sound wall extension or panel to reach the full required height. Appropriate sound walls would include concrete masonry or other barriers having a mass of 4 pounds per square foot and are free of gaps or

penetrations which would allow sound to pass through or around the wall. An appropriate panel system includes the Sound Fighter LSE-1000 barrier which could be used as an extension to the existing wall. Any panel system placed in front of the wall shall have an overlap between the top of the existing wall and the bottom of the panel system which measures two and one-half to three times the distance between the existing wall and the proposed panel. The proposed sound wall design shall be reviewed by a qualified acoustic engineer prior to construction.

Significance after Mitigation: Less than significant

b) Groundborne Vibration.

Groundborne vibration is not a common environmental problem. Some common sources of groundborne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-driving and operating heavy earth-moving equipment. Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities (ppv) in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities. According to information from Caltrans, the threshold for architectural damage to structures is 0.20 in/sec ppv (Caltrans 2002). A threshold of 0.2 in/sec ppv is considered a reasonable threshold for short-term construction projects.

The noise study indicated that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located approximately 26 feet or further from typical construction activities. At these distances, construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours. Project impacts related to groundborne vibrations would be less than significant.

c) Permanent Increase in Ambient Noise.

As shown in Table 3-4, the proposed project is predicted to result in minor changes in traffic noise levels on surrounding streets, increasing some, reducing some and causing no change on others. The maximum increase in traffic noise on surrounding streets would not exceed 0.1 dBA, which is substantially less than the 3-dBA threshold discussed above.

As shown in Table 3-6, with the proposed mitigation, on-site traffic resulting from the project would not significantly increase L_{eq} noise levels at nearby residences. As a result, the project would not result in significant permanent increases in ambient noise, and this potential effect would be less than significant.

d) Temporary or Periodic Increase in Ambient Noise.

Noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in Table 3-7, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA L_{max} at a distance of 50 feet. Most of the building construction would occur at distances of 50 feet or greater from the nearest residences. Construction noise associated with parking lot paving would be similar to noise that would be associated with

public works projects, such as a roadway widening or street paving projects. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours.

TABLE 3-7
CONSTRUCTION EQUIPMENT NOISE LEVELS

Type of Equipment	**Maximum Level, dBA at 50 feet**
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Paver	77
Pneumatic Tools	85

Source: FHWA 2006.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur primarily during daytime hours.

Stockton Municipal Code Section 16.60.030 includes restrictions on construction noise. Operating or causing the operation of tools or equipment on private property used in alteration, construction, demolition, drilling, or repair work between the hours of 10:00 p.m. and 7:00 a.m., so that the sound creates a noise disturbance across a residential property line, is prohibited, except for emergency work of public service utilities. Construction activities within the daytime hours of 7:00 a.m. and 10:00 p.m. are considered to be exempt from the noise control provisions of the Municipal Code. The noise study concluded that project impacts related to temporary increases in ambient noise would be less than significant. Given that project work would occur over a short time period, impacts from temporary construction noise would be less than significant.

e, f) Exposure to Airport/Airstrip Noise.

As noted in Section 3.8, Hazards and Hazardous Materials, there are no public airports or private airstrips in the vicinity. The nearest airport to the project site is Stockton Metropolitan Airport, which is five miles to the south. The Airport Land Use Compatibility Plan indicates the project site is well beyond the outermost noise contour (60 dB) around the airport (Coffman Associates 2016). The project would have no impact related to this issue.

3.13 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?				√
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				√
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				√

NARRATIVE DISCUSSION

Environmental Setting

As of January 1, 2018, the population of Stockton was estimated at 315,103, and the estimated number of housing units was 100,593. Single-family detached units accounted for approximately 64.6% of total housing units in Stockton, with multifamily units of two or more per building accounting for approximately 27.0% (California Department of Finance 2018).

Environmental Impacts and Mitigation Measures

a) Population Growth Inducement.

While the project would increase the permitted student count in the existing Use Permit by 200, the project is designed to accommodate the current student enrollment. The project does not propose any residential, commercial, or industrial development that would induce population growth, directly or indirectly. The project would have no impact on population growth.

b, c) Displacement of Housing and People.

The project would occur on an existing developed school site, with no expansion into adjacent parcels. No residential development exists on the project site, so no displacement of housing or residents would occur. The project would have no impact related to displacement.

3.14 PUBLIC SERVICES

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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?		√		
b) Police protection?		√		
c) Schools?			√	
d) Parks?				√
e) Other public facilities?				√

NARRATIVE DISCUSSION

Environmental Setting

Fire protection for the project site is currently provided by the Stockton Fire Department (City of Stockton 2008). Station 9, located at 550 East Harding Way, west of West Lane, would be the first station responding to emergency calls from the project site. Station 11, which is located at 1211 E. Swain Road, would be the second responder. Both stations maintain three fire department employees on duty at all times and are equipped with a water-carrying engine that also has paramedic capabilities. These stations are located within one mile of the project site and would be able to maintain the City's recommended goal to respond to all emergency calls in 4-6 minutes.

Law enforcement services are provided by the Stockton Police Department (City of Stockton 2008). Currently, staffing levels in the City of Stockton are determined by the City Council in consultation with the City Manager and Chief of Police. The project site is in the Civic Center policing district, which incorporates the downtown redevelopment areas and the University Park and Magnolia District neighborhoods. The needs of the Civic Center District are addressed primarily from the main police station near the Crosstown Freeway. The Civic Center District is staffed 24 hours a day, with a response time of 3-5 minutes for in-progress, life-threatening emergencies, in accordance with Police Department policy. Responses to non-life-threatening calls can exceed 25 minutes.

The project site is within the boundaries of the Stockton Unified School District (SUSD). The existing Aspire Langston Hughes Academy and Port City Academy operate under charters approved by the SUSD, as described in Chapter 1.0, Introduction. The nearest non-chartered SUSD elementary school in the area is Harrison Elementary School on 3203 Sanguinetti Lane, approximately 0.7 miles east of the project site. The nearest non-charter SUSD high school is Stagg High School on 1621 Brookside Road, approximately 2.5 miles west of the project site.

Parks and recreation services in the City of Stockton are provided by the Parks and Recreation Department, which manages 63 parks throughout the City. The nearest community park to the

project site, Oak Park, is located northwest of the project site on Alpine Avenue. Several other small neighborhood parks are in the project vicinity, such as Caldwell Park, Friedberger Park, and Arnold Rue Park.

The Stockton-San Joaquin County Public Library System provides library services to Stockton residents. The nearest branch to the project site is Cesar Chavez Central Library at 605 North El Dorado Street. San Joaquin County has several public facilities in the area, including the San Joaquin County Courthouse at 180 East Weber Street in downtown Stockton.

Environmental Impacts and Mitigation Measures

a) Fire Protection.

As noted in Section 3.13, Population and Housing, while the proposed project would increase the student count specified in the existing Use Permit in order to accommodate the current student enrollment. As such, it would not create additional demand for fire protection services from the Stockton Fire Department over existing conditions. No new fire protection facilities nor expanded existing facilities would be required to provide adequate service. Project impacts would be less than significant.

b) Police Protection.

The proposed project would not create additional demand for police protection services from the Stockton Police Department over existing conditions. No new police protection facilities nor expanded existing facilities would be required to provide adequate service. Project impacts would be less than significant.

c) Schools.

The proposed project would install a modular classroom building that would accommodate the existing student population, which also would be the maximum student population specified in the proposed change to the school's Use Permit. The improvements would not create additional demand for public school services from the SUSD. Other than the proposed improvements, no new or expanded public school facilities existing facilities would be required to provide adequate public school service. Project impacts would be less than significant.

d, e) Parks and Other Public Facilities.

The project would not create additional demand for parks or other services from the City of Stockton or San Joaquin County. No new parks nor expansion of existing parks would be required to provide adequate service. The same would apply to public libraries and courthouses. The project would have no impact on these services.

3.15 RECREATION

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

NARRATIVE DISCUSSION

Environmental Setting

As noted in Section 3.14, Public Services, parks and recreation services in the City of Stockton are provided by the Parks and Recreation Department, which operates 63 parks throughout the City. Five of the community parks also include community centers. The Department also oversees facilities such as the Weber Point Events Center and the Pixie Woods Amusement Park. The nearest community park to the project site, Oak Park, is located northwest of the project site on Alpine Avenue.

Environmental Impacts and Mitigation Measures

a, b) Recreational Facilities.

As noted in Section 3.13, Population and Housing, the project would accommodate existing student enrollment, even though the student count on the existing Use Permit would increase. As such, it would not create additional demand for parks or recreational facilities. No new recreational facilities nor the expansion of existing facilities would be required to provide adequate service. There are no parks in the area, so the project would not directly affect any parks. The project would have no impact on recreational facilities or services.

3.16 TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
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?			√	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				√
d) Substantially increase hazards to a design feature (e g., sharp curves or dangerous intersections) or incompatible uses (e g, farm equipment)?			√	
e) Result in inadequate emergency access?			√	
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?				√

NARRATIVE DISCUSSION

Environmental Setting

The potential transportation effects of the proposed project are addressed in a traffic operations analysis prepared for the project applicant by KD Anderson and Associates. Appendix E contains the analysis, which was prepared in accordance with City Traffic Impact Analysis (TIA) Guidelines and provides a detailed explanation of the analysis methodology and results. Except where noted, information in this section is primarily from the traffic analysis.

Streets and Intersections

Access to the campus currently is provided by two driveways on West Lane, both accessible from the northbound direction. Southbound West Lane traffic can currently access the campus from a left-turn pocket that provides access to the driveway at the center of the campus. The drop-off and loading areas for both schools are focused on the western side of the campus. The school campus has an existing gate onto Sierra Nevada Street that is used for emergency access and special events only. Aspire Public Charter Schools was permitted to test the proposed circulation changes by opening the Sierra Nevada Street gate to parent and staff vehicles during the spring of 2018. While no overall traffic volume or queue counts were made at that time, City of Stockton staff observed the effects of the gate opening, and their observations were incorporated in the traffic analysis. At this time, the Sierra Nevada Street gate will continue to only be used for emergency access and special events.

Traffic conditions at the campus were observed in the morning peak and in the time of afternoon dismissal to identify traffic flow characteristics and to isolate the bottlenecks that lead to congestion and to queueing affecting adjoining public streets. Observations indicated that arriving student traffic in the morning was delayed on site, and a queue was created that extended back onto West Lane and into the northbound right turn and southbound left turn lanes. The absence of a queue at the central driveway at that time, led to the conclusion that the morning queue was the result of the

drop-off area activity as the vehicle arrival rate at the driveway was greater than the rate at which students could be dropped off and vehicles could leave. In the afternoon, parents parked in the designated loading areas at the front of the schools and in the on-site parking spaces, and queues were created that extended out onto West Lane before the ending bell. Other parents stopped along University Avenue and West Lane to wait for students. A queue was created at the central driveway exit, the result of delays for vehicles leaving the site and waiting to turn onto West Lane.

The traffic analysis evaluated existing traffic conditions on May 22, 2018, a regular school day, during morning (AM) and afternoon (PM) peak hour Level of Service (LOS) at nine total intersections and driveways in the vicinity. LOS is a measure of traffic flow on roadways and traffic delays at intersections using a scale from A to F, with A representing the best traffic flow or shortest intersection delays and F representing the worst traffic flow or longest intersection delays.

Table 3-8 shows overall existing traffic conditions at the study intersections and driveways. All intersections and driveways operate with minimal delay at an overall LOS A, which is consistent with City of Stockton TIA Guidelines. Additional data on traffic delays on the side-street and driveway approaches to West Lane in relation to City standards, under Existing, Baseline and Baseline Plus Project conditions, is provided in Appendix E.

TABLE 3-8
EXISTING TRAFFIC CONDITIONS AT STUDY INTERSECTIONS

		AM Peak Hour		PM Peak Hour	
Intersections/ Driveways	**Control**	**Average Delay (sec/veh)**	**LOS**	**Average Delay (sec/veh)**	**LOS**
Intersections					
1 - West Lane/El Pinal Drive	SSS	(3.8)	(A)	(6.1)	(A)
2 - West Lane/Ronald Street	SSS	(1.8)	(A)	(0.3)	(A)
5 - West Lane/University Ave (west)	SSS	(0.1)	(A)	(0.8)	(A)
6 - West Lane/University Ave (east)	SSS	(1.4)	(A)	(0.2)	(A)
7 - West Lane/Bradford Street	Signal	15.9	B	11.1	B
8 - Sierra Nevada St/Bradford St	SSS	(2.5)	(A)	(1.8)	A
10 - Wilson Way/Bishop Street	SSS	(0.3)	(A)	(0.2)	(A)
Driveways					
3 - West Lane/North Access	SSS	(3.4)	(A)	(0.8)	(A)
4 - West Lane/Central Access	SSS	(4.6)	(A)	(0.7)	(A)

Notes: LOS – Level of Service; SSS – side street stop. Intersection number corresponds to numbering in traffic study.
Source: KD Anderson and Associates 2018.

Non-Vehicular Transportation

The San Joaquin Regional Transit District (SJRTD) is the primary provider of public transportation service in Stockton. SJRTD provides fixed-route, flexible fixed-route, and dial-a-ride services in Stockton. SJRTD Routes 360 and 576 pass near the project site at the Wilson Way/Bradford Street intersection.

The City of Stockton has an extensive network of bicycle facilities, including off-street trails and paths, as well as on-street bicycle lanes and routes. Many of these facilities also support pedestrian travel. The 2007 City of Stockton Existing and Future Bikeway Plan presents a description of existing and future bicycle facilities near the project site. Existing Class III facilities (bike routes) are shown on West Lane north of Bradford Street, Bradford Street from West Lane to Sierra Nevada Street, and Sierra Nevada Street south of Bradford Street. A future Class II facility (bike lane) is indicated on Wilson Way north of Bradford Street.

Sidewalks exist along most sections of West Lane in the vicinity of the school, including along the school site frontage and along the east and west sides of West Lane south of the school; lands on both sides of West Lane in this area are developed for residential use. North of the school, sidewalks are discontinuous or absent in this largely commercial and industrial area. Sidewalks are present along both sides of the nearby residential streets, including University Avenue, College Avenue/Bradford Street, and Sierra Nevada Street. The nearest designated pedestrian crossing of West Lane is located at College Avenue/Bradford Street, which is a signalized intersection with crosswalks striped across both West Lane and the intersecting streets.

As part of the K. D. Anderson traffic analysis, the number of pedestrians and bicyclists was observed at each study intersection, and the results for AM peak hour conditions are noted in Figure 4 of the traffic analysis (Appendix E). The largest number of pedestrians was observed at the University Avenue intersection south of the campus, where 42 northbound and 6 southbound pedestrians crossed University Avenue. A small number of Aspire students live in the neighborhoods surrounding the schools and might generate pedestrian traffic to and from the school. A total of five students live in the residential neighborhoods south of the campus and west of West Lane; four of these reside along or south of Bradford Avenue, and pedestrians from this area could cross West Lane at the signalized intersection at College Avenue/Bradford Street. One other existing student resides on University Avenue, west of West Lane. Regulatory Framework

The Transportation and Circulation Element of the Stockton General Plan sets forth policies and implementation measures related to transportation in the City. Policy TC-2.1 of the Circulation Element states that the City shall maintain LOS D or better for all City streets, with some exceptions that do not include any streets near the project site.

The City of Stockton has issued Transportation Impact Analysis Guidelines for traffic impact studies. The Guidelines affirm LOS D as the minimally acceptable LOS for City streets and intersections. They also state that impacts on road segments with an existing LOS of E or F (i.e., unacceptable LOS) would be considered significant if project traffic would increase traffic volumes by greater than five percent. Impacts at intersections with an unacceptable LOS would be considered significant if project traffic would increase average delay at the intersection by greater than 5 seconds.

It should be noted that the State is working on a new method of evaluating traffic impacts for CEQA purposes, pursuant to SB 743. LOS would no longer be used as the preferred metric to evaluate traffic impacts. Although a new metric has not yet been formally adopted, indications are that a form of "vehicle miles traveled" would become the preferred metric. Currently, the City of Stockton bases its transportation plans and impact analyses on LOS. Because of this, and because a new metric for traffic impact analysis has not yet been adopted by the State, the LOS metric is used in this analysis to evaluate project impacts.

a) Conflict with Transportation Plans, Ordinances and Policies.

The traffic analysis evaluated LOS impacts of the project, using a "baseline" condition that assumes the Use Permit is not modified and only 1,017 students are enrolled, with current site access and internal circulation (see also Section 3.12, Noise). The traffic study had included an analysis of traffic conditions with the Sierra Nevada Street gate open, but the proposal to open the gate during peak pick-up/drop-off hours was subsequently removed from the project. The results of this analysis are, however, shown in Appendix F.

Table 3-9 shows the resulting LOS under Baseline conditions without and with the project during the AM and PM peak hours. As indicated in Table 3-9, implementation of the project, the overall LOS for all of the study intersections and driveways would be well above the City's minimum LOS D standard. The project would lead to LOS at some intersection and driveway approaches to be below the City's LOS standard during the AM and/or PM peak hour. However, under the City's TIA Guidelines, this is not considered a significant traffic effect. Only overall LOS conditions are considered for CEQA purposes. Since under overall conditions none of the intersections and driveways would operate below the City's minimum LOS standard, traffic conditions would be consistent with the City's General Plan and guidelines, and project impacts would be less than significant.

TABLE 3-9
TRAFFIC CONDITIONS AT STUDY INTERSECTIONS,
BASELINE WITHOUT AND WITH PROJECT

	Baseline LOS		**Baseline Plus Project LOS**	
Intersections/Driveways	**AM Peak Hour**	**PM Peak Hour**	**AM Peak Hour**	**PM Peak Hour**
Intersections				
1 - West Lane/El Pinal Drive	(A)	(A)	(A)	(A)
2 - West Lane/Ronald Street	(A)	(A)	(A)	(A)
5 - West Lane/University Ave (west)	(A)	(A)	(A)	(A)
6 - West Lane/University Ave (east)	(A)	(A)	(A)	(A)
7 - West Lane/Bradford Street	B	B	B	B
8 - Sierra Nevada St/Bradford St	(A)	(A)	(A)	(A)
10 - Wilson Way/Bishop Street	(A)	(A)	(A)	(A)
Driveways				
3 - West Lane/North Access	(A)	(A)	(C)	(A)
4 - West Lane/Central Access	(A)	(A)	(-)	(A)

Notes: LOS – Level of Service. Intersection number corresponds to numbering in traffic study.
Source: KD Anderson and Associates 2018.

b) Conflict with Congestion Management Program.

SJCOG recently adopted the 2016 update to its Regional Congestion Management Plan. The Regional Congestion Management Plan is designed to coordinate land use, air quality and transportation planning to reduce potential congestion from traffic generated by development (SJCOG 2016). West Lane is part of the road network designated under the plan. However, as noted in a) above, the project would not adversely affect overall LOS on West Lane and impacts during peak hours would be minimized. Because of this, project impacts related to the Regional Congestion Management Plan would be less than significant.

c) Air Traffic Patterns.

As noted above, there are no public airports in the vicinity. Since the project would provide no residential units, the project would not generate passenger air traffic. As noted in Section 3.8, Hazards and Hazardous Materials, the project is outside all safety zones of Stockton Metropolitan Airport, so it is not expected to present any hazards to air traffic. The project would have no impact on air traffic patterns.

d) Traffic Hazards.

As previously described, the project proposes amendments to the Use Permit that would affect vehicle traffic routing both on and off the project site. These changes could potentially affect traffic on nearby streets, particularly in the nearby residential areas. In addition, residents of these areas have expressed concern about parking by school traffic on nearby residential streets. These are potentially significant impacts.

The project proposes to direct all arriving traffic to the central driveway during peak pickup/dropoff times. The flow of traffic at this location and any resulting queues will be a function of the effectiveness of an Access Management Plan for the project, which is described below. KD Anderson indicates that the intersection itself has the capacity to accommodate projected traffic, and queueing will be minimal with the proposed on-site circulation management.

As noted in Chapter 2.0, Project Description, the project applicant proposes an Access Management Plan (AMP) to address this issue. Figure 3-1 shows the proposed circulation for on-campus traffic based on the AMP. School staff would be stationed at the western loading area, and when the queue in that area begins to back up onto West Lane, the entrance to this loading area would be blocked off by school support staff, and all traffic would be directed to the existing fire access lane and the back pick-up/drop-off area until queues are contained on the school site. All on-site traffic would be directed through the pick-up/drop-off area to return to West Lane. The pick-up/drop-off traffic would exit via the northwest driveway, which would be used for exiting traffic only during peak pick-up/drop-off times. Support staff will be stationed along the drop-off and loading zone to match students with parent vehicles and to assist students in loading and unloading as needed. This proposal is expected to eliminate queuing problems at West Lane. Under the AMP, the school would be committed to performance monitoring on an ongoing basis under City oversight to evaluate AMP effectiveness.

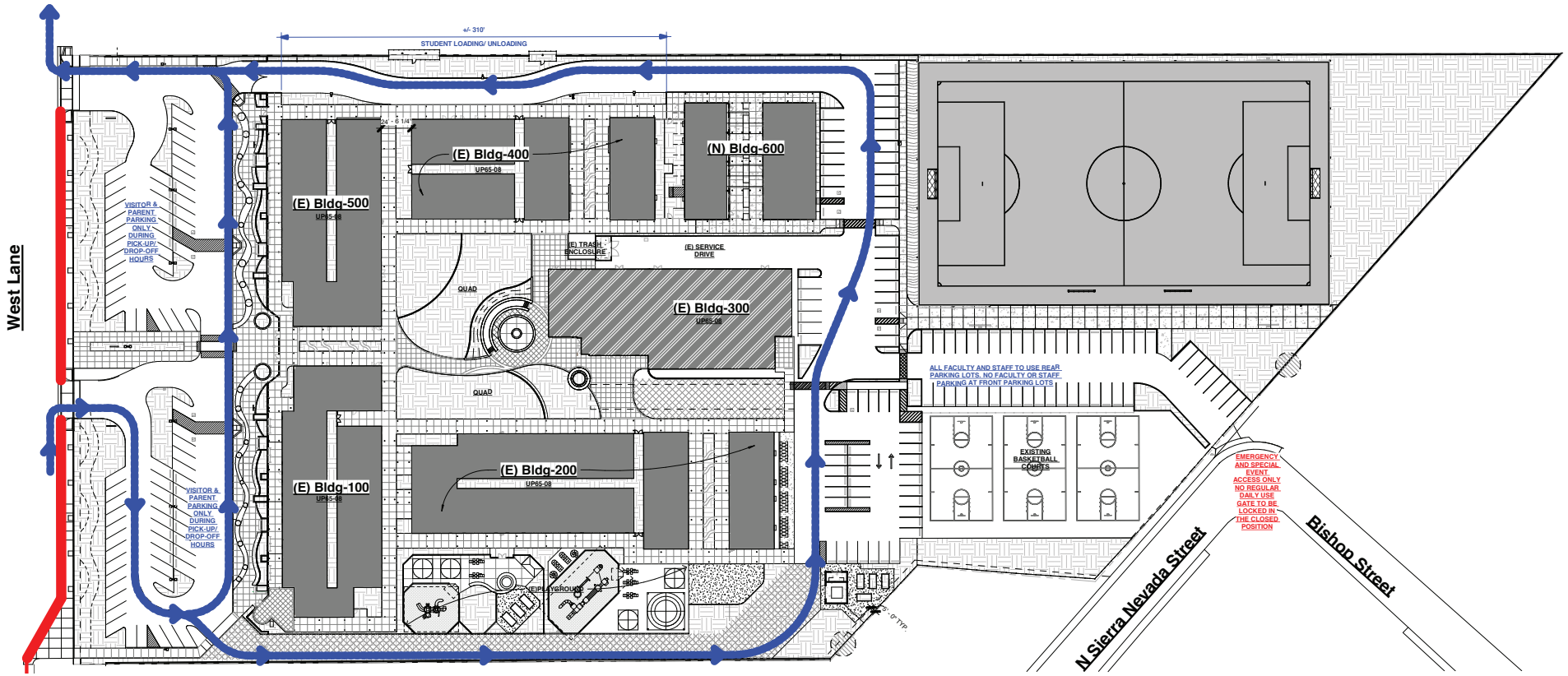


Figure 3-1
QUEUING AND CIRCULATION PLAN

Based on observations, the traffic study determined the number of pickup/dropoff vehicles waiting off-site at the end of the school day, which was approximately 45 vehicles. The proposed project includes an expanded internal circulation system which will route a portion of the site traffic in a counterclockwise direction around the schools. The route would make use of the existing fire lane on the south side of the campus, create a new dropoff area, and allow exiting traffic to return to West Lane. Review of the plan indicates that another 150 lineal feet of loading area could be created on the north side of the campus. This is added to the 385 feet of loading zones that exist today on the west side of the campus. The length of circulation aisles in advance of the new loading areas that will be available for waiting parent vehicle queueing totals about 1,350 feet, which could accommodate roughly 56 to 67 vehicles at 20 to 24 feet per vehicle. Thus, the new loading area and circulation aisles could combine to handle about 62 to 73 waiting vehicles before the bell rang in the afternoon.

Mitigation Measure TRANS-1 would require the Access Management Plan to be reviewed and approved by the City, along with monitoring of plan effectiveness on an annual basis. With implementation of this mitigation measure, on-site traffic would be managed such that traffic flow on West Lane would not be substantially affected.

In addition, to address potential off-site parking issues, the project applicant proposes to issue a Good Neighbor Handbook to parents and guardians of students at the two schools. A portion of the Good Neighbor Handbook deals with pick-up and drop-off of students, in which parents and guardians agree to follow the circulation route set forth by the schools and to not double-park, block driveways, or park in the neighborhood, specifically on University Avenue and other neighboring streets. The Good Neighbor Handbook sets forth procedures to address violations of its conditions, including a meeting with the principal for a third offense, at which time appropriate consequences for the violation would be determined. Enforcement of the conditions of the Good Neighbor Handbook would reduce potential off-site parking issues in nearby residential areas. With this plus implementation of the mitigation measure below, impacts would be reduced to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

TRANS-1. Prior to final project approval, the project applicant shall prepare an Access Management Plan for review and approval by the City Engineer and the Community Development Director. The approved Access Management Plan shall be monitored for effectiveness of reducing queues that may occur on West Lane on annual basis.

e) Emergency Access.

The project would change traffic routes and queuing both on and off the school site. Of relevance to fire protection services is the proposed use of an existing fire access lane during peak pick-up and drop-off times. The fire access lane currently is a “turf block” lane that is located along the southern boundary of the project site from the parking lots on the western side to the center of the site. Access is controlled at the western end of the lane by a gate. While the project would incorporate the fire access lane in the proposed traffic circulation, it would maintain the availability of the fire access lane for fire and other emergency vehicles. This would be consistent with a comment on the project from the Stockton Fire Department, which stated that the proposed circulation would be acceptable as long as no unsupervised parking is allowed on the fire access lane (Phil Simon, electronic mail 2018). Project impacts would be less than significant.

f) Conflict with Non-vehicular Transportation Plans.

All project improvements would occur on site. The project may contribute slightly to use of existing sidewalks and bike routes but would not physically affect the existing sidewalk or Class III bike facilities in the area. Implementation of Aspire's proposed access management and good neighbor plans (Appendix F) are expected to reduce traffic through the West Lane/University Avenue intersection during the peak dropoff/pickup hours, thereby reducing potential for vehicle/pedestrian conflicts. The project would also include the installation of a pole-mounted flashing "School Zone"

3.17 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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), or		√		
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? In applying the 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.		√		

NARRATIVE DISCUSSION

Environmental Setting

In 2015, the California Legislature enacted AB 52, which focuses on consultation with Native American tribes on land use issues potentially affecting the tribes. The intent of this consultation is to avoid or mitigate potential impacts on "tribal cultural resources," which are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe." More specifically, Public Resources Code Section 21074 defines tribal cultural resources as:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are included or determined to be eligible for inclusion in the California Register of Historical Resources, or included in a local register of historical resources; or

- 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 [i.e., eligible for inclusion in the California Register of

Historical Resources].

Under AB 52, when a tribe requests consultation with a CEQA lead agency on projects within its traditionally and culturally affiliated geographical area, the lead agency must provide the tribe with notice of a proposed project within 14 days of a project application being deemed complete or when the lead agency decides to undertake the project if it is the agency's own project. The tribe has up to 30 days to respond to the notice and request consultation; if consultation is requested, then the local agency has up to 30 days to initiate consultation.

As previously noted, the Stockton area is located within historic lands of the Northern Valley Yokuts. Section 3.5, Cultural Resources, discusses the Northern Valley Yokuts in more detail.

Environmental Impacts and Mitigation Measures

a, b) Tribal Cultural Resources.

As noted in Section 3.5, Cultural Resources, previous searches did not indicate the presence of any archaeological resources within the project site, including potential tribal resources. Past disturbance by urban development makes it unlikely that any cultural resources would be encountered on the project site. However, it is conceivable that ground disturbance associated with installation of the dog park could uncover such resources. Mitigation Measure CULT-1 would establish procedures to address archaeological discoveries should they occur. Also, Mitigation Measure CULT-2 would require compliance with CEQA Guidelines Section 15064.5(e), which sets forth procedures for the treatment of human remains, including potential Native American remains.

The United Auburn Indian Community requested consultation with the City on the project on October 5, 2018, in accordance with AB 52. The City sent a response to the tribe initiating consultation on October 23, 2018. Since then, the City has sent two follow-up e-mails to the tribe in November to schedule consultation but had not received a response. The City sent a letter to the tribe dated December 6, 2018 requesting if the tribe is interested in pursuing consultation on the project. The City stated in the letter that if a response is not received within two weeks of the letter, then the City will assume that the tribe does not desire to consult on the project. To date, the City has not received a response to the letter.

Should no response be received, the City will consider its obligations under AB 52 fulfilled and will implement Mitigation Measures CULT-1 and CULT-2 as necessary. Should the tribe request consultation, the City shall consult with the tribe on potential tribal cultural resources that may be affected and potential mitigation measures. The end result would be an agreement on mitigation measures to protect any identified resources. If no agreement is reached, then the City may implement mitigation measures it deems appropriate, which for this project would likely be Mitigation Measures CULT-1 and CULT-2. With implementation of this mitigation, project impacts on tribal cultural resources would be considered less than significant.

3.18 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			√	
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?			√	
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			√	
d) Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			√	
e) Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			√	
f) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			√	
g) Comply with federal, state and local statutes and regulations related to solid waste?			√	

NARRATIVE DISCUSSION

Environmental Setting

Wastewater treatment and collection services in the City of Stockton, including the project site, are provided by the City. Sewage treatment services are provided at the City's Regional Wastewater Control Facility (RWCF), located on Navy Drive in Stockton. The RWCF currently processes approximately 33 million gallons per day (mgd) of wastewater on average and has a treatment capacity of 55 mgd. Residential, commercial and industrial development in the area is served by an 8-inch sewer line in West Lane (City of Stockton 2008). The project site is already connected to the City's wastewater collection system.

As briefly noted in Section 3.9, Hydrology and Water Quality, CalWater provides water service to the project site and vicinity. Approximately 69.5% of CalWater's supply in 2015 came from purchases from the Stockton East Water District. The remaining supply was from groundwater. Total water demand from CalWater customers in 2015 was 22,090 acre-feet, which was equal to the amount of water supplied (CalWater 2016). There are existing 12-inch and 8-inch water lines in West Lane; a 10-inch service line extends onto the site from West Lane. Along the north side of Sierra Nevada Street, east of the site, there is a 6-inch access line. An additional 6-inch access line

is located between Sierra Nevada Street and University Avenue. The project site is already connected to the CalWater distribution system.

Stormwater drainage in the vicinity is managed by the City of Stockton. The project site is served by the City's stormwater collection system. Several storm drainage lines, ranging in size from 6 to 12 inches, are on the project site. These lines connect to a 36-inch storm drainage main along the western boundary of the project site within West Lane. According to the IS/MND for the original Use Permit, on-site utility improvements would include storm water quality treatment measures as required by the City's Stormwater Quality Control Criteria Plan (SWQCCP). The SWQCCP identifies a range of post-construction BMPs that must be incorporated into development plans, including provisions for control of storm water volumes such that peak existing discharges are not exceeded (City of Stockton 2009b).

The City has two franchise haulers that provide solid waste collection services. For the project site, Waste Management provides collection service. There are three active sanitary landfills in San Joaquin County: the Forward Landfill on South Austin Road with available capacity to 2020, the North County Landfill on East Harney Lane with available capacity to 2048, and the Foothill Sanitary Landfill on North Waverly Road with available capacity to 2082 (CalRecycle 2016).

Other utilities include electricity, telephone, and cable television. The project site is currently served by, or has access to, these utilities, and the companies that operate these utilities can extend these services to the project site if necessary.

Environmental Impacts and Mitigation Measures

a, e) Wastewater Systems.

The project would involve an increase in the student count. However, the RWCF currently has approximately 22 mgd of capacity to serve additional development, so there would be adequate capacity to accommodate any increase. Other improvements proposed as part of the project would not generate any wastewater. Project impacts on the City's wastewater system would be less than significant.

b, d) Water Systems and Supply.

The proposed increase in the student count may generate increased demand for water, as noted in Section 3.9, Hydrology and Water Quality. The 2015 Urban Water Management Plan prepared by CalWater projects future water supplies of 30,740 acre-feet by 2040, which has been determined to be adequate for the CalWater service area (CalWater 2016). CalWater would have adequate water supplies to accommodate any increase. Other improvements proposed as part of the project would not generate any demand for water. Project impacts on the water system would be less than significant.

c) Stormwater Systems.

Storm drainage facilities currently exist at the project site and vicinity. As noted in Section 3.9, Hydrology and Water Quality, the amount of runoff would essentially remain the same since the project site is mostly developed. Since the amount of runoff would not increase, no new or expanded storm water facilities would be required. Project impacts related to storm drainage facilities are considered less than significant.

f, g) Solid Waste Services.

While the project would add a classroom building, the total number of students and staff would not change. Since the other proposed improvements would not generate any solid waste, no increase in solid waste is expected with implementation of the project. As indicated above, existing landfills in the County would have sufficient capacity to accommodate solid waste generated on the project site. The project would comply with applicable federal, state and local statutes and regulations related to solid waste. Project impacts on solid waste are considered less than significant.

3.19 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 or eliminate important examples of the major periods of California history or prehistory?		√		
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			√	
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?			√	

NARRATIVE DISCUSSION

a) Findings on Biological and Cultural Resources.

The project's potential biological resource and cultural resource impacts were described in Sections 3.4 and 3.5, respectively. Potentially significant environmental effects on cultural resources were identified, but implementation of mitigation measures that would be incorporated within the project would reduce these effects to a level that would be less than significant. The mitigation measures are described in Section 3.5 and are listed in Table 1-1. As analyzed in Section 3.4, the project would have no significant impacts on biological resources.

b) Findings on Cumulatively Considerable Impacts.

The potentially significant environmental effects of the project identified in this IS/MND would be reduced to a level that is less than significant with proposed mitigation measures. With mitigation, none of these impacts would be considered cumulatively considerable, either in combination with

other impacts associated with the project, or when considered in conjunction with the environmental impacts of other urban development.

The proposed project would contribute to planned urban development in the central Stockton area. The cumulative impacts of development within the City of Stockton, including utility improvements associated with new land development as well as infill projects, have been addressed in the Stockton General Plan EIR (City of Stockton 2006), which identified several potentially significant cumulative effects, including impacts on biological resources, cultural resources, traffic, air quality, utility and service systems and other. The proposed project would contribute to some of these identified impacts on a very small scale. However, with mitigation, none of these impacts would be considered significant at the project level or cumulatively considerable, either in combination with other impacts associated with the project, or when considered in conjunction with the environmental impacts of other ongoing urban development in the City of Stockton.

c) Findings on Adverse Effects on Human Beings.

Potential adverse effects on human beings were discussed in Section 3.3, Air Quality (TACs); Section 3.6, Geology and Soils (seismic hazards); Section 3.8, Hazards and Hazardous Materials; Section 3.9, Hydrology and Water Quality (flooding); and Section 3.16, Transportation/Traffic (traffic hazards). No potential adverse effects on human beings were identified in these sections. As discussed in Section 3.16, Transportation/Traffic, proposed changes in traffic routing and queuing could present potential safety hazards, but implementation of mitigation would reduce potential safety impacts to a level that would be less than significant. The potential adverse effects of the project on human beings are considered less than significant.

4.0 REFERENCES

4.1 DOCUMENT PREPARERS

This IS/MND was prepared by BaseCamp Environmental, Inc. for use by and under the supervision of the City of Stockton. The following persons were involved in preparation of the IS/MND:

BaseCamp Environmental, Inc.

Charlie Simpson, Principal
Amy Gartin, Project Manager
Terry Farmer, AICP, Senior Environmental Planner
Krista Simpson, Environmental Planner/Graphics

K. D. Anderson and Associates

Ken Anderson

Saxelby Acoustics

Luke Saxelby

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4.3 PERSONS CONSULTED

George Carter, Building Manager, Langston Hughes Academy

Noemi Calderon, San Joaquin Valley Air Pollution Control District (electronic mail December 20, 2018)

Casey Hoffman, Growth and Strategy Director, Aspire Public Schools

Suzanne Howard, Project Manager, Aspire Public Schools

Phil Simon, Stockton Fire Department (electronic mail May 30, 2018)

5.0 NOTES ON 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 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 [CEQA Guidelines Section 15063(c)(3)(D)]. In this case, a brief discussion should identify the following:

    a) Earlier Analyses 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 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) The checklist in CEQA Guidelines Appendix G 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.

APPENDIX

A. Use Permit UP 65-08
B. Air Quality Modeling Results
C. Biological Resources Lists
D. Noise Study
E. Traffic Impact Study
F. Access Management Plan and Good Neighbor Handbook

APPENDIX A
USE PERMIT UP 65-08

CITY OF STOCKTON

Community Development Department/Planning Division
425 North El Dorado Street
Stockton, CA 95202-1997
Tel: (209) 937-8266 Fax: (209) 937-8893

USE PERMIT NO. UP65-08

DATE APPROVED: March 12, 2009

FILE COPY

ISSUED TO: Cha Dor Realty Corp.
c/o Meeks Lumber
1651 Response Road, Suite 200
Sacramento, CA 95815

DESCRIPTION OF USE: Use Permit to allow the development of a 1,017 student K-12 charter school, including playgrounds, a football/soccer playing field, and basketball courts

PROPERTY LOCATION: 2050 West Lane

PROPERTY ZONED: RM APN: 117-360-17 CT: 15.00 TZ: 05 BL: 05 PA: 29; 30

CONDITIONS OF APPROVAL:

NOTE: THIS PERMIT IS ISSUED PURSUANT TO THE PROVISIONS OF PART II, CHAPTER 16, SMC AND IS SUBJECT TO THE CONDITIONS OF APPROVAL AND ATTACHED DEVELOPMENT PLAN. USE OR CONSTRUCTION MUST BE COMMENCED WITHIN ONE YEAR AFTER THE DATE OF APPROVAL OR AN EXTENSION MUST BE GRANTED AS PROVIDED IN THIS CHAPTER; OTHERWISE, THIS PERMIT SHALL BE NULL AND VOID. THIS PERMIT IS SUBJECT TO REVOCATION AND/OR MODIFICATIONS AS PROVIDED IN THIS CHAPTER.

1. Comply with all applicable Federal, State, County and City codes, regulations and adopted standards and pay all applicable fees.

2. Pursuant to Section 15074 of the State CEQA Guidelines, the project shall be subject to all applicable mitigation measures identified in the approved Final Initial Study/Mitigated Negative Declaration (IS6-08) and in the City-adopted "Findings and Mitigation Monitoring Program for the Aspire West Lane Charter School Project."

3. This Use Permit shall not be effective until the effective date of the related rezoning (Z-5-08) and West Lane Precise Road Plan Amendment (PR3-08).

4. All signs pertaining to this use shall be approved by the Community Development Director or Planning Commission. Any proposed electronic message board signs shall be approved by the Planning Commission.

5. In the event the operation of this use should prove detrimental to the health, safety, peace or general welfare of the surrounding neighborhood, this Use Permit shall be subject to revocation or modification as provided in the Development Code.

6. Any significant modifications to the final design plans for the charter school and new masonry walls for the project site shall be subject to review by the Architectural Review Committee and approval by the Community Development Director or Planning Commission for consistency with the approved Use Permit and the Citywide Design Guidelines, prior to the issuance of any building permit in the project area. The walls shall be constructed prior to occupancy of the approved use and maintained by the Owner, Developer and/or Successor-in-interest (ODS).

7. All landscaped areas on the site shall comply with the applicable requirements of the Stockton Municipal Code. Landscaping and irrigation plans for the entire project area and public streets shall be submitted to the Community Development Department, Planning Division, for review and approval by the Community Development Director and City Landscape Architect prior to the issuance of any building permits. With the exception of trees, low-growth vegetation shall be employed around the buildings and parking areas to facilitate maximum visibility. Landscaped areas, including a timed/automatic irrigation system, shall be installed at the time the decorative concrete masonry walls are constructed and be maintained by the property owners.

8. The manually-operated gates at the northwest corner of the proposed development shall be maintained accessible for fire apparatus. A lock box or other approved means of opening the gate shall be required and approved by the Stockton Fire Department.

9. All public and private streets, alleys and access lanes that are designed within the proposed development with a width of less than 20 feet, shall be dedicated as fire lanes. All fire apparatus turnaround areas within the proposed development shall be properly maintained as fire lanes. No vehicle parking shall be allowed within the turnaround areas. All emergency vehicle access (EVA) roads shall be signed to prohibit parking.

10. The ODS shall dedicate 21 feet of right-of-way and improve the entire site frontage along West Lane. Frontage improvements, including, but not limited to, curb, gutter, sidewalk, driveways, pavement widening and street lighting, shall be installed and in place prior to the occupancy of any structures on this site.

11. Project site access to West Lane shall be allowed subject to the approval and compliance with all Conditions of Approval and requirements of Amendment to the West Lane Precise Road Plan Amendment application No. PR3-08.

12. Vehicular access to the project site to/from Sierra Nevada Street shall be limited to emergency vehicle access and special school events that require use of the school's blacktop play area for vehicular parking overflow. Said access shall be

gated and constructed in conformance with City Standards for fire access and shall remain locked (with City approved locking mechanism) at all times, except for the circumstances cited above.

13. The ODS shall pay their proportionate share of the cost, based on project traffic loadings, of the design and construction of cumulative mitigation improvements at the West Lane/Alpine Avenue intersection, as identified in the Initial Study/Final Mitigated Negative Declaration (IS6-08).

14. The ODS shall pay their proportionate share of the cost, based on project traffic loadings, of the design and construction of cumulative mitigation improvements at the West Lane/Bradford Street/College Avenue intersection, as identified in the Initial Study/Final Mitigated Negative Declaration (IS6-08).

15. In order to minimize any adverse financial impact on the City of Stockton associated with development and/or use of the subject site, the ODS agree that they will not challenge or protest any applicable fees associated with the development of the site, but if such fees are amended or modified, the ODS agree to pay such fees as they may be amended or modified from time to time.

16. The ODS shall be responsible for the City's legal and administrative costs associated with defending any legal challenge of the approvals for this project or its related environmental documents.

17. An eight-foot high masonry wall shall be constructed along the southeastern and east parcel boundaries to provide continuity between the existing five-foot high masonry wall along the southern parcel boundary and the proposed eight-foot high masonry wall along the north and east parcel boundaries, both of which will converge at the proposed secondary access driveway at Sierra Nevada Street. The wall shall be subject to review by the Architectural Review Committee and approval by the Community Development Director or Planning Commission for consistency with the approved Use Permit and the Citywide Design Guidelines prior to the issuance of any building permit.

The approved use is required to comply with applicable provisions of the Stockton Municipal Code, including, but not limited to, the following:

1. Structures and other improvements, including exterior paint, must be installed in accordance to and maintained in a manner so as not to be blighted or deteriorated (SMC Section 8.36.040).

2. Any graffiti on the property must be removed within 48 hours (SMC Section 8.24.050).

3. Any lighting on the property must be shielded to prevent shining onto adjacent property and rights-of-way, in compliance with the requirements of Stockton Municipal Code Section 16.32.070 ("Lights and Glare").

Notes:

1. The project shall comply with all applicable Fire Codes, including, but not limited to, those referenced in a letter from the Fire Department, dated February 12, 2009 (attached).

2. This Use Permit was approved by the Planning Commission on March 12, 2009, and became effective on February 11, 2010.

cc: Ramiro Viramontes
316 West 2nd Street, Suite 900
Los Angeles, CA 90012

Charles Robitaille
Director of Real Estate
Aspire Public Schools
1001 22nd Avenue, Suite 100
Oakland, CA 94606

Timothy R. Pryor, SIOR
Mid Cal Industrial Properties
P.O. Box 690774
Stockton, CA 95269-0774

APPROVED: _____ DATE ISSUED: February 11, 2010

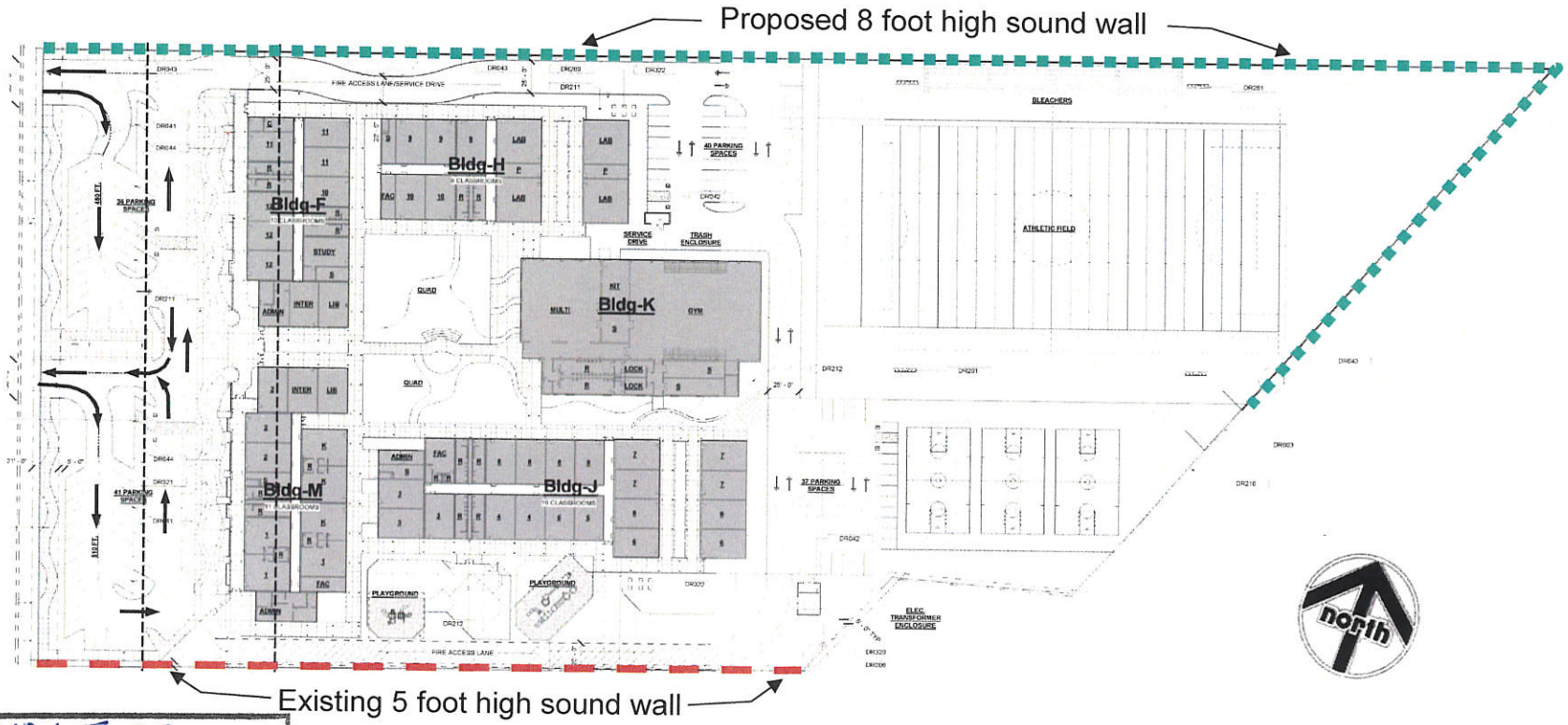
ENGINEERING & TRANSPORTATION FIRE POLICE BUSINESS LICENSE FILE COPY

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NOTICE: To protest the imposition of any development fee, dedication, reservation or other exaction imposed on your project, you must file written notice with the City Clerk's office within 90 days after approval of the project or imposition of the fees, dedications, reservations or other exactions stating that the required payment is tendered or will be tendered when due, or that any conditions which have been imposed are provided for or satisfied, under protest, along with a statement of the factual elements of the dispute and the legal theory forming the basis for the protest.

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EXHIBIT 11



PERMIT NO. UP65-08
DATE ISSUED 2-11-10
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
345 NORTH EL DORADO STREET
STOCKTON, CA 95202-1997
CITY OF STOCKTON

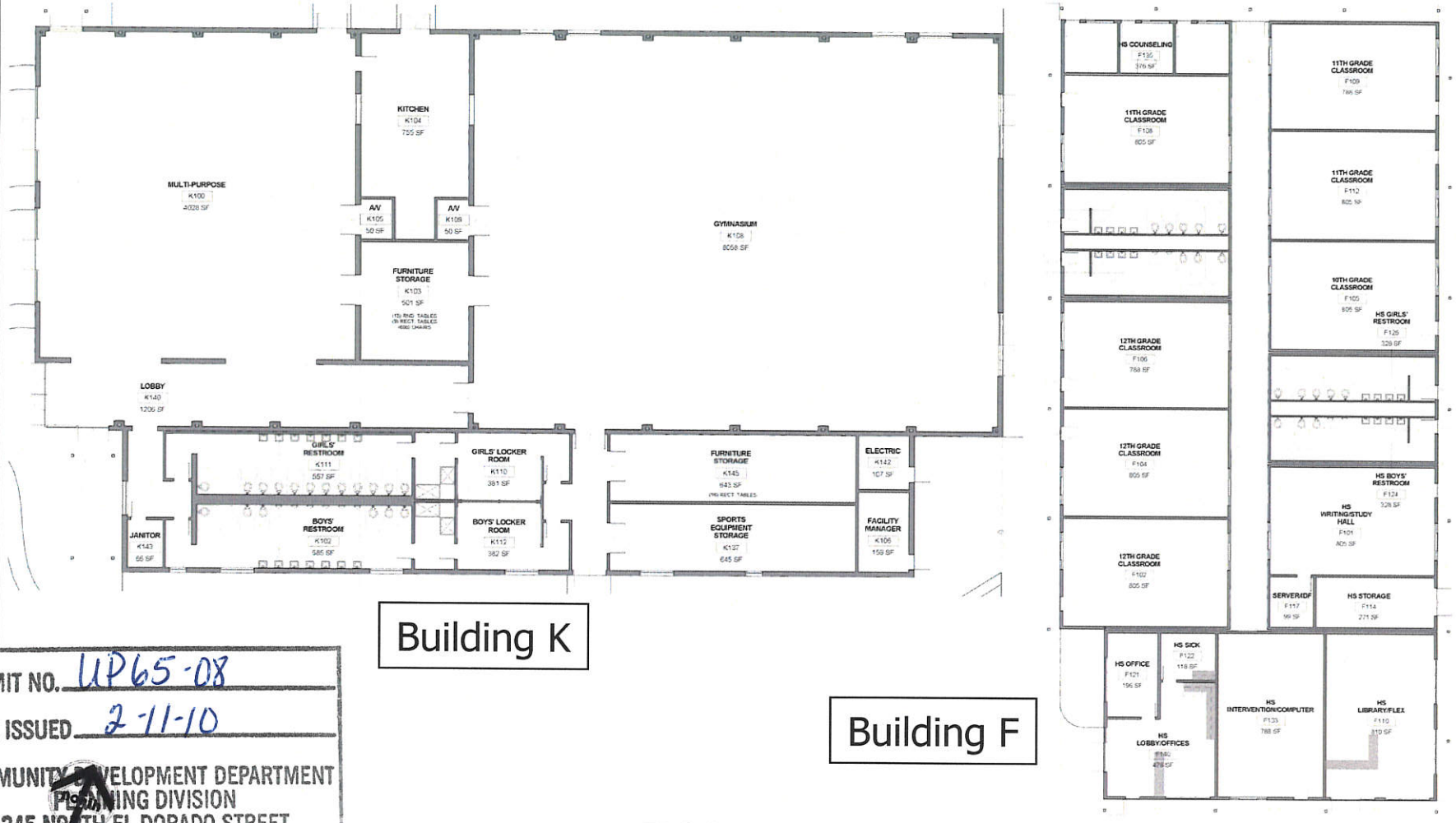
SITE PLAN

Pacific Charter School Development
IS6-08, GPA5-08, Z-5-08, PR3-08, UP65-08

PH: 03-12-09

STOCKTON CITY PLANNING COMMISSION

EXHIBIT 12



PERMIT NO. UP65-08
DATE ISSUED 2-11-10
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
345 NORTH EL DORADO STREET
STOCKTON, CA 95202-1997

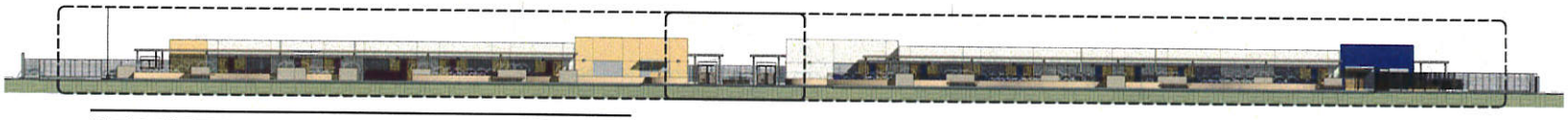
CITY OF STOCKTON

FLOOR PLAN

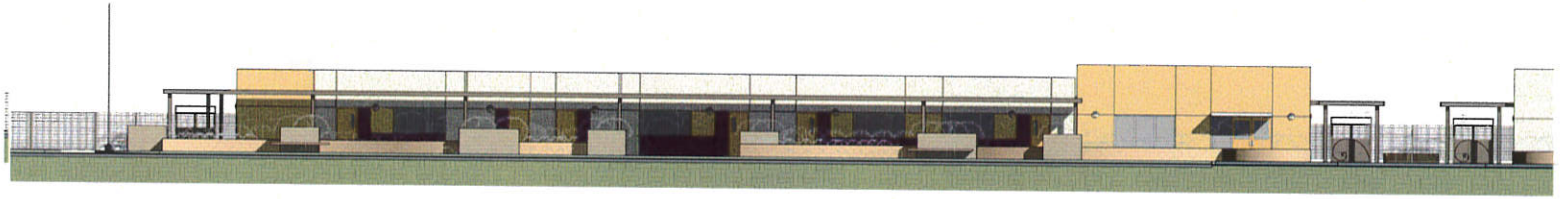
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IS6-08, GPA5-08, Z-5-08, PR3-08, UP65-08

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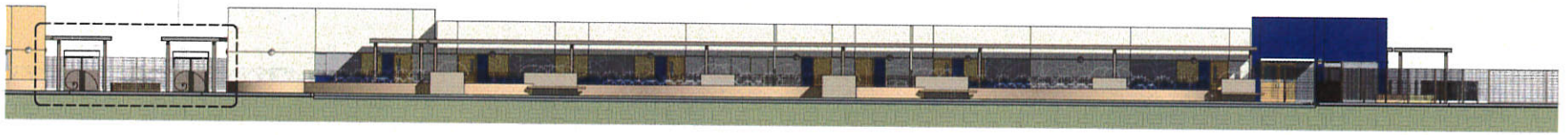
STOCKTON CITY PLANNING COMMISSION



STREET ELEVATION



NORTH STREET ELEVATION



SOUTH ELEVATION

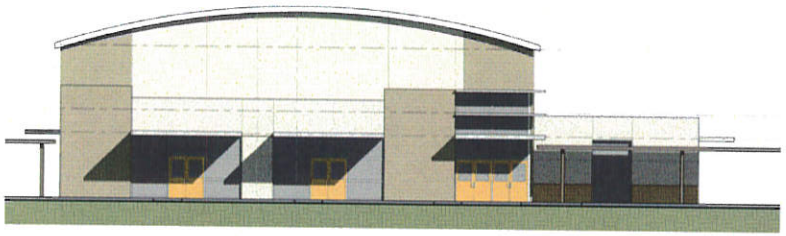
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PLANNING DIVISION
345 NORTH EL DORADO STREET
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CITY OF STOCKTON

ELEVATIONS

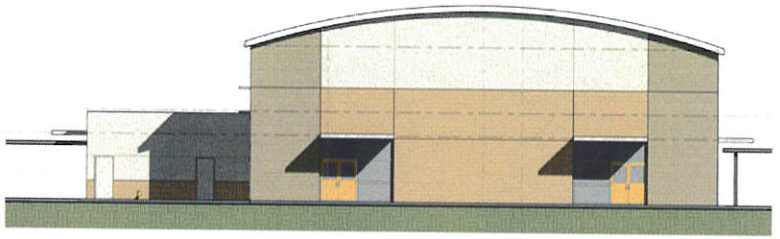
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IS6-08, GPA5-08, Z-5-08, PR3-08, UP65-08

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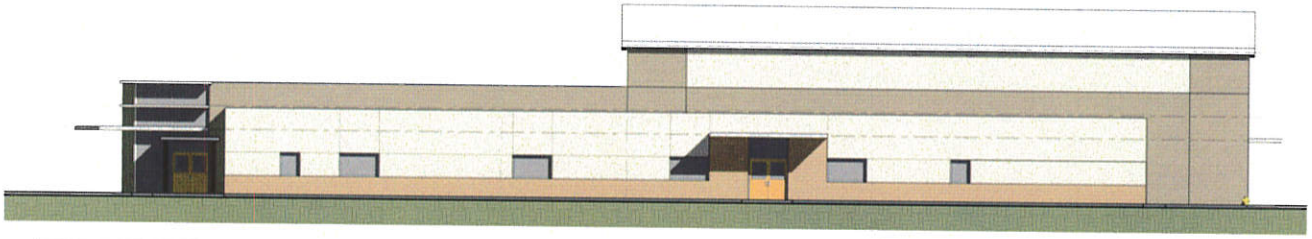
STOCKTON CITY PLANNING COMMISSION



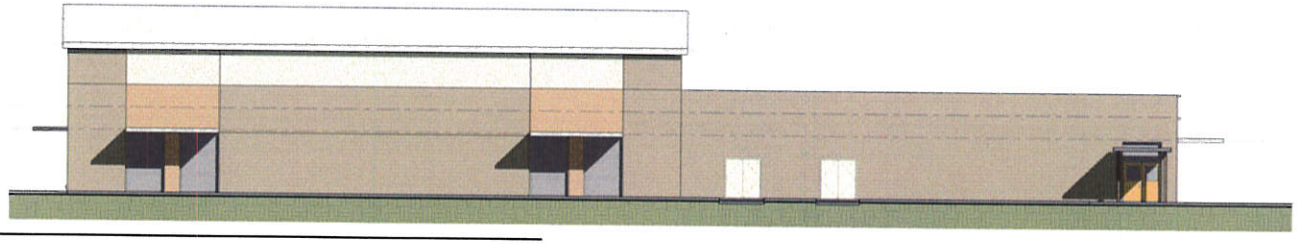
WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION

Building K

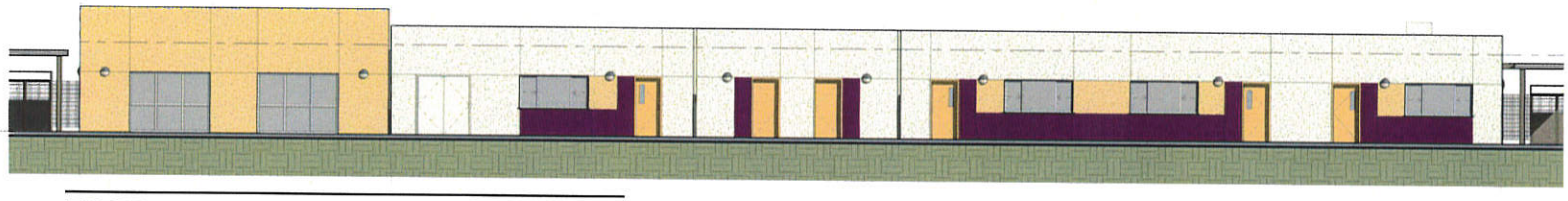
ELEVATIONS

Pacific Charter School Development
IS6-08, GPA5-08, Z-5-08, PR3-08, UP65-08

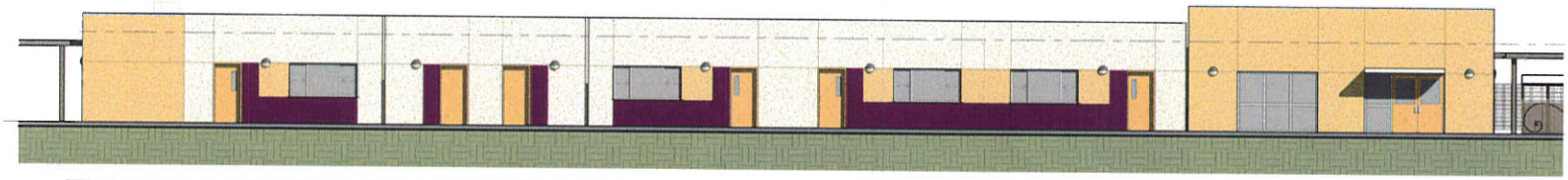
CITY OF STOCKTON

STOCKTON CITY PLANNING COMMISSION

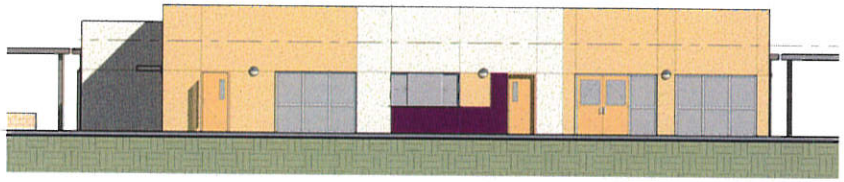
PERMIT NO. UP65-08
DATE ISSUED 2-11-10
PH: 03-12-09
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
345 NORTH EL DORADO STREET
STOCKTON, CA 95202-1997



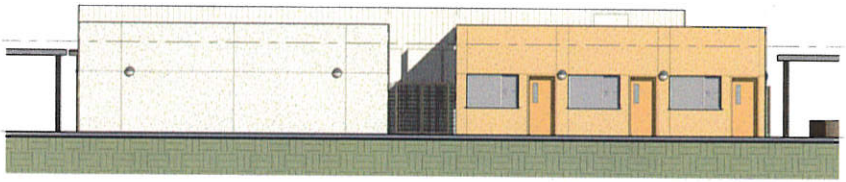
EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION

Building F

ELEVATIONS

Pacific Charter School Development
IS6-08, GPA5-08, Z-5-08, PR3-08, UP65-08

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DATE ISSUED 2-11-10
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PLANNING DIVISION
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PH 03-12-09

STOCKTON CITY PLANNING COMMISSION

EXHIBIT 14



PERMIT NO. UP65-08
DATE ISSUED 2-11-10
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PLANNING DIVISION
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STOCKTON, CA 95202-1997
CITY OF STOCKTON

LANDSCAPING

Pacific Charter School Development
IS6-08, GPA5-08, Z-5-08, PR3-08, UP65-08

PH: 03-12-09

STOCKTON CITY PLANNING COMMISSION



ELEMENTARY SCHOOL



CAMPUS FROM SOUTH PARKING LOT



CAMPUS FROM SOUTH PARKING LOT

RENDERINGS

Pacific Charter School Development
IS6-08, GPA5-08, Z-5-08, PR3-08, UP65-08

CITY OF STOCKTON

STOCKTON CITY PLANNING COMMISSION

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PLANNING DIVISION
345 NORTH EL DORADO STREET
STOCKTON, CA 95202-1997

EXHIBIT 15

PAGE 2



CAMPUS ENTRY 1



CAMPUS ENTRY 2



HIGH SCHOOL - NORTH PARKING LOT



ELEMENTARY SCHOOL - SOUTH PARKING LOT



HIGH SCHOOL - DETAIL



ELEMENTARY SCHOOL - DETAIL

RENDERINGS

Pacific Charter School Development
IS6-08, GPA5-08, Z-5-08, PR3-08, UP65-08

STOCKTON CITY PLANNING COMMISSION

CITY OF STOCKTON

PERMIT NO. UP65-08
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PLANNING DIVISION
345 NORTH EL DORADO STREET
STOCKTON, CA 95202-1997

PH 03-1203

APPENDIX B
AIR QUALITY MODELING RESULTS

Aspire Langston

San Joaquin County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	6.63	1000sqft	0.15	6,630.00	0
Parking Lot	38.00	Space	0.34	15,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	51
Climate Zone	2			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Anticipated construction schedule.

Architectural Coating - Per SJVAPCD Rule 4601.

Vehicle Trips - No increase in student enrollment or existing traffic to site.

Area Coating - Per SJVAPCD Rule 4601.

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	912.00	792.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblArchitecturalCoating	EF_Parking	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblAreaCoating	Area_EF_Parking	150	50
tblAreaCoating	Area_Parking	912	792
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	50	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	50	150
tblAreaMitigation	UseLowVOCPaintParkingValue	50	150
tblTripsAndVMT	HaulingTripNumber	4.00	0.00
tblVehicleTrips	WD_TR	15.43	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.0847	0.6696	0.4858	7.9000e-004	7.2500e-003	0.0413	0.0486	2.0800e-003	0.0382	0.0403	0.0000	71.5646	71.5646	0.0188	0.0000	72.0351
Maximum	**0.0847**	**0.6696**	**0.4858**	**7.9000e-004**	**7.2500e-003**	**0.0413**	**0.0486**	**2.0800e-003**	**0.0382**	**0.0403**	**0.0000**	**71.5646**	**71.5646**	**0.0188**	**0.0000**	**72.0351**

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					
2018	0.0847	0.6696	0.4858	7.9000e-004	6.4600e-003	0.0413	0.0478	1.8000e-003	0.0382	0.0400	0.0000	71.5645	71.5645	0.0188	0.0000	72.0351
Maximum	**0.0847**	**0.6696**	**0.4858**	**7.9000e-004**	**6.4600e-003**	**0.0413**	**0.0478**	**1.8000e-003**	**0.0382**	**0.0400**	**0.0000**	**71.5645**	**71.5645**	**0.0188**	**0.0000**	**72.0351**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**10.90**	**0.00**	**1.65**	**13.46**	**0.00**	**0.70**	**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	7-2-2018	9-30-2018	0.4015	0.4015
		Highest	0.4015	0.4015

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	0.0285	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.5000e-004
Energy	3.4000e-004	3.0800e-003	2.5900e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	15.7763	15.7763	6.3000e-004	1.8000e-004	15.8449
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	1.7498	0.0000	1.7498	0.1034	0.0000	4.3350
Water						0.0000	0.0000		0.0000	0.0000	0.0610	0.8060	0.8670	6.3000e-003	1.6000e-004	1.0708
Total	**0.0289**	**3.0800e-003**	**3.0000e-003**	**2.0000e-005**	**0.0000**	**2.3000e-004**	**2.3000e-004**	**0.0000**	**2.3000e-004**	**2.3000e-004**	**1.8108**	**16.5830**	**18.3938**	**0.1103**	**3.4000e-004**	**21.2515**

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	0.0285	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.5000e-004
Energy	3.4000e-004	3.0800e-003	2.5900e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	15.7763	15.7763	6.3000e-004	1.8000e-004	15.8449
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.4375	0.0000	0.4375	0.0259	0.0000	1.0838
Water						0.0000	0.0000		0.0000	0.0000	0.0488	0.6448	0.6936	5.0400e-003	1.2000e-004	0.8567
Total	**0.0289**	**3.0800e-003**	**3.0000e-003**	**2.0000e-005**	**0.0000**	**2.3000e-004**	**2.3000e-004**	**0.0000**	**2.3000e-004**	**2.3000e-004**	**0.4862**	**16.4219**	**16.9081**	**0.0315**	**3.0000e-004**	**17.7861**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**73.15**	**0.97**	**8.08**	**71.43**	**11.76**	**16.31**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/2/2018	7/13/2018	5	10	
2	Site Preparation	Site Preparation	7/14/2018	7/16/2018	5	1	
3	Grading	Grading	7/17/2018	7/18/2018	5	2	
4	Building Construction	Building Construction	7/19/2018	12/5/2018	5	100	
5	Paving	Paving	12/6/2018	12/12/2018	5	5	
6	Architectural Coating	Architectural Coating	12/13/2018	12/19/2018	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.34

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 9,945; Non-Residential Outdoor: 3,315; Striped Parking Area: 792 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	2.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	9.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	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 - 2018

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					4.3000e-004	0.0000	4.3000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.3200e-003	0.0472	0.0389	6.0000e-005		3.1100e-003	3.1100e-003		2.9700e-003	2.9700e-003	0.0000	5.3041	5.3041	1.0200e-003	0.0000	5.3297
Total	**5.3200e-003**	**0.0472**	**0.0389**	**6.0000e-005**	**4.3000e-004**	**3.1100e-003**	**3.5400e-003**	**7.0000e-005**	**2.9700e-003**	**3.0400e-003**	**0.0000**	**5.3041**	**5.3041**	**1.0200e-003**	**0.0000**	**5.3297**

3.2 Demolition - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.9000e-004	1.8000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3752	0.3752	1.0000e-005	0.0000	0.3755
Total	**2.4000e-004**	**1.9000e-004**	**1.8000e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3752**	**0.3752**	**1.0000e-005**	**0.0000**	**0.3755**

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					2.0000e-004	0.0000	2.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.3200e-003	0.0472	0.0389	6.0000e-005		3.1100e-003	3.1100e-003		2.9700e-003	2.9700e-003	0.0000	5.3041	5.3041	1.0200e-003	0.0000	5.3296
Total	**5.3200e-003**	**0.0472**	**0.0389**	**6.0000e-005**	**2.0000e-004**	**3.1100e-003**	**3.3100e-003**	**3.0000e-005**	**2.9700e-003**	**3.0000e-003**	**0.0000**	**5.3041**	**5.3041**	**1.0200e-003**	**0.0000**	**5.3296**

3.2 Demolition - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.9000e-004	1.8000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3752	0.3752	1.0000e-005	0.0000	0.3755
Total	**2.4000e-004**	**1.9000e-004**	**1.8000e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3752**	**0.3752**	**1.0000e-005**	**0.0000**	**0.3755**

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-004	4.8800e-003	2.1300e-003	0.0000		2.1000e-004	2.1000e-004		1.9000e-004	1.9000e-004	0.0000	0.4458	0.4458	1.4000e-004	0.0000	0.4492
Total	**3.9000e-004**	**4.8800e-003**	**2.1300e-003**	**0.0000**	**2.7000e-004**	**2.1000e-004**	**4.8000e-004**	**3.0000e-005**	**1.9000e-004**	**2.2000e-004**	**0.0000**	**0.4458**	**0.4458**	**1.4000e-004**	**0.0000**	**0.4492**

3.3 Site Preparation - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0188	0.0188	0.0000	0.0000	0.0188
Total	**1.0000e-005**	**1.0000e-005**	**9.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0188**	**0.0188**	**0.0000**	**0.0000**	**0.0188**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-004	4.8800e-003	2.1300e-003	0.0000		2.1000e-004	2.1000e-004		1.9000e-004	1.9000e-004	0.0000	0.4458	0.4458	1.4000e-004	0.0000	0.4492
Total	**3.9000e-004**	**4.8800e-003**	**2.1300e-003**	**0.0000**	**1.2000e-004**	**2.1000e-004**	**3.3000e-004**	**1.0000e-005**	**1.9000e-004**	**2.0000e-004**	**0.0000**	**0.4458**	**0.4458**	**1.4000e-004**	**0.0000**	**0.4492**

3.3 Site Preparation - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0188	0.0188	0.0000	0.0000	0.0188
Total	**1.0000e-005**	**1.0000e-005**	**9.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0188**	**0.0188**	**0.0000**	**0.0000**	**0.0188**

3.4 Grading - 2018

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					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0600e-003	9.4300e-003	7.7800e-003	1.0000e-005		6.2000e-004	6.2000e-004		5.9000e-004	5.9000e-004	0.0000	1.0608	1.0608	2.0000e-004	0.0000	1.0659
Total	**1.0600e-003**	**9.4300e-003**	**7.7800e-003**	**1.0000e-005**	**7.5000e-004**	**6.2000e-004**	**1.3700e-003**	**4.1000e-004**	**5.9000e-004**	**1.0000e-003**	**0.0000**	**1.0608**	**1.0608**	**2.0000e-004**	**0.0000**	**1.0659**

3.4 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	3.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0750	0.0750	0.0000	0.0000	0.0751
Total	**5.0000e-005**	**4.0000e-005**	**3.6000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0750**	**0.0750**	**0.0000**	**0.0000**	**0.0751**

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					3.4000e-004	0.0000	3.4000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0600e-003	9.4300e-003	7.7800e-003	1.0000e-005		6.2000e-004	6.2000e-004		5.9000e-004	5.9000e-004	0.0000	1.0608	1.0608	2.0000e-004	0.0000	1.0659
Total	**1.0600e-003**	**9.4300e-003**	**7.7800e-003**	**1.0000e-005**	**3.4000e-004**	**6.2000e-004**	**9.6000e-004**	**1.9000e-004**	**5.9000e-004**	**7.8000e-004**	**0.0000**	**1.0608**	**1.0608**	**2.0000e-004**	**0.0000**	**1.0659**

3.4 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	3.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0750	0.0750	0.0000	0.0000	0.0751
Total	**5.0000e-005**	**4.0000e-005**	**3.6000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0750**	**0.0750**	**0.0000**	**0.0000**	**0.0751**

3.5 Building Construction - 2018

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	0.0542	0.5516	0.3876	5.7000e-004		0.0354	0.0354		0.0326	0.0326	0.0000	52.0058	52.0058	0.0162	0.0000	52.4106
Total	**0.0542**	**0.5516**	**0.3876**	**5.7000e-004**		**0.0354**	**0.0354**		**0.0326**	**0.0326**	**0.0000**	**52.0058**	**52.0058**	**0.0162**	**0.0000**	**52.4106**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1300e-003	0.0276	6.5100e-003	6.0000e-005	1.3200e-003	2.4000e-004	1.5600e-003	3.8000e-004	2.3000e-004	6.1000e-004	0.0000	5.4615	5.4615	3.8000e-004	0.0000	5.4710
Worker	2.1800e-003	1.6700e-003	0.0162	4.0000e-005	3.5800e-003	3.0000e-005	3.6100e-003	9.5000e-004	2.0000e-005	9.8000e-004	0.0000	3.3770	3.3770	1.1000e-004	0.0000	3.3798
Total	**3.3100e-003**	**0.0293**	**0.0227**	**1.0000e-004**	**4.9000e-003**	**2.7000e-004**	**5.1700e-003**	**1.3300e-003**	**2.5000e-004**	**1.5900e-003**	**0.0000**	**8.8385**	**8.8385**	**4.9000e-004**	**0.0000**	**8.8508**

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	0.0542	0.5516	0.3876	5.7000e-004		0.0354	0.0354		0.0326	0.0326	0.0000	52.0058	52.0058	0.0162	0.0000	52.4105
Total	**0.0542**	**0.5516**	**0.3876**	**5.7000e-004**		**0.0354**	**0.0354**		**0.0326**	**0.0326**	**0.0000**	**52.0058**	**52.0058**	**0.0162**	**0.0000**	**52.4105**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1300e-003	0.0276	6.5100e-003	6.0000e-005	1.3200e-003	2.4000e-004	1.5600e-003	3.8000e-004	2.3000e-004	6.1000e-004	0.0000	5.4615	5.4615	3.8000e-004	0.0000	5.4710
Worker	2.1800e-003	1.6700e-003	0.0162	4.0000e-005	3.5800e-003	3.0000e-005	3.6100e-003	9.5000e-004	2.0000e-005	9.8000e-004	0.0000	3.3770	3.3770	1.1000e-004	0.0000	3.3798
Total	**3.3100e-003**	**0.0293**	**0.0227**	**1.0000e-004**	**4.9000e-003**	**2.7000e-004**	**5.1700e-003**	**1.3300e-003**	**2.5000e-004**	**1.5900e-003**	**0.0000**	**8.8385**	**8.8385**	**4.9000e-004**	**0.0000**	**8.8508**

3.6 Paving - 2018

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	2.3000e-003	0.0219	0.0181	3.0000e-005		1.2800e-003	1.2800e-003		1.1800e-003	1.1800e-003	0.0000	2.4270	2.4270	6.8000e-004	0.0000	2.4441
Paving	4.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.7500e-003**	**0.0219**	**0.0181**	**3.0000e-005**		**1.2800e-003**	**1.2800e-003**		**1.1800e-003**	**1.1800e-003**	**0.0000**	**2.4270**	**2.4270**	**6.8000e-004**	**0.0000**	**2.4441**

3.6 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.7000e-004	1.6200e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3377	0.3377	1.0000e-005	0.0000	0.3380
Total	**2.2000e-004**	**1.7000e-004**	**1.6200e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3377**	**0.3377**	**1.0000e-005**	**0.0000**	**0.3380**

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	2.3000e-003	0.0219	0.0181	3.0000e-005		1.2800e-003	1.2800e-003		1.1800e-003	1.1800e-003	0.0000	2.4270	2.4270	6.8000e-004	0.0000	2.4441
Paving	4.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.7500e-003**	**0.0219**	**0.0181**	**3.0000e-005**		**1.2800e-003**	**1.2800e-003**		**1.1800e-003**	**1.1800e-003**	**0.0000**	**2.4270**	**2.4270**	**6.8000e-004**	**0.0000**	**2.4441**

3.6 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.7000e-004	1.6200e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3377	0.3377	1.0000e-005	0.0000	0.3380
Total	**2.2000e-004**	**1.7000e-004**	**1.6200e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3377**	**0.3377**	**1.0000e-005**	**0.0000**	**0.3380**

3.7 Architectural Coating - 2018

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	0.0163					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.5000e-004	5.0100e-003	4.6400e-003	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	0.6383	0.6383	6.0000e-005	0.0000	0.6398
Total	**0.0170**	**5.0100e-003**	**4.6400e-003**	**1.0000e-005**		**3.8000e-004**	**3.8000e-004**		**3.8000e-004**	**3.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**6.0000e-005**	**0.0000**	**0.6398**

3.7 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.8000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0375	0.0375	0.0000	0.0000	0.0376
Total	**2.0000e-005**	**2.0000e-005**	**1.8000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0375**	**0.0375**	**0.0000**	**0.0000**	**0.0376**

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	0.0163					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.5000e-004	5.0100e-003	4.6400e-003	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	0.6383	0.6383	6.0000e-005	0.0000	0.6398
Total	**0.0170**	**5.0100e-003**	**4.6400e-003**	**1.0000e-005**		**3.8000e-004**	**3.8000e-004**		**3.8000e-004**	**3.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**6.0000e-005**	**0.0000**	**0.6398**

3.7 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.8000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0375	0.0375	0.0000	0.0000	0.0376
Total	**2.0000e-005**	**2.0000e-005**	**1.8000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0375**	**0.0375**	**0.0000**	**0.0000**	**0.0376**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Elementary School	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Elementary School	0.540593	0.038119	0.180116	0.134753	0.022260	0.005220	0.015807	0.053428	0.001181	0.001630	0.005273	0.000623	0.000996
Parking Lot	0.540593	0.038119	0.180116	0.134753	0.022260	0.005220	0.015807	0.053428	0.001181	0.001630	0.005273	0.000623	0.000996

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	12.4258	12.4258	5.6000e-004	1.2000e-004	12.4745
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	12.4258	12.4258	5.6000e-004	1.2000e-004	12.4745
NaturalGas Mitigated	3.4000e-004	3.0800e-003	2.5900e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	3.3505	3.3505	6.0000e-005	6.0000e-005	3.3704
NaturalGas Unmitigated	3.4000e-004	3.0800e-003	2.5900e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	3.3505	3.3505	6.0000e-005	6.0000e-005	3.3704

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					
Elementary School	62786.1	3.4000e-004	3.0800e-003	2.5900e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	3.3505	3.3505	6.0000e-005	6.0000e-005	3.3704
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.4000e-004**	**3.0800e-003**	**2.5900e-003**	**2.0000e-005**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**3.3505**	**3.3505**	**6.0000e-005**	**6.0000e-005**	**3.3704**

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					
Elementary School	62786.1	3.4000e-004	3.0800e-003	2.5900e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	3.3505	3.3505	6.0000e-005	6.0000e-005	3.3704
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.4000e-004**	**3.0800e-003**	**2.5900e-003**	**2.0000e-005**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**3.3505**	**3.3505**	**6.0000e-005**	**6.0000e-005**	**3.3704**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	37393.2	10.8781	4.9000e-004	1.0000e-004	10.9207
Parking Lot	5320	1.5477	7.0000e-005	1.0000e-005	1.5537
Total		**12.4258**	**5.6000e-004**	**1.1000e-004**	**12.4744**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	37393.2	10.8781	4.9000e-004	1.0000e-004	10.9207
Parking Lot	5320	1.5477	7.0000e-005	1.0000e-005	1.5537
Total		**12.4258**	**5.6000e-004**	**1.1000e-004**	**12.4744**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0285	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.5000e-004
Unmitigated	0.0285	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.5000e-004

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	1.6300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0269					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.5000e-004
Total	**0.0286**	**0.0000**	**4.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**8.0000e-004**	**8.0000e-004**	**0.0000**	**0.0000**	**8.5000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.6300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0269					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.5000e-004
Total	**0.0286**	**0.0000**	**4.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**8.0000e-004**	**8.0000e-004**	**0.0000**	**0.0000**	**8.5000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.6936	5.0400e-003	1.2000e-004	0.8567
Unmitigated	0.8670	6.3000e-003	1.6000e-004	1.0708

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	0.19225 / 0.494356	0.8670	6.3000e-003	1.6000e-004	1.0708
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.8670**	**6.3000e-003**	**1.6000e-004**	**1.0708**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	0.1538 / 0.395485	0.6936	5.0400e-003	1.2000e-004	0.8567
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.6936**	**5.0400e-003**	**1.2000e-004**	**0.8567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.4375	0.0259	0.0000	1.0838
Unmitigated	1.7498	0.1034	0.0000	4.3350

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School	8.62	1.7498	0.1034	0.0000	4.3350
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**1.7498**	**0.1034**	**0.0000**	**4.3350**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School	2.155	0.4375	0.0259	0.0000	1.0838
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.4375**	**0.0259**	**0.0000**	**1.0838**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Aspire Langston Proposed Enrollment

San Joaquin County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	1,217.00	Student	2.34	101,745.30	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	51
Climate Zone	2			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Construction emissions not being estimated.

Area Coating - Per SJVAPCD Rule 4601.

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50

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					
2018	0.1991	1.5365	1.1162	2.0600e-003	0.0466	0.0846	0.1312	0.0170	0.0805	0.0976	0.0000	179.9191	179.9191	0.0338	0.0000	180.7633
2019	0.8825	1.3269	1.0819	2.0800e-003	0.0278	0.0698	0.0976	7.5400e-003	0.0668	0.0743	0.0000	179.4750	179.4750	0.0307	0.0000	180.2431
Maximum	**0.8825**	**1.5365**	**1.1162**	**2.0800e-003**	**0.0466**	**0.0846**	**0.1312**	**0.0170**	**0.0805**	**0.0976**	**0.0000**	**179.9191**	**179.9191**	**0.0338**	**0.0000**	**180.7633**

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					
2018	0.1991	1.5365	1.1162	2.0600e-003	0.0466	0.0846	0.1312	0.0170	0.0805	0.0976	0.0000	179.9190	179.9190	0.0338	0.0000	180.7631
2019	0.8825	1.3269	1.0819	2.0800e-003	0.0278	0.0698	0.0976	7.5400e-003	0.0668	0.0743	0.0000	179.4749	179.4749	0.0307	0.0000	180.2429
Maximum	**0.8825**	**1.5365**	**1.1162**	**2.0800e-003**	**0.0466**	**0.0846**	**0.1312**	**0.0170**	**0.0805**	**0.0976**	**0.0000**	**179.9190**	**179.9190**	**0.0338**	**0.0000**	**180.7631**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**7-2-2018**	**10-1-2018**	0.8715	0.8715
2	**10-2-2018**	**1-1-2019**	0.8688	0.8688
3	**1-2-2019**	**4-1-2019**	0.7754	0.7754
4	**4-2-2019**	**7-1-2019**	0.9022	0.9022
5	**7-2-2019**	**9-30-2019**	0.5130	0.5130
		Highest	0.9022	0.9022

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	0.4220	1.0000e-004	0.0113	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0218	0.0218	6.0000e-005	0.0000	0.0232
Energy	5.2000e-003	0.0472	0.0397	2.8000e-004		3.5900e-003	3.5900e-003		3.5900e-003	3.5900e-003	0.0000	218.3552	218.3552	8.5300e-003	2.5000e-003	219.3148
Mobile	0.4136	2.6682	4.2720	0.0136	0.9298	0.0169	0.9467	0.2494	0.0160	0.2654	0.0000	1,252.5037	1,252.5037	0.0731	0.0000	1,254.3302
Waste						0.0000	0.0000		0.0000	0.0000	45.0843	0.0000	45.0843	2.6644	0.0000	111.6944
Water						0.0000	0.0000		0.0000	0.0000	0.9360	12.3686	13.3046	0.0967	2.3900e-003	16.4329
Total	**0.8408**	**2.7156**	**4.3230**	**0.0139**	**0.9298**	**0.0205**	**0.9503**	**0.2494**	**0.0196**	**0.2690**	**46.0203**	**1,483.2493**	**1,529.2696**	**2.8428**	**4.8900e-003**	**1,601.7956**

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	0.4220	1.0000e-004	0.0113	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0218	0.0218	6.0000e-005	0.0000	0.0232
Energy	5.2000e-003	0.0472	0.0397	2.8000e-004		3.5900e-003	3.5900e-003		3.5900e-003	3.5900e-003	0.0000	218.3552	218.3552	8.5300e-003	2.5000e-003	219.3148
Mobile	0.4136	2.6682	4.2720	0.0136	0.9298	0.0169	0.9467	0.2494	0.0160	0.2654	0.0000	1,252.5037	1,252.5037	0.0731	0.0000	1,254.3302
Waste						0.0000	0.0000		0.0000	0.0000	11.2711	0.0000	11.2711	0.6661	0.0000	27.9236
Water						0.0000	0.0000		0.0000	0.0000	0.7488	9.8949	10.6437	0.0774	1.9100e-003	13.1463
Total	**0.8408**	**2.7156**	**4.3230**	**0.0139**	**0.9298**	**0.0205**	**0.9503**	**0.2494**	**0.0196**	**0.2690**	**12.0199**	**1,480.7756**	**1,492.7954**	**0.8251**	**4.4100e-003**	**1,514.7382**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**73.88**	**0.17**	**2.39**	**70.97**	**9.82**	**5.43**

3.0 Construction Detail

Construction Phase

Aspire Langston Proposed Enrollment - San Joaquin County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/2/2018	7/27/2018	5	20	
2	Site Preparation	Site Preparation	7/28/2018	8/1/2018	5	3	
3	Grading	Grading	8/2/2018	8/9/2018	5	6	
4	Building Construction	Building Construction	8/10/2018	6/13/2019	5	220	
5	Paving	Paving	6/14/2019	6/27/2019	5	10	
6	Architectural Coating	Architectural Coating	6/28/2019	7/11/2019	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 152,618; Non-Residential Outdoor: 50,873; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Aspire Langston Proposed Enrollment - San Joaquin County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	43.00	17.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	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
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2018

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	0.0248	0.2436	0.1511	2.4000e-004		0.0144	0.0144		0.0134	0.0134	0.0000	21.6923	21.6923	5.5000e-003	0.0000	21.8297
Total	**0.0248**	**0.2436**	**0.1511**	**2.4000e-004**		**0.0144**	**0.0144**		**0.0134**	**0.0134**	**0.0000**	**21.6923**	**21.6923**	**5.5000e-003**	**0.0000**	**21.8297**

3.2 Demolition - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	4.8000e-004	4.6700e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0400e-003	2.8000e-004	1.0000e-005	2.8000e-004	0.0000	0.9756	0.9756	3.0000e-005	0.0000	0.9764
Total	**6.3000e-004**	**4.8000e-004**	**4.6700e-003**	**1.0000e-005**	**1.0400e-003**	**1.0000e-005**	**1.0400e-003**	**2.8000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**0.9756**	**0.9756**	**3.0000e-005**	**0.0000**	**0.9764**

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	0.0248	0.2436	0.1511	2.4000e-004		0.0144	0.0144		0.0134	0.0134	0.0000	21.6923	21.6923	5.5000e-003	0.0000	21.8297
Total	**0.0248**	**0.2436**	**0.1511**	**2.4000e-004**		**0.0144**	**0.0144**		**0.0134**	**0.0134**	**0.0000**	**21.6923**	**21.6923**	**5.5000e-003**	**0.0000**	**21.8297**

3.2 Demolition - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	4.8000e-004	4.6700e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0400e-003	2.8000e-004	1.0000e-005	2.8000e-004	0.0000	0.9756	0.9756	3.0000e-005	0.0000	0.9764
Total	**6.3000e-004**	**4.8000e-004**	**4.6700e-003**	**1.0000e-005**	**1.0400e-003**	**1.0000e-005**	**1.0400e-003**	**2.8000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**0.9756**	**0.9756**	**3.0000e-005**	**0.0000**	**0.9764**

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8500e-003	0.0354	0.0191	4.0000e-005		1.4300e-003	1.4300e-003		1.3200e-003	1.3200e-003	0.0000	3.3590	3.3590	1.0500e-003	0.0000	3.3851
Total	**2.8500e-003**	**0.0354**	**0.0191**	**4.0000e-005**	**2.3900e-003**	**1.4300e-003**	**3.8200e-003**	**2.6000e-004**	**1.3200e-003**	**1.5800e-003**	**0.0000**	**3.3590**	**3.3590**	**1.0500e-003**	**0.0000**	**3.3851**

3.3 Site Preparation - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.3000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0901	0.0901	0.0000	0.0000	0.0901
Total	**6.0000e-005**	**4.0000e-005**	**4.3000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0901**	**0.0901**	**0.0000**	**0.0000**	**0.0901**

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					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8500e-003	0.0354	0.0191	4.0000e-005		1.4300e-003	1.4300e-003		1.3200e-003	1.3200e-003	0.0000	3.3590	3.3590	1.0500e-003	0.0000	3.3851
Total	**2.8500e-003**	**0.0354**	**0.0191**	**4.0000e-005**	**2.3900e-003**	**1.4300e-003**	**3.8200e-003**	**2.6000e-004**	**1.3200e-003**	**1.5800e-003**	**0.0000**	**3.3590**	**3.3590**	**1.0500e-003**	**0.0000**	**3.3851**

3.3 Site Preparation - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.3000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0901	0.0901	0.0000	0.0000	0.0901
Total	**6.0000e-005**	**4.0000e-005**	**4.3000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0901**	**0.0901**	**0.0000**	**0.0000**	**0.0901**

3.4 Grading - 2018

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					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4500e-003	0.0729	0.0311	6.0000e-005		3.5000e-003	3.5000e-003		3.2200e-003	3.2200e-003	0.0000	5.6539	5.6539	1.7600e-003	0.0000	5.6979
Total	**6.4500e-003**	**0.0729**	**0.0311**	**6.0000e-005**	**0.0197**	**3.5000e-003**	**0.0232**	**0.0101**	**3.2200e-003**	**0.0133**	**0.0000**	**5.6539**	**5.6539**	**1.7600e-003**	**0.0000**	**5.6979**

3.4 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.1000e-004	1.0800e-003	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.2251	0.2251	1.0000e-005	0.0000	0.2253
Total	**1.5000e-004**	**1.1000e-004**	**1.0800e-003**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.2251**	**0.2251**	**1.0000e-005**	**0.0000**	**0.2253**

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					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4500e-003	0.0729	0.0311	6.0000e-005		3.5000e-003	3.5000e-003		3.2200e-003	3.2200e-003	0.0000	5.6539	5.6539	1.7600e-003	0.0000	5.6979
Total	**6.4500e-003**	**0.0729**	**0.0311**	**6.0000e-005**	**0.0197**	**3.5000e-003**	**0.0232**	**0.0101**	**3.2200e-003**	**0.0133**	**0.0000**	**5.6539**	**5.6539**	**1.7600e-003**	**0.0000**	**5.6979**

3.4 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.1000e-004	1.0800e-003	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.2251	0.2251	1.0000e-005	0.0000	0.2253
Total	**1.5000e-004**	**1.1000e-004**	**1.0800e-003**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.2251**	**0.2251**	**1.0000e-005**	**0.0000**	**0.2253**

3.5 Building Construction - 2018

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	0.1486	1.0561	0.8016	1.2800e-003		0.0641	0.0641		0.0615	0.0615	0.0000	107.7904	107.7904	0.0232	0.0000	108.3709
Total	**0.1486**	**1.0561**	**0.8016**	**1.2800e-003**		**0.0641**	**0.0641**		**0.0615**	**0.0615**	**0.0000**	**107.7904**	**107.7904**	**0.0232**	**0.0000**	**108.3709**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.9100e-003	0.1197	0.0282	2.5000e-004	5.7300e-003	1.0300e-003	6.7600e-003	1.6600e-003	9.8000e-004	2.6400e-003	0.0000	23.6756	23.6756	1.6400e-003	0.0000	23.7167
Worker	0.0106	8.1400e-003	0.0789	1.8000e-004	0.0175	1.3000e-004	0.0176	4.6400e-003	1.2000e-004	4.7600e-003	0.0000	16.4572	16.4572	5.6000e-004	0.0000	16.4711
Total	**0.0155**	**0.1279**	**0.1071**	**4.3000e-004**	**0.0232**	**1.1600e-003**	**0.0244**	**6.3000e-003**	**1.1000e-003**	**7.4000e-003**	**0.0000**	**40.1328**	**40.1328**	**2.2000e-003**	**0.0000**	**40.1878**

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	0.1486	1.0561	0.8016	1.2800e-003		0.0641	0.0641		0.0615	0.0615	0.0000	107.7903	107.7903	0.0232	0.0000	108.3708
Total	**0.1486**	**1.0561**	**0.8016**	**1.2800e-003**		**0.0641**	**0.0641**		**0.0615**	**0.0615**	**0.0000**	**107.7903**	**107.7903**	**0.0232**	**0.0000**	**108.3708**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.9100e-003	0.1197	0.0282	2.5000e-004	5.7300e-003	1.0300e-003	6.7600e-003	1.6600e-003	9.8000e-004	2.6400e-003	0.0000	23.6756	23.6756	1.6400e-003	0.0000	23.7167
Worker	0.0106	8.1400e-003	0.0789	1.8000e-004	0.0175	1.3000e-004	0.0176	4.6400e-003	1.2000e-004	4.7600e-003	0.0000	16.4572	16.4572	5.6000e-004	0.0000	16.4711
Total	**0.0155**	**0.1279**	**0.1071**	**4.3000e-004**	**0.0232**	**1.1600e-003**	**0.0244**	**6.3000e-003**	**1.1000e-003**	**7.4000e-003**	**0.0000**	**40.1328**	**40.1328**	**2.2000e-003**	**0.0000**	**40.1878**

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	0.1509	1.1157	0.9000	1.4800e-003		0.0643	0.0643		0.0617	0.0617	0.0000	123.7550	123.7550	0.0258	0.0000	124.3987
Total	**0.1509**	**1.1157**	**0.9000**	**1.4800e-003**		**0.0643**	**0.0643**		**0.0617**	**0.0617**	**0.0000**	**123.7550**	**123.7550**	**0.0258**	**0.0000**	**124.3987**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0300e-003	0.1305	0.0292	2.9000e-004	6.6300e-003	1.0000e-003	7.6300e-003	1.9200e-003	9.6000e-004	2.8700e-003	0.0000	27.1613	27.1613	1.8200e-003	0.0000	27.2068
Worker	0.0111	8.2500e-003	0.0805	2.0000e-004	0.0202	1.4000e-004	0.0204	5.3700e-003	1.3000e-004	5.5000e-003	0.0000	18.4868	18.4868	5.7000e-004	0.0000	18.5009
Total	**0.0161**	**0.1388**	**0.1097**	**4.9000e-004**	**0.0268**	**1.1400e-003**	**0.0280**	**7.2900e-003**	**1.0900e-003**	**8.3700e-003**	**0.0000**	**45.6481**	**45.6481**	**2.3900e-003**	**0.0000**	**45.7077**

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	0.1509	1.1157	0.9000	1.4800e-003		0.0643	0.0643		0.0617	0.0617	0.0000	123.7549	123.7549	0.0258	0.0000	124.3985
Total	**0.1509**	**1.1157**	**0.9000**	**1.4800e-003**		**0.0643**	**0.0643**		**0.0617**	**0.0617**	**0.0000**	**123.7549**	**123.7549**	**0.0258**	**0.0000**	**124.3985**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0300e-003	0.1305	0.0292	2.9000e-004	6.6300e-003	1.0000e-003	7.6300e-003	1.9200e-003	9.6000e-004	2.8700e-003	0.0000	27.1613	27.1613	1.8200e-003	0.0000	27.2068
Worker	0.0111	8.2500e-003	0.0805	2.0000e-004	0.0202	1.4000e-004	0.0204	5.3700e-003	1.3000e-004	5.5000e-003	0.0000	18.4868	18.4868	5.7000e-004	0.0000	18.5009
Total	**0.0161**	**0.1388**	**0.1097**	**4.9000e-004**	**0.0268**	**1.1400e-003**	**0.0280**	**7.2900e-003**	**1.0900e-003**	**8.3700e-003**	**0.0000**	**45.6481**	**45.6481**	**2.3900e-003**	**0.0000**	**45.7077**

3.6 Paving - 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	6.2300e-003	0.0628	0.0593	9.0000e-005		3.6500e-003	3.6500e-003		3.3600e-003	3.3600e-003	0.0000	7.9208	7.9208	2.4600e-003	0.0000	7.9823
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.2300e-003**	**0.0628**	**0.0593**	**9.0000e-005**		**3.6500e-003**	**3.6500e-003**		**3.3600e-003**	**3.3600e-003**	**0.0000**	**7.9208**	**7.9208**	**2.4600e-003**	**0.0000**	**7.9823**

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.4000e-004	2.3800e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5465	0.5465	2.0000e-005	0.0000	0.5469
Total	**3.3000e-004**	**2.4000e-004**	**2.3800e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5465**	**0.5465**	**2.0000e-005**	**0.0000**	**0.5469**

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	6.2300e-003	0.0628	0.0593	9.0000e-005		3.6500e-003	3.6500e-003		3.3600e-003	3.3600e-003	0.0000	7.9208	7.9208	2.4600e-003	0.0000	7.9823
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.2300e-003**	**0.0628**	**0.0593**	**9.0000e-005**		**3.6500e-003**	**3.6500e-003**		**3.3600e-003**	**3.3600e-003**	**0.0000**	**7.9208**	**7.9208**	**2.4600e-003**	**0.0000**	**7.9823**

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.4000e-004	2.3800e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5465	0.5465	2.0000e-005	0.0000	0.5469
Total	**3.3000e-004**	**2.4000e-004**	**2.3800e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5465**	**0.5465**	**2.0000e-005**	**0.0000**	**0.5469**

3.7 Architectural Coating - 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					
Archit. Coating	0.7074					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3300e-003	9.1800e-003	9.2100e-003	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	1.2766	1.2766	1.1000e-004	0.0000	1.2793
Total	**0.7087**	**9.1800e-003**	**9.2100e-003**	**1.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.4000e-004**	**6.4000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.1000e-004**	**0.0000**	**1.2793**

3.7 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.5000e-004	1.4300e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3279	0.3279	1.0000e-005	0.0000	0.3282
Total	**2.0000e-004**	**1.5000e-004**	**1.4300e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3279**	**0.3279**	**1.0000e-005**	**0.0000**	**0.3282**

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	0.7074					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3300e-003	9.1800e-003	9.2100e-003	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	1.2766	1.2766	1.1000e-004	0.0000	1.2793
Total	**0.7087**	**9.1800e-003**	**9.2100e-003**	**1.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.4000e-004**	**6.4000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.1000e-004**	**0.0000**	**1.2793**

3.7 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.5000e-004	1.4300e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3279	0.3279	1.0000e-005	0.0000	0.3282
Total	**2.0000e-004**	**1.5000e-004**	**1.4300e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3279**	**0.3279**	**1.0000e-005**	**0.0000**	**0.3282**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4136	2.6682	4.2720	0.0136	0.9298	0.0169	0.9467	0.2494	0.0160	0.2654	0.0000	1,252.5037	1,252.5037	0.0731	0.0000	1,254.3302
Unmitigated	0.4136	2.6682	4.2720	0.0136	0.9298	0.0169	0.9467	0.2494	0.0160	0.2654	0.0000	1,252.5037	1,252.5037	0.0731	0.0000	1,254.3302

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Elementary School	1,569.93	0.00	0.00	2,472,571	2,472,571
Total	1,569.93	0.00	0.00	2,472,571	2,472,571

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Elementary School	0.540593	0.038119	0.180116	0.134753	0.022260	0.005220	0.015807	0.053428	0.001181	0.001630	0.005273	0.000623	0.000996

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	166.9377	166.9377	7.5500e-003	1.5600e-003	167.5918
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	166.9377	166.9377	7.5500e-003	1.5600e-003	167.5918
NaturalGas Mitigated	5.2000e-003	0.0472	0.0397	2.8000e-004		3.5900e-003	3.5900e-003		3.5900e-003	3.5900e-003	0.0000	51.4175	51.4175	9.9000e-004	9.4000e-004	51.7231
NaturalGas Unmitigated	5.2000e-003	0.0472	0.0397	2.8000e-004		3.5900e-003	3.5900e-003		3.5900e-003	3.5900e-003	0.0000	51.4175	51.4175	9.9000e-004	9.4000e-004	51.7231

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					
Elementary School	963528	5.2000e-003	0.0472	0.0397	2.8000e-004		3.5900e-003	3.5900e-003		3.5900e-003	3.5900e-003	0.0000	51.4175	51.4175	9.9000e-004	9.4000e-004	51.7231
Total		**5.2000e-003**	**0.0472**	**0.0397**	**2.8000e-004**		**3.5900e-003**	**3.5900e-003**		**3.5900e-003**	**3.5900e-003**	**0.0000**	**51.4175**	**51.4175**	**9.9000e-004**	**9.4000e-004**	**51.7231**

5.2 Energy by Land Use - NaturalGas

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					
Elementary School	963528	5.2000e-003	0.0472	0.0397	2.8000e-004		3.5900e-003	3.5900e-003		3.5900e-003	3.5900e-003	0.0000	51.4175	51.4175	9.9000e-004	9.4000e-004	51.7231
Total		**5.2000e-003**	**0.0472**	**0.0397**	**2.8000e-004**		**3.5900e-003**	**3.5900e-003**		**3.5900e-003**	**3.5900e-003**	**0.0000**	**51.4175**	**51.4175**	**9.9000e-004**	**9.4000e-004**	**51.7231**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	573843	166.9377	7.5500e-003	1.5600e-003	167.5918
Total		**166.9377**	**7.5500e-003**	**1.5600e-003**	**167.5918**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	573843	166.9377	7.5500e-003	1.5600e-003	167.5918
Total		**166.9377**	**7.5500e-003**	**1.5600e-003**	**167.5918**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4220	1.0000e-004	0.0113	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0218	0.0218	6.0000e-005	0.0000	0.0232
Unmitigated	0.4220	1.0000e-004	0.0113	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0218	0.0218	6.0000e-005	0.0000	0.0232

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	0.0236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3974					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0700e-003	1.0000e-004	0.0113	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0218	0.0218	6.0000e-005	0.0000	0.0232
Total	**0.4220**	**1.0000e-004**	**0.0113**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0218**	**0.0218**	**6.0000e-005**	**0.0000**	**0.0232**

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	0.0236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3974					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0700e-003	1.0000e-004	0.0113	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0218	0.0218	6.0000e-005	0.0000	0.0232
Total	**0.4220**	**1.0000e-004**	**0.0113**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0218**	**0.0218**	**6.0000e-005**	**0.0000**	**0.0232**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	10.6437	0.0774	1.9100e-003	13.1463
Unmitigated	13.3046	0.0967	2.3900e-003	16.4329

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	2.9503 / 7.58649	13.3046	0.0967	2.3900e-003	16.4329
Total		**13.3046**	**0.0967**	**2.3900e-003**	**16.4329**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	2.36024 / 6.06919	10.6437	0.0774	1.9100e-003	13.1463
Total		**10.6437**	**0.0774**	**1.9100e-003**	**13.1463**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.2711	0.6661	0.0000	27.9236
Unmitigated	45.0843	2.6644	0.0000	111.6944

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School	222.1	45.0843	2.6644	0.0000	111.6944
Total		**45.0843**	**2.6644**	**0.0000**	**111.6944**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School	55.525	11.2711	0.6661	0.0000	27.9236
Total		**11.2711**	**0.6661**	**0.0000**	**27.9236**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX C
BIOLOGICAL RESOURCES LISTS

IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

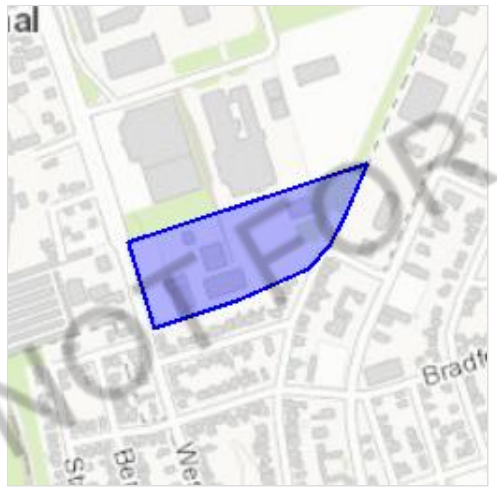
This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

NOT FOR CONSULTATION

Location

San Joaquin County, California



Local office

Sacramento Fish And Wildlife Office

(916) 414-6600
(916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

NOT FOR CONSULTATION

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information.
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS

Riparian Brush Rabbit Sylvilagus bachmani riparius — Endangered
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/6189

Reptiles

NAME	STATUS
Giant Garter Snake Thamnophis gigas No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog Rana draytonii There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander Ambystoma californiense There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/2076	Threatened

Fishes

NAME	STATUS
Delta Smelt Hypomesus transpacificus There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/321	Threatened

Insects

NAME	STATUS
Valley Elderberry Longhorn Beetle Desmocerus californicus dimorphus There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/7850	Threatened

Crustaceans

NAME	STATUS

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Vernal Pool Fairy Shrimp Branchinecta lynchi — Threatened
There is **final** critical habitat for this species. Your location is outside the critical habitat.
https://ecos.fws.gov/ecp/species/498

Vernal Pool Tadpole Shrimp Lepidurus packardi — Endangered
There is **final** critical habitat for this species. Your location is outside the critical habitat.
https://ecos.fws.gov/ecp/species/2246

Flowering Plants

NAME	STATUS
Palmate-bracted Bird's Beak Cordylanthus palmatus No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1616	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

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Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

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NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
Lawrence's Goldfinch Carduelis lawrencei This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Long-billed Curlew Numenius americanus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5511	Breeds elsewhere
Nuttall's Woodpecker Picoides nuttallii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20

Oak Titmouse Baeolophus inornatus — Breeds Mar 15 to Jul 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9656

Song Sparrow Melospiza melodia — Breeds Feb 20 to Sep 5
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Spotted Towhee Pipilo maculatus clementae — Breeds Apr 15 to Jul 20
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/4243

Yellow-billed Magpie Pica nuttalli — Breeds Apr 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9726

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of

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presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

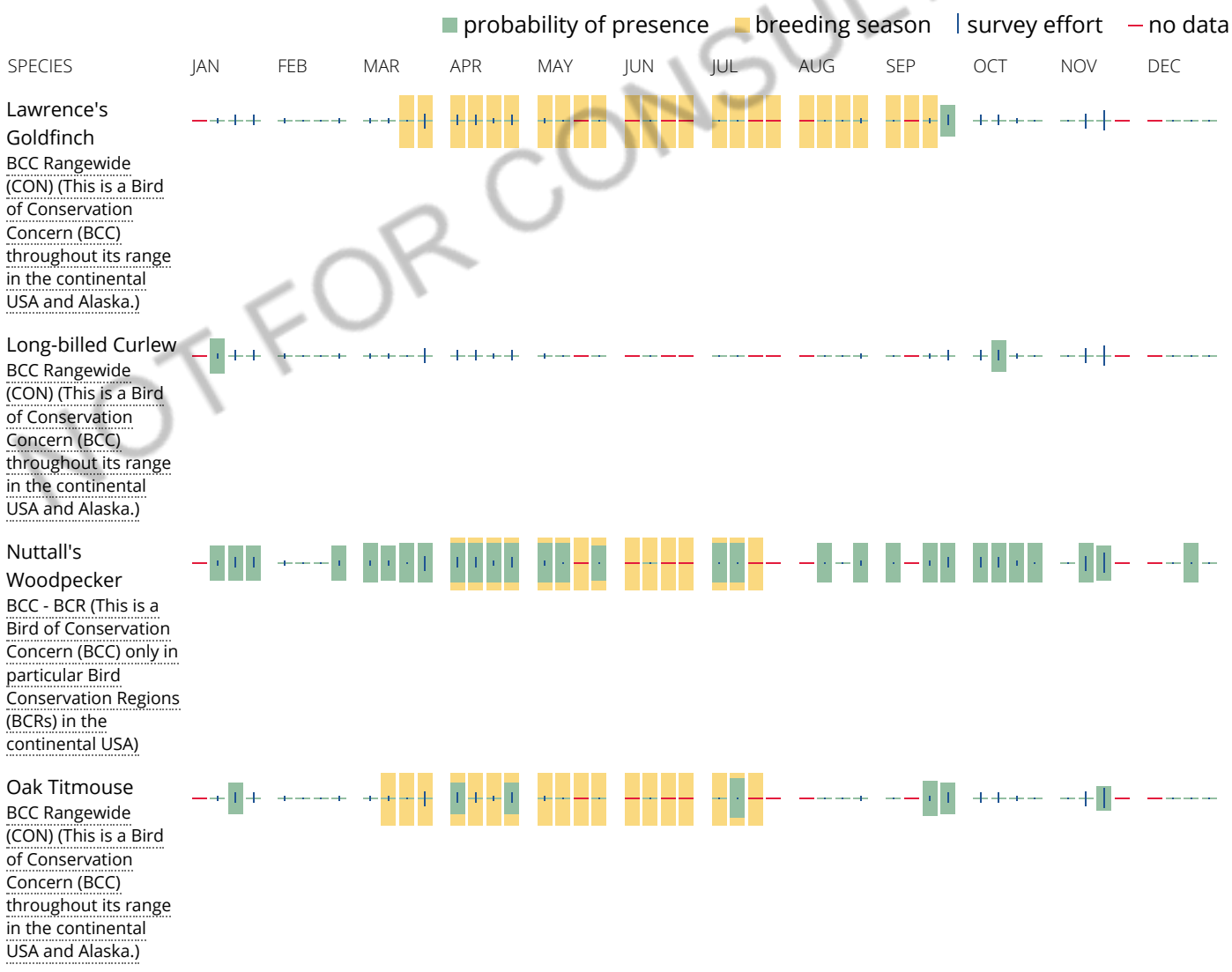
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

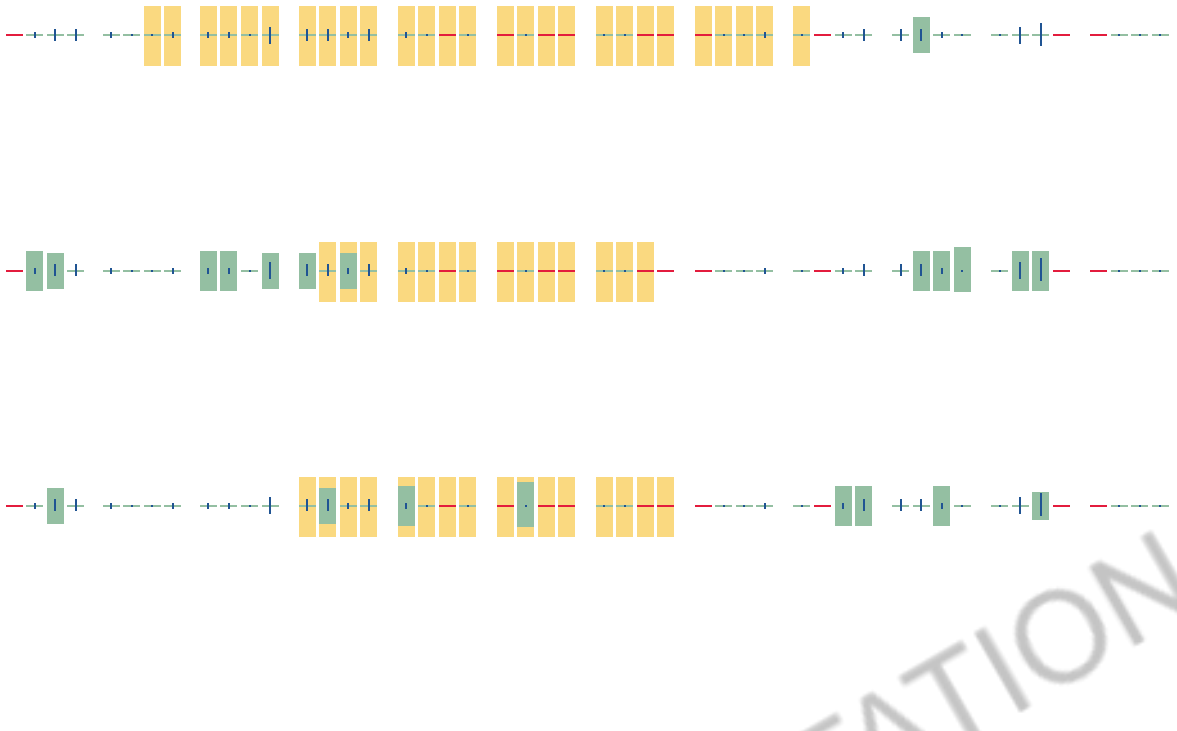
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



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Song Sparrow
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)

Spotted Towhee
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)

Yellow-billed Magpie
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

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Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the E-bird Explore Data Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ “What does IPaC use to generate the migratory birds potentially occurring in my specified location”. Please be aware this report provides the “probability of presence” of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look

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carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

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The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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Element_Type	Scientific_Name	Common_Name
Animals - Amphibians	Ambystoma californiense	California tiger salamander
Animals - Birds	Accipiter cooperii	Cooper's hawk
Animals - Birds	Buteo swainsoni	Swainson's hawk
Animals - Birds	Elanus leucurus	white-tailed kite
Animals - Birds	Ardea alba	great egret
Animals - Birds	Ardea herodias	great blue heron
Animals - Birds	Charadrius montanus	mountain plover
Animals - Birds	Pica nuttalli	yellow-billed magpie
Animals - Birds	Progne subis	purple martin
Animals - Birds	Agelaius tricolor	tricolored blackbird
Animals - Birds	Icteria virens	yellow-breasted chat
Animals - Birds	Setophaga petechia	yellow warbler
Animals - Birds	Asio flammeus	short-eared owl
Animals - Birds	Athene cunicularia	burrowing owl
Animals - Birds	Vireo bellii pusillus	least Bell's vireo
Animals - Fish	Acipenser transmontanus	white sturgeon
Animals - Fish	Pogonichthys macrolepidotus	Sacramento splittail
Animals - Fish	Hypomesus transpacificus	Delta smelt
Animals - Fish	Spirinchus thaleichthys	longfin smelt
Animals - Fish	Entosphenus tridentatus	Pacific lamprey
Animals - Fish	Lampetra ayresii	river lamprey
Animals - Fish	Oncorhynchus mykiss irideus pop	steelhead - Central Valley DPS
Animals - Fish	Oncorhynchus tshawytscha pop.	chinook salmon - Central Valley fall / late fall-run
Animals - Fish	Oncorhynchus tshawytscha pop.	chinook salmon - upper Klamath and Trinity Rive
Animals - Fish	Oncorhynchus tshawytscha pop.	chinook salmon - Central Valley spring-run ESU
Animals - Mollusks	Anodonta californiensis	California floater
Animals - Mollusks	Gonidea angulata	western ridged mussel
Animals - Reptiles	Emys marmorata	western pond turtle
Animals - Reptiles	Thamnophis gigas	giant gartersnake
Animals - Reptiles	Phrynosoma blainvillii	coast horned lizard
Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead
Plants - Vascular	Blepharizonia plumosa	big tarplant
Plants - Vascular	Symphyotrichum lentum	Suisun Marsh aster
Plants - Vascular	Brasenia schreberi	watershield
Plants - Vascular	Atriplex cordulata var. cordulata	heartscale
Plants - Vascular	Extriplex joaquinana	San Joaquin spearscale
Plants - Vascular	Astragalus tener var. tener	alkali milk-vetch
Plants - Vascular	Lathyrus jepsonii var. jepsonii	Delta tule pea
Plants - Vascular	Trifolium hydrophilum	saline clover
Plants - Vascular	Hibiscus lasiocarpos var. occident	woolly rose-mallow
Plants - Vascular	Chloropyron palmatum	palmate-bracted salty bird's-beak

Element_Code	Federal_Status	State_Status	CDFW_Stat	CA_Rare_Pl	Quad_Code	Quad_Nam
AAAAA01180	Threatened	Threatened	WL	-	3712183	Stockton W
ABNKC12040	None	None	WL	-	3712183	Stockton W
ABNKC19070	None	Threatened	-	-	3712183	Stockton W
ABNKC06010	None	None	FP	-	3712183	Stockton W
ABNGA04040	None	None	-	-	3712183	Stockton W
ABNGA04010	None	None	-	-	3712183	Stockton W
ABNNB03100	None	None	SSC	-	3712183	Stockton W
ABPAV09020	None	None	-	-	3712183	Stockton W
ABPAU01010	None	None	SSC	-	3712183	Stockton W
ABPBXB0020	None	Candidate Endanger	SSC	-	3712183	Stockton W
ABPBX24010	None	None	SSC	-	3712183	Stockton W
ABPBX03010	None	None	SSC	-	3712183	Stockton W
ABNSB13040	None	None	SSC	-	3712183	Stockton W
ABNSB10010	None	None	SSC	-	3712183	Stockton W
ABPBW01114	Endangered	Endangered	-	-	3712183	Stockton W
AFCAA01050	None	None	SSC	-	3712183	Stockton W
AFCJB34020	None	None	SSC	-	3712183	Stockton W
AFCHB01040	Threatened	Endangered	-	-	3712183	Stockton W
AFCHB03010	Candidate	Threatened	SSC	-	3712183	Stockton W
AFBAA02100	None	None	SSC	-	3712183	Stockton W
AFBAA02030	None	None	SSC	-	3712183	Stockton W
AFCHA0209K	Threatened	None	-	-	3712183	Stockton W
AFCHA0205N	None	None	SSC	-	3712183	Stockton W
AFCHA02056	None	None	SSC	-	3712183	Stockton W
AFCHA0205A	Threatened	Threatened	-	-	3712183	Stockton W
IMBIV04020	None	None	-	-	3712183	Stockton W
IMBIV19010	None	None	-	-	3712183	Stockton W
ARAAD02030	None	None	SSC	-	3712183	Stockton W
ARADB36150	Threatened	Threatened	-	-	3712183	Stockton W
ARACF12100	None	None	SSC	-	3712183	Stockton W
PMALI040Q0	None	None	-	1B.2	3712183	Stockton W
PDAST1C011	None	None	-	1B.1	3712183	Stockton W
PDASTE8470	None	None	-	1B.2	3712183	Stockton W
PDCAB01010	None	None	-	2B.3	3712183	Stockton W
PDCHE040B0	None	None	-	1B.2	3712183	Stockton W
PDCHE041F3	None	None	-	1B.2	3712183	Stockton W
PDFAB0F8R1	None	None	-	1B.2	3712183	Stockton W
PDFAB250D2	None	None	-	1B.2	3712183	Stockton W
PDFAB400R5	None	None	-	1B.2	3712183	Stockton W
PDMAL0H0R3	None	None	-	1B.2	3712183	Stockton W
PDSCR0J0J0	Endangered	Endangered	-	1B.1	3712183	Stockton W

Data_Statu	Taxonomic_Sort
Mapped	Animals - Amphibians - Ambystomatidae - Ambystoma californiense
Unprocesse	Animals - Birds - Accipitridae - Accipiter cooperii
Mapped an	Animals - Birds - Accipitridae - Buteo swainsoni
Mapped	Animals - Birds - Accipitridae - Elanus leucurus
Unprocesse	Animals - Birds - Ardeidae - Ardea alba
Unprocesse	Animals - Birds - Ardeidae - Ardea herodias
Unprocesse	Animals - Birds - Charadriidae - Charadrius montanus
Unprocesse	Animals - Birds - Corvidae - Pica nuttalli
Unprocesse	Animals - Birds - Hirundinidae - Progne subis
Mapped	Animals - Birds - Icteridae - Agelaius tricolor
Unprocesse	Animals - Birds - Parulidae - Icteria virens
Unprocesse	Animals - Birds - Parulidae - Setophaga petechia
Unprocesse	Animals - Birds - Strigidae - Asio flammeus
Mapped an	Animals - Birds - Strigidae - Athene cunicularia
Mapped	Animals - Birds - Vireonidae - Vireo bellii pusillus
Unprocesse	Animals - Fish - Acipenseridae - Acipenser transmontanus
Unprocesse	Animals - Fish - Cyprinidae - Pogonichthys macrolepidotus
Mapped an	Animals - Fish - Osmeridae - Hypomesus transpacificus
Mapped	Animals - Fish - Osmeridae - Spirinchus thaleichthys
Unprocesse	Animals - Fish - Petromyzontidae - Entosphenus tridentatus
Unprocesse	Animals - Fish - Petromyzontidae - Lampetra ayresii
Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus pop. 11
Unprocesse	Animals - Fish - Salmonidae - Oncorhynchus tshawytscha pop. 13
Unprocesse	Animals - Fish - Salmonidae - Oncorhynchus tshawytscha pop. 30
Unprocesse	Animals - Fish - Salmonidae - Oncorhynchus tshawytscha pop. 6
Unprocesse	Animals - Mollusks - Unionidae - Anodonta californiensis
Unprocesse	Animals - Mollusks - Unionidae - Gonidea angulata
Unprocesse	Animals - Reptiles - Emydidae - Emys marmorata
Mapped	Animals - Reptiles - Natricidae - Thamnophis gigas
Unprocesse	Animals - Reptiles - Phrynosomatidae - Phrynosoma blainvillii
Mapped	Plants - Vascular - Alismataceae - Sagittaria sanfordii
Mapped	Plants - Vascular - Asteraceae - Blepharizonia plumosa
Mapped	Plants - Vascular - Asteraceae - Symphyotrichum lentum
Mapped	Plants - Vascular - Cabombaceae - Brasenia schreberi
Mapped	Plants - Vascular - Chenopodiaceae - Atriplex cordulata var. cordulata
Mapped	Plants - Vascular - Chenopodiaceae - Extriplex joaquinana
Mapped	Plants - Vascular - Fabaceae - Astragalus tener var. tener
Mapped	Plants - Vascular - Fabaceae - Lathyrus jepsonii var. jepsonii
Mapped	Plants - Vascular - Fabaceae - Trifolium hydrophilum
Mapped	Plants - Vascular - Malvaceae - Hibiscus lasiocarpos var. occidentalis
Mapped	Plants - Vascular - Orobanchaceae - Chloropyron palmatum

APPENDIX D
NOISE STUDY

Environmental Noise Assessment

Aspire Public Charter Schools Use Permit Modification and Access Improvement Project

City of Stockton, California

January 4, 2019

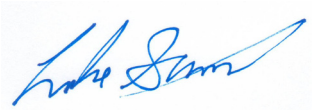
Project # 180505

Prepared for:

BaseCamp Environmental, Inc.
115 S. School St., Suite 14
Lodi, CA 95240

Prepared by:

Saxelby Acoustics



Luke Saxelby, INCE Bd. Cert.
Principal Consultant
Board Certified, Institute of Noise Control Engineering (INCE)

(916) 760-8821
www.SaxNoise.com | Luke@SaxNoise.com
915 Highland Pointe Drive, Suite 250
Roseville, CA 95678

Table of Contents

INTRODUCTION **2**

ENVIRONMENTAL SETTING **2**

BACKGROUND INFORMATION ON NOISE *2*

EXISTING AND FUTURE NOISE AND VIBRATION ENVIRONMENTS **7**

EXISTING NOISE RECEPTORS *7*

EXISTING GENERAL AMBIENT NOISE LEVELS *7*

TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS **12**

OFF-SITE TRAFFIC NOISE IMPACT ASSESSMENT METHODOLOGY *12*

PREDICTED EXTERIOR TRAFFIC NOISE LEVELS *12*

CONSTRUCTION NOISE ENVIRONMENT *13*

CONSTRUCTION VIBRATION ENVIRONMENT *14*

REGULATORY CONTEXT **15**

FEDERAL *15*

STATE *15*

LOCAL *15*

IMPACTS AND MITIGATION MEASURES **18**

THRESHOLDS OF SIGNIFICANCE *18*

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES *19*

REFERENCES **26**

Appendices

Appendix A: Acoustical Terminology
Appendix B: Field Noise Measurement Data
Appendix C: Traffic Noise Predictions

List of Figures

Figure 1: Site Plan 3
Figure 2: Noise Measurement Sites and Receptor Locations 4
Figure 3: Existing Noise Levels 9
Figure 4: Existing Plus Project 11
Figure 5: City of Stockton General Plan Table 11.1 15
Figure 6: Existing Plus Project Noise Levels with Mitigation 22
Figure 7: Property Line Sound Wall Location and Height 23

List of Tables

Table 1: Typical Noise Levels 5
Table 2: Summary of Existing Background Noise Measurement Data 8
Table 3: Predicted Noise Levels at Sensitive Receptors Around Project Site 10
Table 4: Predicted Traffic Noise Level and Project-Related Traffic Noise Level Increases 13
Table 4: Construction Equipment Noise 13
Table 5: Vibration Levels for Various Construction Equipment 14
Table 6: Effects of Vibration on People and Buildings 17
Table 7: Predicted Noise Levels at Sensitive Receptors Around Project Site – with 8' Tall Sound Wall 20

INTRODUCTION

The two Aspire Schools are currently permitted to operate with a maximum enrollment of 1,017 students. However, attendance has actually reached 1,217 students, and a modification to the current use permit is required to allow that enrollment to continue. Today the schools' drop-off and loading areas are focused on the western side of the campus, and access occurs via two driveways on West Lane. Improvement operations would expand the drop-off and loading zones by routing a portion of the school's traffic to the eastern side of the schools. An alternative concept would further alter circulation be creating access to Wilson Way via the neighborhoods streets located to the east of the schools.

Figure 1 shows the project site plan. **Figure 2** shows an aerial photo of the project site.

ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

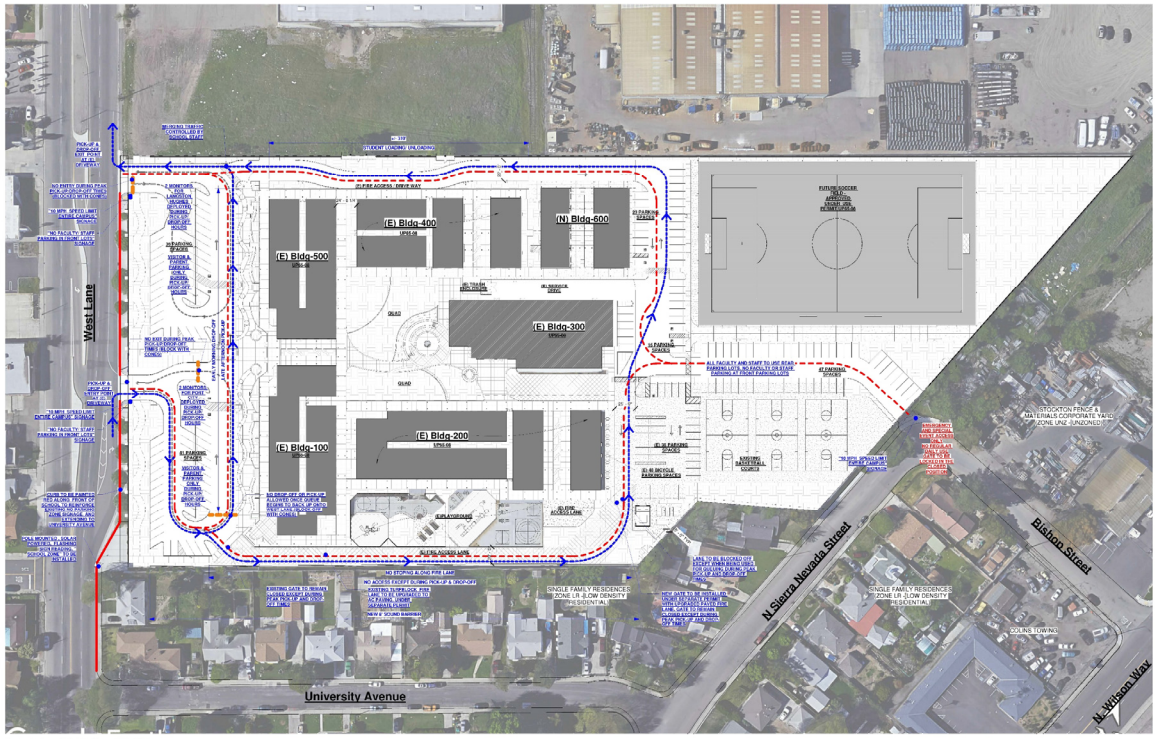
The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

Aspire Public Schools Use Permit Modification and Access Improvement Project

City of Stockton, California

Figure 1

Project Site Plan



1 SITE PLAN - QUEUING - PROPOSED

PARKING SUMMARY:					
Parking Required:	2 Per Classroom	=	112 Stalls	SMC 16.64.040	
	1 Per 6 High School Students	=	66 Stalls		
	TOTAL	=	178 Stalls		
Parking Provided:	Total # of Stalls On Site	=	197 Stalls	CBC 11B-208.2	
	Required # of Accessible Stalls	=	6 Stalls		
Parking Provided:	(E) Standard Stalls	=	107 Stalls		
	(N) Standard Stalls	=	81 Stalls		
	(E) Accessible Stalls	=	5 Stalls		
	(N) Accessible Stalls	=	4 Stalls		
	TOTAL	=	197 Stalls		

3 PARKING SUMMARY

SITE PLAN LEGEND

SITE QUEING LEGEND

1. AUTOMOBILE ENTRANCE AT EXISTING SOUTHERN WEST LANE DRIVEWAY.
2. QUEUING OCCURS THROUGH SITE ALONG EXISTING MIDDLE DRIVEWAY AND EMERGENCY ACCESS ROUTE.
3. AUTOMOBILE EXIT OCCURS ALONG UNLOADING OCCLINE AT NORTH SIDE OF CAMPUS ALONG EXISTING DRIVEWAY.
4. AUTOMOBILES ENTRY/EXIT AT BACK GATE PIGHETED EXCEPT FOR SPECIAL EVENTS AND EMERGENCY ACCESS ONLY.
5. EXISTING FUTURE LOCK PAVED NOW LANE TO BE PAVED UNDER ESTIMATE BUILDING PERMIT.
6. OVERALL QUEUING LENGTH: +1,000 FEET.
7. SUPPORT STAFF WILL BE STATIONED ALONG THE DROP-OFF AND LOADING ZONE TO MATCH STUDENTS TO THEIR VEHICLES AND TO ASSIST STUDENTS IN LOADING AND UNLOADING AS NEEDED.
8. NO SCHOOL PERSONNEL SHALL BE STATIONED IN OR DIRECT TRAFFIC IN THE PUBLIC RIGHT OF WAY.

QUEUING NOTES

K2A ARCHITECTURE + INTERIORS
555 DeHaro Street, Suite 380
San Francisco, CA 94107
tel 415.487.6900
fax 415.487.6909

Client: ASPIRE PUBLIC SCHOOL

Project Name: ASPIRE - LANGSTON HUGHES / PORT CITY NEW CLASSROOM BUILDING & SITE IMPROVMENTS
2090 West Lane
Stockton, CA 95205

Consultants

Sheet Name: SITE PLAN - REVISED QUEUING

Approval Stamp

Revisions
P1 Planning Revision 1 1/29/2018
P2 Planning Revision 2 12/12/2018

Sheet Information
Drawing Scale: As Indicated
Lmeam by: Author

Project Information
Date: 3/26/2018
Status: PLANNING
Project Number: 1716

Sheet: A.0.03

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Aspire Public Schools Use Permit Modification and Access Improvement Project

City of Stockton, California

Figure 2

Noise Measurement Sites

Legend

- Parcels
- Project Site
- Noise Measurement - Long Term

50 ft 150 ft 250 ft 350 ft

Projection: State Plane (California Zone 2) / NAD83 / meters
Rev. Date: 08/20/2018

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The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

The day/night average level (DNL or L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

TABLE 1: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING AND FUTURE NOISE AND VIBRATION ENVIRONMENTS

EXISTING NOISE RECEPTORS

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing single-family residential uses located along the south sides of the existing school uses.

EXISTING GENERAL AMBIENT NOISE LEVELS

The existing noise environment in the project area is defined primarily by existing school facilities, existing industrial uses in the project vicinity, and traffic noise from the local roadway network. It should be noted that what appears to be a dust collector from an existing industrial use to the north was observed to be a substantial noise sources at the eastern side of the project site. The noise from this unit is shown in the data collected at measurement site LT-2. Typical noise levels from this unit were observed to be 59-60 dB A on a continuous basis from approximately 4:00 a.m. to 11:00 p.m.

To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements at two locations on the existing site, while school was in session.

Noise measurement locations are shown on **Figure 2**. A summary of the noise level measurement survey results are provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max}, represents the highest noise level measured. The average value, denoted L_{eq}, represents the energy average of all the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50}, represents the sound level exceeded 50 percent of the time during the monitoring period.

Larson Davis Laboratories (LDL) Model 812 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with a B&K Model 4230 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Site	Date	Average Measured Hourly Noise Levels, dBA						
			Daytime (7:00 am - 10:00 pm)			Nighttime (10:00 pm – 7:00 am)		
		L_{dn}	L_{eq}	L_{50}	L_{max}	L_{eq}	L_{50}	L_{max}
LT-1	May 24, 2018	65	61	58	80	58	52	78
LT-2	May 24, 2018	65	60	59	77	58	57	72
Source: Saxelby Acoustics – 2018								

EVALUATION OF EXISTING NON-TRANSPORTATION AMBIENT NOISE AT ADJACENT RECEPTORS

On-Site Noise Prediction Methodology

The existing noise levels measured at sites LT-1 and LT-2 were used to calculate existing ambient noise levels at each of the nearby residential receptors. This was done using the SoundPLAN noise prediction model with existing buildings, existing school facility locations, and other existing site features as input data. The SoundPLAN model was found to accurately predict noise levels to within 1 dBA of measured levels at both measurement sites.

Existing ambient noise levels are shown on **Figure 3**.



Aspire Public Schools Use Permit Modification and Access Improvement Project

City of Stockton, California

Figure 3

Existing Ambient Noise Levels (dBA, L_{eq})

Signs and symbols

- Parcel Lines
- Wall
- Receiver
- Point source

Receiver Noise Level

R#
dBA

1 : 1710

0 10 20 40 60 80 m

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EVALUATION OF EXISTING PLUS PROJECT NOISE LEVELS

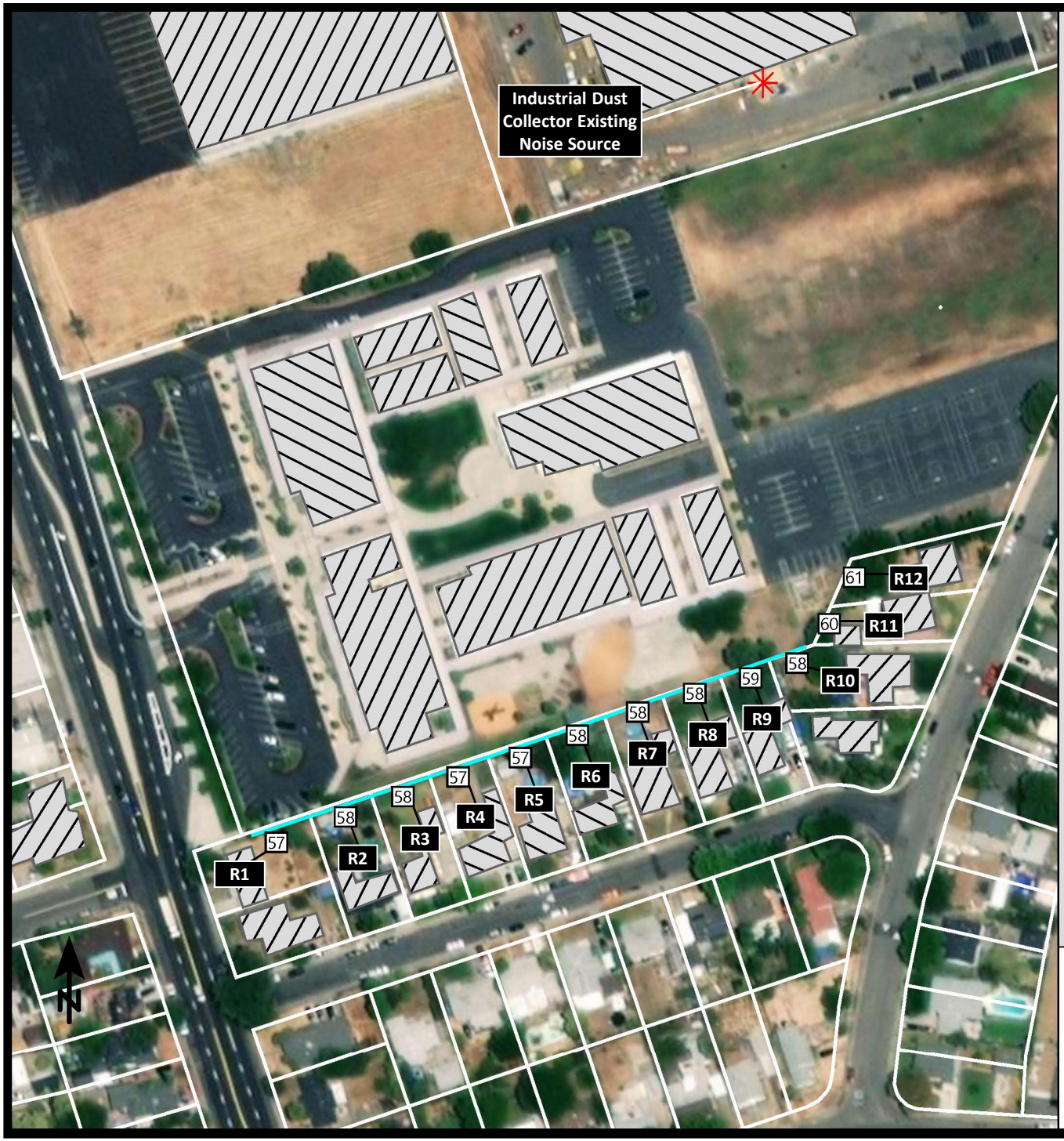
In order to evaluate the existing plus project exterior noise levels around the project site, Saxelby Acoustics re-ran the SoundPLAN model to include the new on-site circulation routes, as shown on **Figure 1**. Based upon the project traffic study, peak hour traffic is expected to include 290 vehicles. The hourly noise level associated with these trips was calculated to be 57 dBA L_{eq} at a distance of 50 feet. This level was input to the SoundPLAN model for the proposed on-site circulation paths. The results of this analysis are shown graphically on **Figure 4**.

Table 3 shows the predicted noise levels at the existing residential receptors with and without the proposed on-site circulation route.

TABLE 3: PREDICTED NOISE LEVELS AT SENSITIVE RECEPTORS AROUND PROJECT SITE

Receiver [1]	Existing Ambient Noise, dBA L_{eq}	Existing with On-Site Circulation, dBA L_{eq}	Change
R1	57	57	0
R2	56	58	+2
R3	56	58	+2
R4	53	57	+4
R5	54	57	+3
R6	55	58	+3
R7	55	58	+3
R8	54	58	+4
R9	57	59	+2
R10	56	58	+2
R11	57	60	+3
R12	60	61	+1

As shown in **Table 3,** the proposed project is predicted to result in noise level increases of up to 4 dBA versus existing ambient noise levels. Additionally, the project would cause noise levels to exceed the City's 55 dBA L_{eq} daytime (7:00 a.m. to 10:00 p.m.) noise level standard at three residences where existing noise levels are below the 55 dBA L_{eq} noise level standard.



Aspire Public Schools Use Permit Modification and Access Improvement Project

City of Stockton, California

Figure 4

Existing + Project Circulation Noise Levels (dBA, L_{eq})

Signs and symbols

- Parcel Lines
- Wall
- Receiver
- Point source

Receiver Noise Level

R#
dBA

1 : 1710

0 10 20 40 60 80 m

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TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS

Off-Site Traffic Noise Impact Assessment Methodology

To assess noise impacts due to project-related traffic increases on the local roadway network, traffic noise levels are predicted at sensitive receptors (residential uses) for existing and future, project and no-project conditions.

Existing, Baseline, and Baseline plus project noise levels due to traffic are calculated using the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). The model is based upon the Calveno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions. To predict traffic noise levels in terms of L_{dn}, it is necessary to adjust the input volume to account for the day/night distribution of traffic.

Daily traffic volumes were provided by the project traffic engineer (KD Anderson Associates, August 26, 2018), truck usage and vehicle speeds on the local area roadways were estimated from field observations. The predicted increases in traffic noise levels on the local roadway network for Existing and Baseline conditions which would result from the project are provided in terms of L_{dn}.

Traffic noise levels are predicted at the sensitive receptors (residential uses) located at the closest typical setback distance along each project-area roadway segment. In some locations sensitive receptors may not receive full shielding from noise barriers, or may be located at distances which vary from the assumed calculation distance.

Predicted Exterior Traffic Noise Levels

Operation of the proposed project would result in an increase in ADT volumes on the local roadway network and consequently, an increase in noise levels from traffic sources along affected segments.

To examine the effect of project-generated traffic increases, traffic noise levels associated with the proposed project were calculated for roadway segments in the project study area using the FHWA model. Traffic noise levels were modeled under Existing and Baseline conditions with and without the proposed project.

Table 4 summarizes the modeled traffic noise levels at the nearest sensitive receptors (residential uses) along each roadway segment in the Project area. **Appendix C** provides the complete inputs and results of the FHWA traffic modeling.

TABLE 4: PREDICTED TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Predicted Exterior Noise Level (dBA L_{dn}) @ Closest Sensitive Receptors (residential uses)			
		Existing No Project	Baseline No Project	Baseline + Project (Gate Closed)	Change
West Lane	North of School	67.2	67.2	67.2	0.0
West Lane	South of School	69.9	69.8	69.9	0.1
University	West Lane to Sierra Nevada	46.8	46.7	46.8	0.1
Sierra Nevada	University to Bishop	45.5	45.5	45.5	0.0
Bishop	Sierra Nevada to Wilson Way	46.5	46.4	46.5	0.1

Source: FHWA RD-77-108 and KD Anderson Associates.

Based upon the **Table 4** data, the proposed project, is predicted to result in an increase in a maximum off-site traffic noise level increase of 0.1 dBA.

Construction Noise Environment

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in **Table 5**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

TABLE 5: CONSTRUCTION EQUIPMENT NOISE

Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Paver	77
Pneumatic Tools	85

Source: *Roadway Construction Noise Model User's Guide*. Federal Highway Administration. FHWA-HEP-05-054. January 2006

Construction Vibration Environment

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 6** shows the typical vibration levels produced by construction equipment.

TABLE 6: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: *Transit Noise and Vibration Impact Assessment Guidelines.* Federal Transit Administration. May 2006.

REGULATORY CONTEXT

FEDERAL

There are no federal regulations related to noise that apply to the Proposed Project.

STATE

There are no state regulations related to noise that apply to the Proposed Project.

LOCAL

City of Stockton General Plan

Noise policy HS-2.2 establishes exterior noise level standards for noise-sensitive uses. Table HS-11.1 (**Figure 5**) shows the City's land use compatibility standards.

Table 11-1. Maximum Allowable Ambient Noise Exposure by Land Use (County Noise Standards)

Land Use Type	Noise Level (Ldn) 0 - 55	56 - 60	61 - 65	66 - 70	71 - 75	75 - 80	> 81
Residential							
Hotels, Motels							
Schools, Libraries, Churches, Hospitals, Extended Care Facilities							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Mining, Industrial, Manufacturing, Utilities, Agriculture							

Normally Acceptable. Specified land use is satisfactory, based on the assumption that any buildings involved are of normal, conventional construction, without any special noise insulation requirements.

Conditionally Acceptable. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed insulation features have been included in the design.

Unacceptable. New construction or development should not be undertaken.

If existing noise standards are currently exceeded, a proposed project shall not incrementally increase noise levels by more than 3 dBA

Figure 5: City of Stockton General Plan Table 11.1

The City also regulates construction noise to the hours of 7:00 a.m. to 7:00 p.m., as shown by policy HS-2.11 below:

> **HS-2.11 Limiting Construction Activities**
> The City shall limit construction activities to the hours of 7 am to 7 pm, Monday through Saturday. No construction shall occur on Sundays or national holidays without a written permit from the City.

City of Stockton Zoning Ordinance

The City's zoning ordinance, in Section 16.60.040 of the Stockton Municipal Code, contains criteria for noise-generated land uses which may impact noise-sensitive uses, as summarized below:

The maximum sound level (L_{max}) produced by industrial land uses or by other permitted noise-generating activities on any retail commercial zoning district (i.e., CO, CN, CG, CD, CL or CA districts) shall not exceed 75 dB; and

The hourly equivalent sound level (L_{eq}) from these land uses shall not exceed 65 dB during daytime or nighttime hours as measured at the property line of any other adjoining retail commercial zoning district (CO, CN, CG, CD, CL or CA districts).

Adjacent to Other Uses: If commercial, industrial, or public facilities land uses are adjacent to any noise-sensitive land uses or vacant residential (RE, RL, RM, or RH) or open space (OS) zoning districts, these uses shall comply with the performance standards as listed below:

Noise Level Descriptor	Outdoor Activity Areas	
	Day (7:00 a.m. to 10:00 p.m.)	Night (10:00 p.m. to 7:00 a.m.)
Hourly Equivalent sound level (L_{eq}), dB	55	45
Maximum sound level (L_{max}), dB	75	65

In addition, Stockton Municipal Code Chapter 16.60.030 limits noise considered a public nuisance.

Municipal Code Section 16.60.030 includes restrictions on construction noise. Operating or causing the operation of tools or equipment on private property used in alteration, construction, demolition, drilling, or repair work between the hours of 10:00 p.m. and 7:00 a.m., so that the sound creates a noise disturbance across a residential property line, is prohibited, except for emergency work of public service utilities. Construction activities within the daytime hours of 7:00 a.m. and 10:00 p.m. are considered to be exempt from the noise control provisions of the Municipal Code.

Criteria for Acceptable Vibration

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 7**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

Table 7 indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.2 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

TABLE 7: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: *Transportation Related Earthborne Vibrations.* Caltrans. TAV-02-01-R9601. February 20, 2002.

IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria for noise impacts are drawn from CEQA Guidelines Appendix G (Items XI [a-f]).

Would the project:

a. Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

b. Expose persons to, or generate, excessive groundborne vibration or groundborne noise levels;

c. Cause a substantial permanent increase in ambient noise levels in the project vicinity above existing levels without the project;

d. Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing levels without the project;

e. Expose persons residing or working in the project area to excessive noise levels if located within an airport land use plan or where such a plan has not been adopted within 2 miles of a public airport or public use airport; or

f. Expose persons residing or working in the project area to excessive noise levels if located within the vicinity of a private airstrip.

Significant Increase Criteria

The City of Stockton 2035 General Plan EIR established the following criteria for determining a significant increase in noise:

- If the noise level resulting from project operations would exceed the "normally acceptable" range for a given land use where the existing noise level exceeds the normally acceptable range, a 3 dBA or greater increase due to the project is considered significant. If the noise level resulting from project operations would exceed the "normally acceptable" range for a given land use where the existing noise level is within the normally acceptable range, a 5 dBA or greater increase due to the project is considered significant.
- If the noise level resulting from project operations would be within the "normally acceptable" range for a given land use, a 10 dBA or greater increase due to the project is considered significant.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

IMPACT 1: WOULD THE PROJECT RESULT IN 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?

Off-Site Transportation Noise at Sensitive Receptors

As shown in **Table 4**, traffic from the proposed project is not predicted to cause exterior noise levels to exceed the City's 60 dBA L_{dn} exterior noise level standard at any existing residential areas where no-project noise levels are less than 60 dBA L_{dn}.

On-Site Noise

As shown in **Table 3**, the proposed project would cause exterior noise levels to exceed the City of Stockton Development Code 55 dBA L_{eq} daytime (7:00 a.m. to 10:00 p.m.) noise level standard for residential uses.

Impacts resulting from exterior noise levels exceeding the thresholds of significance due to project-related noise would be considered ***potentially significant***.

In order to reduce project noise levels to within the City of Stockton Development Code exterior noise level standards, noise control measures were evaluated for the project. Specifically, a property line sound wall was evaluated for reducing exterior noise at the adjacent sensitive receptors. The results of this analysis are shown in **Table 8**. The resulting noise levels are shown graphically in terms of the day/night average (L_{dn}) level on **Figure 6**.

TABLE 8: PREDICTED NOISE LEVELS AT SENSITIVE RECEPTORS AROUND PROJECT SITE – WITH 8' TALL SOUND WALL

Receiver [1]	Existing Ambient Noise, dBA L_{eq}	Existing + On Site Circulation* Noise, dBA L_{eq}	Change	Conclusion	Additional Noise Control Required?
R1	57	55	-2	No project increase and complies with 55 dBA standard	No
R2	56	55	-1	No project increase and complies with 55 dBA standard	No
R3	56	56	0	No change	No
R4	53	54	+1	Increase less than 3 dBA and complies with 55 dBA standard	No
R5	54	55	+1	Increase less than 3 dBA and complies with 55 dBA standard	No
R6	55	55	0	No change	No
R7	55	55	0	No change	No
R8	54	55	+1	Increase less than 3 dBA and complies with 55 dBA standard	No
R9	57	57	0	No change	No
R10	56	55	-1	No project increase and complies with 55 dBA standard	No
R11	57	55	-2	No project increase and complies with 55 dBA standard	No
R12	60	57	-3	No project increase	No
*With sound wall shown on Figure 7.					

The **Table 8** data indicate that a sound wall can be used to reduce project-related noise at the nearest senstivie receptors. As shown in **Table 8**, with an 8-foot tall sound wall the proposed project would not cause average (L_{eq}) noise levels to exceed the City's 55 dBA L_{eq} exterior noise level standard.

Based upon the **Table 8** data, with mitigation, the proposed project would not cause noise levels to increase by 3 dBA or more, or cause noise levels to exceed the City's 55 dBA L_{eq} noise standard where existing noise levels are less than 55 dBA L_{eq}.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

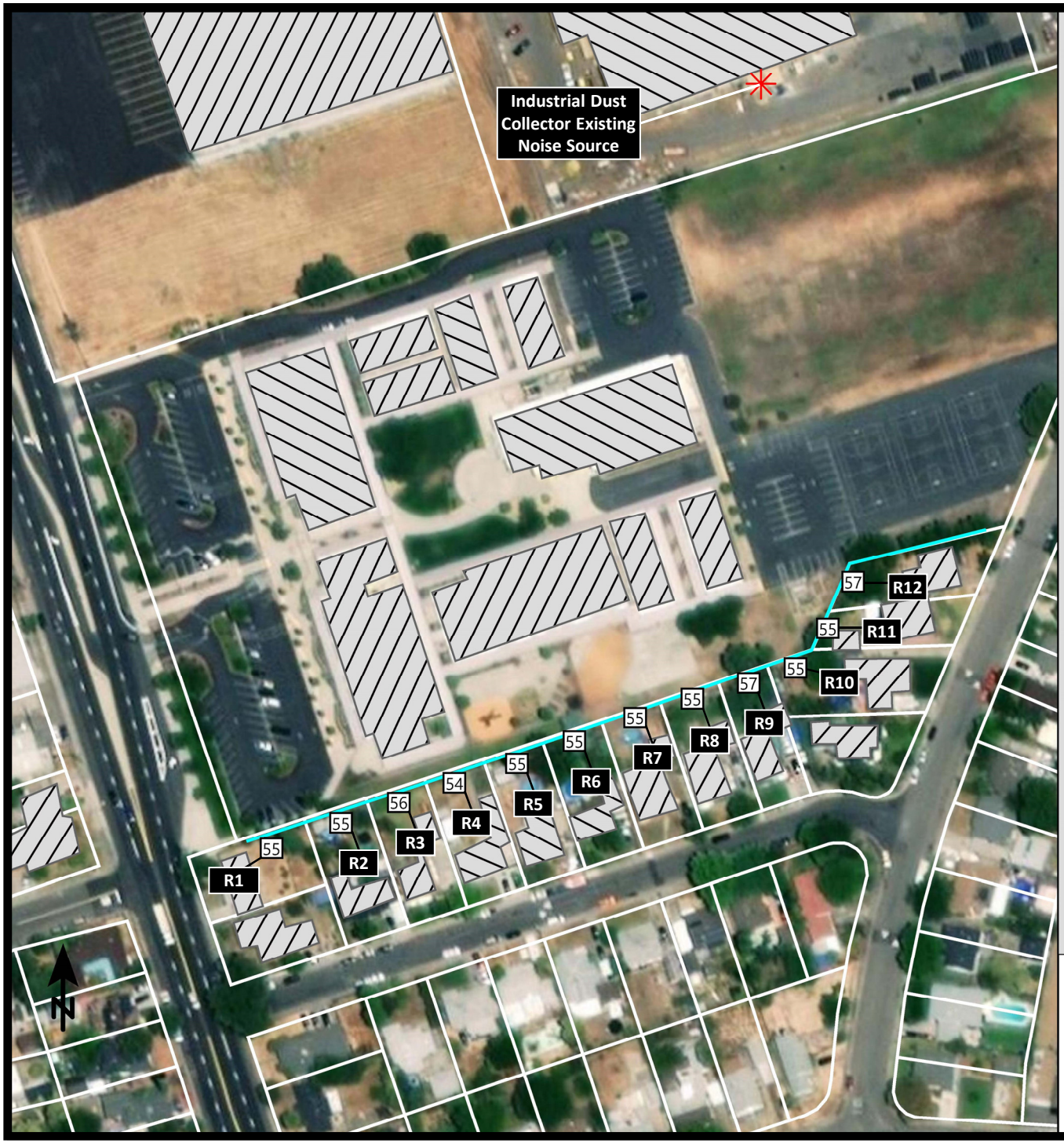
MM-1 *A sound wall shall be installed along the south project property line to a height of 8-feet above finish grade of the proposed on-site circulation route. The approximate location and height of the barrier is shown on* ***Figure 7****. The sound wall may include a new wall or an appropriate sound wall extension or panel to reach the full required height. Appropriate sound walls would include concrete masonry or other barriers having a mass of 4 pounds per square foot and are free of gaps or penetrations which would allow sound to pass through or around the wall. An appropriate panel system includes the Sound Fighter LSE-1000 barrier which could be used as an extension to the existing wall. Any panel system placed in front of the wall shall have an overlap between the top of the existing wall and the bottom of the panel system which measures two and one-half to three times the distance between the existing wall and the proposed panel. The proposed sound wall design shall be reviewed by a qualified acoustic engineer prior to construction.*

IMPACT 2: WOULD THE PROJECT RESULT IN EXPOSURE OF PERSONS TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The **Table 6** data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located approximately 26 feet, or further, from typical construction activities. At these distances construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

This is a **less-than-significant** impact and no mitigation is required.



Aspire Public Schools Use Permit Modification and Access Improvement Project

City of Stockton, California

Figure 6

Existing + Project Circulation Noise Levels with 8' Tall Sound Wall/Barrier (dBA, L_{eq})

Signs and symbols

- Parcel Lines
- Wall
- Receiver
- Point source

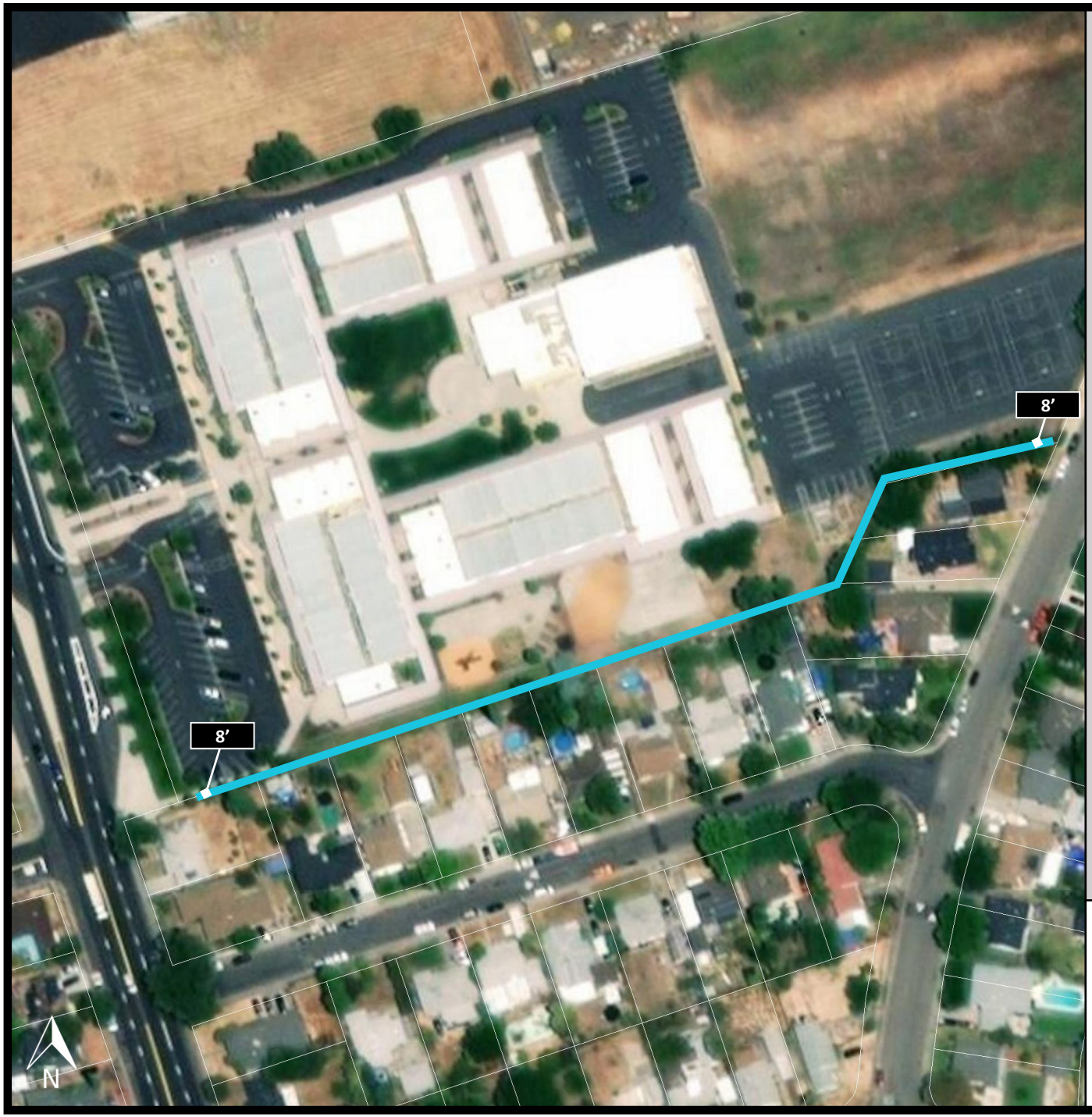
Receiver Noise Level

R#
dBA

1 : 1710

0 10 20 40 60 80 m

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Aspire Public Schools Use Permit Modification and Access Improvement Project

City of Stockton, California

Figure 7

Sound Wall/Barrier Location and Heights – May include new full height wall or panel extension to raise wall height

Minimum Wall / Barrier Height (ft.)

X’

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IMPACT 3: WOULD THE PROJECT RESULT IN A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?

Off-Site Traffic Noise Increases

As shown in **Table 3**, the proposed project is not predicted to increase off-site traffic noise levels by no more than 0.1 dBA. This is less than the City's 3 dBA threshold discussed above.

On-Site Noise

As shown in **Table 7**, with mitigation measure MM-1, the project would not increase daytime average (L_{eq}) noise levels beyond 3 dBA which is the test of significance discussed earlier in this section.

This is a **less-than-significant** impact and no additional mitigation is required.

IMPACT 4: WOULD THE PROJECT RESULT IN ASUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in **Table 5,** activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA L_{max} at a distance of 50 feet. Most of the building construction would occur at distances of 50 feet or greater from the nearest residences. Construction noise associated with parking lot paving would be similar to noise that would be associated with public works projects, such as a roadway widening or street paving projects.

Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur primarily during daytime hours.

The City of Stockton Municipal Code Section 16.60.030 includes restrictions on construction noise. Operating or causing the operation of tools or equipment on private property used in alteration, construction, demolition, drilling, or repair work between the hours of 10:00 p.m. and 7:00 a.m., so that the sound creates a noise disturbance across a residential property line, is prohibited, except for emergency work of public service utilities. Construction activities within the daytime hours of 7:00 a.m. and 10:00 p.m. are considered to be exempt from the noise control provisions of the Municipal Code.

This is a **less-than-significant** impact and no mitigation is required.

IMPACT 5: 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?

There are no public airports in the project vicinity. Therefore, this impact is not applicable to the proposed project.

This is a **less-than-significant** impact and no mitigation is required.

IMPACT 6: 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?

There are no private airstrips in the project vicinity. Therefore, this impact is not applicable to the proposed project.

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SoundPLAN. SoundPLAN GmbH. Backnang, Germany. http://www.soundplan.eu/english/

Appendix A: Acoustical Terminology

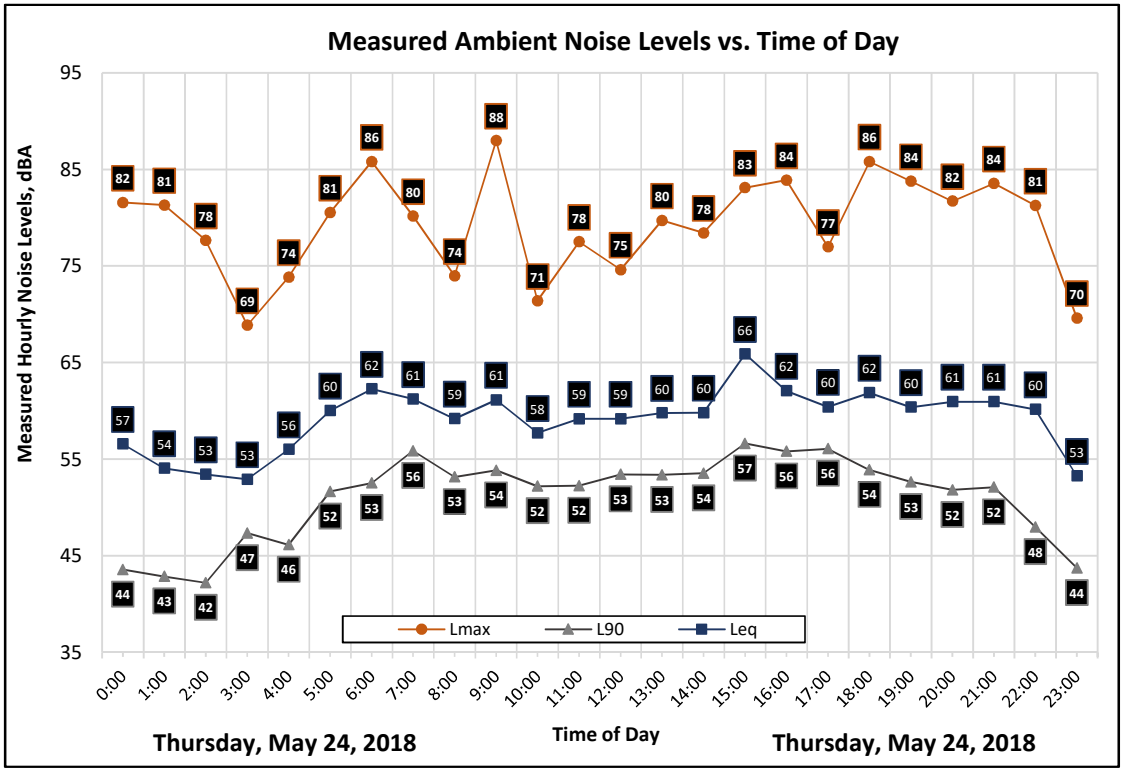
Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
ASTC	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
DNL	See definition of Ldn.
IIC	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
NIC	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
NNIC	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
Noise	Unwanted sound.
NRC	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
RT60	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
SEL	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
SPC	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
STC	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

Appendix B1 : Continuous Noise Monitoring Results

Site: LT-1
Project: Aspire Schools
Location: West side of campus
Coordinates: 37.97498 -121.27932
Meter: LDL 820-1
Calibrator: B&K 4230

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Thursday, May 24, 2018	0:00	57	82	48	44
Thursday, May 24, 2018	1:00	54	81	48	43
Thursday, May 24, 2018	2:00	53	78	49	42
Thursday, May 24, 2018	3:00	53	69	51	47
Thursday, May 24, 2018	4:00	56	74	53	46
Thursday, May 24, 2018	5:00	60	81	56	52
Thursday, May 24, 2018	6:00	62	86	57	53
Thursday, May 24, 2018	7:00	61	80	59	56
Thursday, May 24, 2018	8:00	59	74	58	53
Thursday, May 24, 2018	9:00	61	88	57	54
Thursday, May 24, 2018	10:00	58	71	56	52
Thursday, May 24, 2018	11:00	59	78	57	52
Thursday, May 24, 2018	12:00	59	75	57	53
Thursday, May 24, 2018	13:00	60	80	57	53
Thursday, May 24, 2018	14:00	60	78	58	54
Thursday, May 24, 2018	15:00	66	83	61	57
Thursday, May 24, 2018	16:00	62	84	59	56
Thursday, May 24, 2018	17:00	60	77	59	56
Thursday, May 24, 2018	18:00	62	86	59	54
Thursday, May 24, 2018	19:00	60	84	58	53
Thursday, May 24, 2018	20:00	61	82	57	52
Thursday, May 24, 2018	21:00	61	84	57	52
Thursday, May 24, 2018	22:00	60	81	54	48
Thursday, May 24, 2018	23:00	53	70	50	44

Statistics	Leq	Lmax	L50	L90
Day Average	61	80	58	54
Night Average	58	78	52	46
Day Low	58	71	56	52
Day High	66	88	61	57
Night Low	53	69	48	42
Night High	62	86	57	53
Ldn	65	Day %		78
CNEL	65	Night %		22





Appendix B1 : Continuous Noise Monitoring Results

Site: LT-2

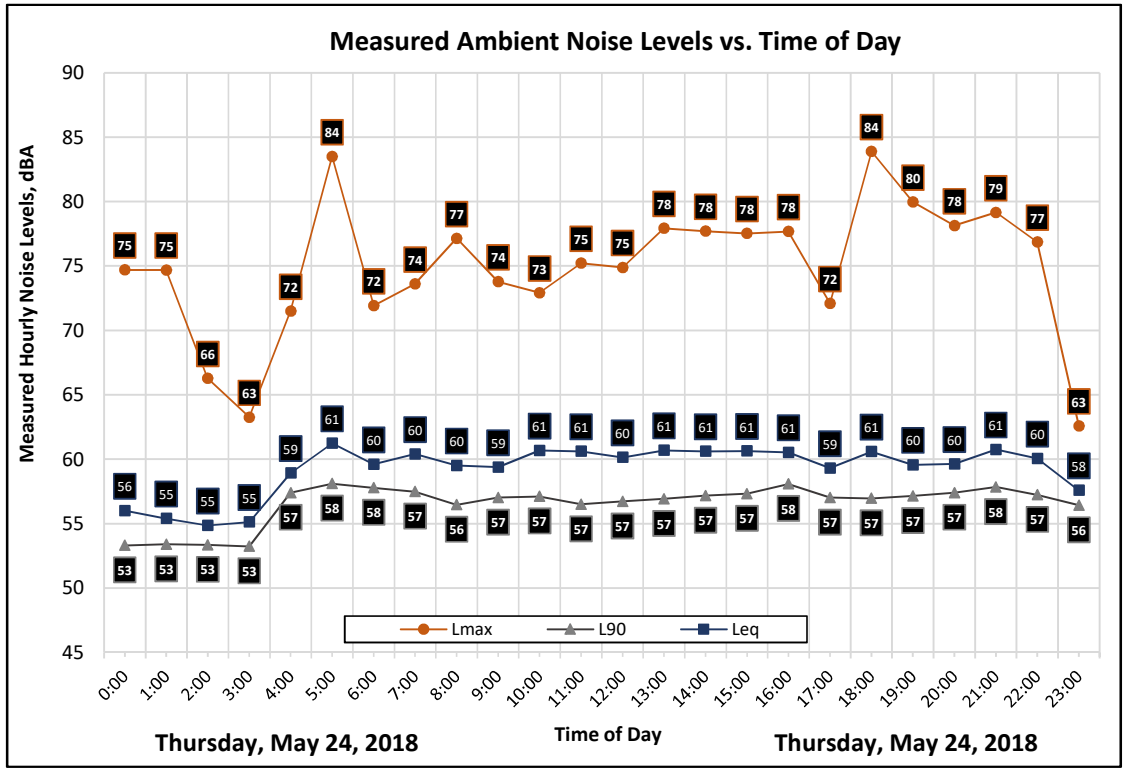
Project: Aspire Schools **Meter:** LDL 812-1

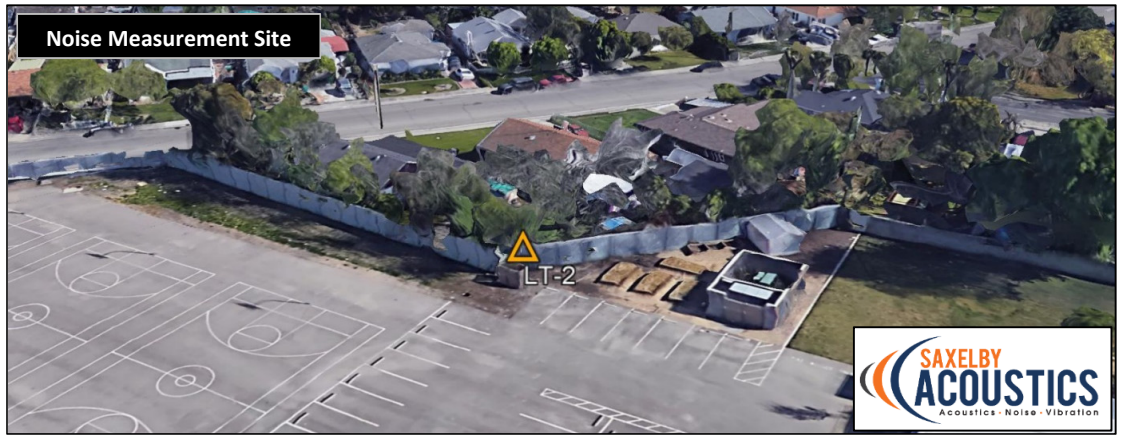
Location: East side of campus at South boundary **Calibrator:** B&K 4230

Coordinates: 37.97554 -121.27763

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Thursday, May 24, 2018	0:00	56	75	54	53
Thursday, May 24, 2018	1:00	55	75	55	53
Thursday, May 24, 2018	2:00	55	66	54	53
Thursday, May 24, 2018	3:00	55	63	54	53
Thursday, May 24, 2018	4:00	59	72	59	57
Thursday, May 24, 2018	5:00	61	84	60	58
Thursday, May 24, 2018	6:00	60	72	59	58
Thursday, May 24, 2018	7:00	60	74	59	57
Thursday, May 24, 2018	8:00	60	77	58	56
Thursday, May 24, 2018	9:00	59	74	59	57
Thursday, May 24, 2018	10:00	61	73	60	57
Thursday, May 24, 2018	11:00	61	75	59	57
Thursday, May 24, 2018	12:00	60	75	59	57
Thursday, May 24, 2018	13:00	61	78	59	57
Thursday, May 24, 2018	14:00	61	78	59	57
Thursday, May 24, 2018	15:00	61	78	59	57
Thursday, May 24, 2018	16:00	61	78	60	58
Thursday, May 24, 2018	17:00	59	72	59	57
Thursday, May 24, 2018	18:00	61	84	59	57
Thursday, May 24, 2018	19:00	60	80	59	57
Thursday, May 24, 2018	20:00	60	78	59	57
Thursday, May 24, 2018	21:00	61	79	59	58
Thursday, May 24, 2018	22:00	60	77	59	57
Thursday, May 24, 2018	23:00	58	63	57	56

Statistics	Leq	Lmax	L50	L90
Day Average	60	77	59	57
Night Average	58	72	57	56
Day Low	59	72	58	56
Day High	61	84	60	58
Night Low	55	63	54	53
Night High	61	84	60	58
Ldn	65	Day %		73
CNEL	65	Night %		27





Appendix C-1

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Data Input Sheet

Project #: 180505
Description: Aspire School Queing Project - Existing Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	West Lane	North of School	22,600	83	0	17	2.0%	1.0%	40	75	0	227	105	49	67.2
2	West Lane	South of School	22,600	83	0	17	2.0%	1.0%	40	50	0	227	105	49	69.9
3	University	West Lane to Sierra Nevada	535	83	0	17	0.1%	0.1%	25	50	0	7	3	1	46.8
4	Sierra Nevada	University to Bishop	400	83	0	17	0.1%	0.1%	25	50	0	5	3	1	45.5
5	Bishop	Sierra Nevada to Wilson Way	500	83	0	17	0.1%	0.1%	25	50	0	6	3	1	46.5

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Appendix C-2

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Data Input Sheet

Project #: 180601

Description: Aspire School Queing Project - Baseline Traffic

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	West Lane	North of School	22,350	83	0	17	2.0%	1.0%	40	75	0	226	105	49	67.2
2	West Lane	South of School	22,345	83	0	17	2.0%	1.0%	40	50	0	226	105	49	69.8
3	University	West Lane to Sierra Nevada	520	83	0	17	0.1%	0.1%	25	50	0	6	3	1	46.7
4	Sierra Nevada	University to Bishop	395	83	0	17	0.1%	0.1%	25	50	0	5	2	1	45.5
5	Bishop	Sierra Nevada to Wilson Way	485	83	0	17	0.1%	0.1%	25	50	0	6	3	1	46.4

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Appendix C-3
FHWA-RD-77-108 Highway Traffic Noise Prediction Model
Data Input Sheet

Project #: 180601
Description: Aspire School Queing Project - Baseline Plus Project Traffic - Gate Closed
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	West Lane	North of School	22,600	83	0	17	2.0%	1.0%	40	75	0	227	105	49	67.2
2	West Lane	South of School	22,600	83	0	17	2.0%	1.0%	40	50	0	227	105	49	69.9
3	University	West Lane to Sierra Nevada	535	83	0	17	0.1%	0.1%	25	50	0	7	3	1	46.8
4	Sierra Nevada	University to Bishop	400	83	0	17	0.1%	0.1%	25	50	0	5	3	1	45.5
5	Bishop	Sierra Nevada to Wilson Way	500	83	0	17	0.1%	0.1%	25	50	0	6	3	1	46.5

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APPENDIX E
TRAFFIC IMPACT STUDY

TRAFFIC OPERATIONS ANALYSIS

FOR

ASPIRE PUBLIC CHARTER SCHOOLS USE PERMIT MODIFICATION AND ACCESS IMPROVEMENT PROJECT

Stockton, CA

Prepared For:

Aspire Public Schools
1001 22nd Avenue
Oakland, CA 94606

Prepared By:

KD Anderson & Associates
3853 Taylor Road, Suite G
Loomis, California 95650
(916) 660-1555

December 28, 2018

0570-06

TRAFFIC OPERATIONS ANALYSIS FOR ASPIRE PUBLIC CHARTER SCHOOLS USE PERMIT MODIFICATION AND ACCESS IMPROVEMENT PROJECT
Stockton, CA

TABLE OF CONTENTS

INTRODUCTION 1
Project Overview 1
Analysis Approach 1
Summary Conclusions 4

EXISTING SETTING 6
Circulation System 6
Study Area Intersections 7
Public Transportation 8
Bicycle and Pedestrian Circulation Systems 9

ANALYSIS METHODOLOGY 10
Intersection Level of Service Analysis Procedures 10
Level of Service Significance Thresholds 11
Existing Traffic Volumes and Levels of Service 12
Traffic Signal Warrants 16
Site Observations 16

SCHOOL PROJECT CHARACTERISTICS 18
Description 18
Internal Circulation Plan 18
Traffic Characteristics 19
Trip Distribution 19
Trip Assignment 20

BASELINE PLUS PROJECT IMPACTS 25
Traffic Volumes and Level of Service 25
On-Site Circulation 28

APPENDIX 30

TRAFFIC OPERATIONS ANALYSIS FOR ASPIRE PUBLIC CHARTER SCHOOLS USE PERMIT MODIFICATION AND ACCESS IMPROVEMENT PROJECT
Stockton, CA

INTRODUCTION

This traffic impact study report summarizes an analysis of the traffic-related effects of proposed changes to Aspire Public Charter School's Port City Academy (TK-5) Elementary School and Langston Hughes Academy (6-12). These existing schools lie along West Lane in the area between Alpine Avenue and Harding Way, as noted in Figure 1 (vicinity map).

Project Overview

The two Aspire Schools are currently permitted to operate with a maximum enrollment of 1,017 students. However, attendance has actually reached 1,217 students, and a modification to the current use permit is required to allow that enrollment to continue.

Today the schools' drop-off and loading areas are focused on the western side of the campus, and access occurs via two driveways on West Lane. Improvement operations would expand the drop-off and loading zones by routing a portion of the school's traffic to the eastern side of the schools. An alternative concept that was included in this analysis but was subsequently dropped by the applicant would further alter circulation by creating access to Wilson Way via an existing emergency access gate and the neighborhood streets located to the east of the schools, as noted in Figure 2.

Analysis Approach

Study Scenarios. This analysis considers the project's traffic impacts to the surrounding street system and evaluates the adequacy of site access under existing conditions and conditions occurring with both improvement options. Analysis of traffic operating conditions under the following scenarios is presented in this traffic impact study:

- Existing conditions, based on a.m. peak hour traffic volume counts.
- Baseline conditions assuming the Use Permit is not modified and only 1,017 students are enrolled with current site access and internal circulation.
- Baseline Plus Project (with 1,217 students Plus Proposed On-site Drop-Off and Loading improvements).
- Baseline Plus Project (with 1,217 students, proposed drop-off and loading improvements and creation of access to Sierra Nevada Street on the east end of the campus).

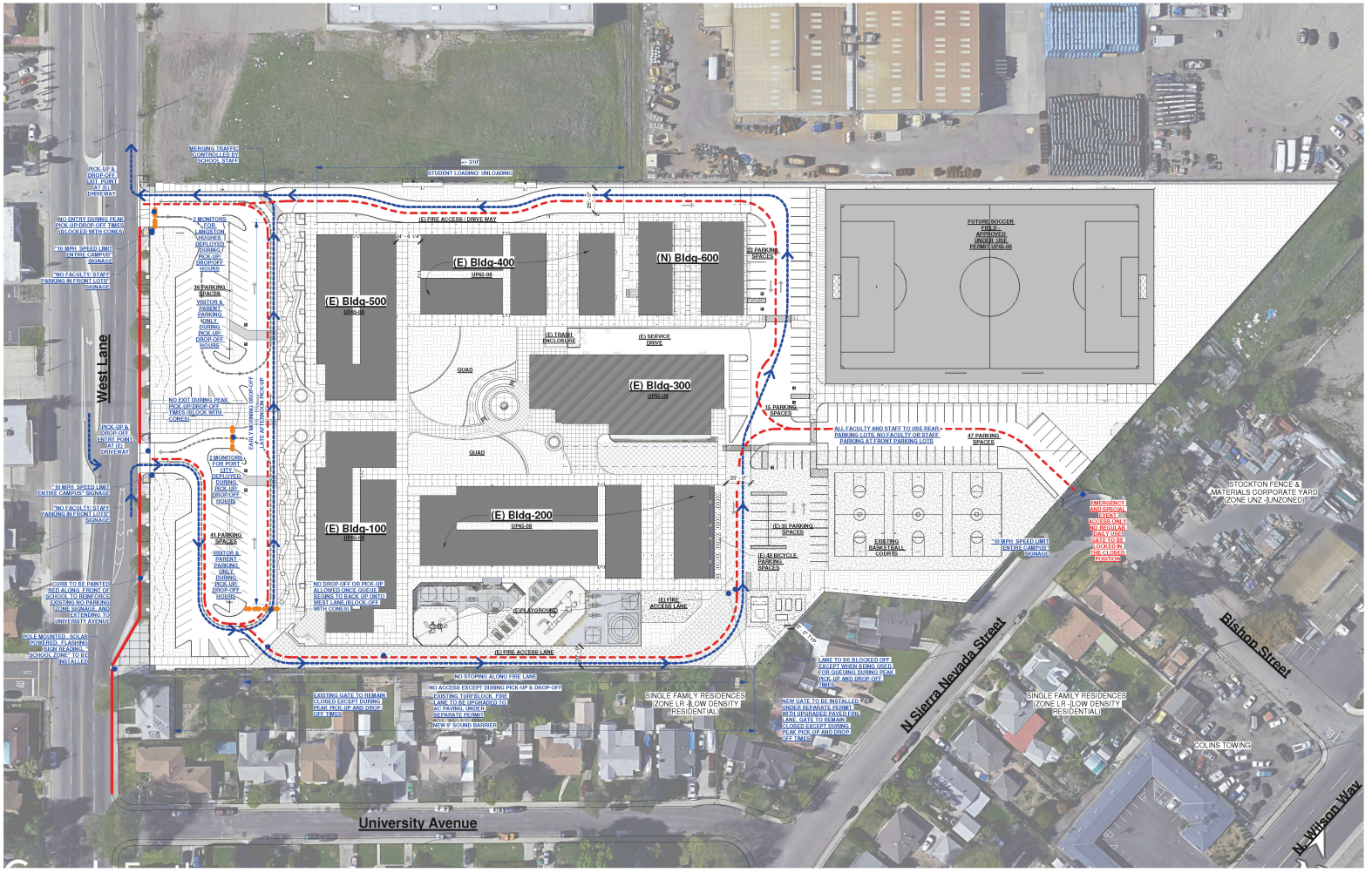


VICINITY MAP

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figure 1



PARKING SUMMARY:

Parking Required:	2 Per Classroom	=	112 Stalls	**SMC 16.64.040**	
	1 Per 6 High School Students	=	66 Stalls		
	TOTAL	=	***178 Stalls***		
Parking Provided:	Total # of Stalls On Site	=	197 Stalls	**CBC 11B-208.2**	
	Required # of Accessible Stalls	=	6 Stalls		
Parking Provided:	(E) Standard Stalls	=	107 Stalls		
	(N) Standard Stalls	=	81 Stalls		
	(E) Accessible Stalls	=	5 Stalls		
	(N) Accessible Stalls	=	4 Stalls		
	TOTAL	=	***197 Stalls***		

(E) & (N) BUILDING FOOTPRINT
(E) PARKING/ROAD ASPHALT PAVING
(E) WALKWAY/ PAVING
(N) WALKWAY/PAVING
BIOSWALE
PROPOSED RED PAINTED CURB
PROPOSED CONE LOCATIONS DURING PICK-UP/ DROP-OFF
LANDSCAPE/PLANTING
FIRE ACCESS LANE - (E) TURF-BLOCK TO BE UPGRADED TO AC PAVING UNDER SEPARATE PERMIT
EXISTING AND MODIFIED FIRE ACCESS
EXISTING PICK-UP & DROP-OFF QUEUING
PROPOSED NEW PICK-UP & DROP-OFF QUEUING

1. AUTOMOBILE ENTRANCE AT EXISTING SOUTHERN WEST LANE DRIVEWAY.
2. QUEUING OCCURS THROUGH SITE ALONG EXISTING/ MODIFIED DRIVEWAY AND EMERGENCY ACCESS ROUTE.
   A. STUDENT LOADING AND UNLOADING OCCURS AT NORTH SIDE OF CAMPUS ALONG EXISTING DRIVEWAY.
3. AUTOMOBILES ENTRY/EXIT AT BACK GATE PROHIBITED EXCEPT FOR SPECIAL EVENTS AND FOR EMERGENCY VEHICLES.
4. EXISTING TURF-BLOCK EMERGENCY LANE TO BE PAVED UNDER SEPARATE BUILDING PERMIT.
5. OVERALL QUEUING LENGTH: +1,900 FEET.
6. SUPPORT STAFF WILL BE STATIONED ALONG THE DROP-OFF AND LOADING ZONE TO MATCH STUDENTS WITH PARENT VEHICLES AND TO ASSIST STUDENTS IN LOADING AND UNLOADING AS NEEDED.
7. NO SCHOOL PERSONNEL SHALL BE STATIONED IN, OR DIRECT TRAFFIC IN, THE PUBLIC RIGHT OF WAY.

K2A

LICENSED ARCHITECT — JESSE BENJAMIN AGUILAR — NO. C18948 — EXP. 08/19 — STATE OF CALIFORNIA

■ Client

■ Project Name

■ Consultants

■ Sheet Name

■ Approval Stamp

■ Revisions

■ Sheet Information
Drawing Scale:
Drawn By:

■ Project Information
Date:
Status:
Project Number:

■ Sheet

SITE PLAN

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0570-06 RA 12/21/2018

figure 2

Study Area. The analysis is intended to forecast the positive and negative effects on the proposed changes within a study area that was identified in consultation with City of Stockton staff. Weekday a.m. peak hour and p.m. peak hour (4:00 to 6:00 p.m.) traffic volume data was collected on a regular school day at study intersections. The two schools also generate traffic in the midafternoon when the school day ends. However, because the a.m. peak hour contains the highest volume of school traffic, midafternoon conditions were not evaluated quantitatively:

1. West Lane / El Pinal Drive
2. West Lane / E. Ronald Street
3. West Lane / APS North Driveway
4. West Lane / APS Central Driveway
5. West Lane / University Avenue (west)
6. West Lane / University Avenue (east)
7. West Lane / Bradford Street
8. N. Wilson Way / Bishop Street
9. N. Sierra Nevada Street / Bradford Street

Concurrently, 24-hr weekday traffic counts were made on these roadways:

a. Bishop Street between S. Sierra Nevada Street and N. Wilson Way
b. N. Sierra Nevada Street between Bishop Street and University Avenue
c. University Avenue between West and N. Sierra Nevada Street

Driveway Queuing. Information regarding the length of morning queues in the schools' existing drop-off areas was assembled from new observations, and the spillover effects of on-site activities was determined. Off-site locations now used for parent drop-off or loading were identified. Information regarding the afternoon student pick-up periods was obtained, including the number of vehicles in queue at designated loading areas and the number of vehicles waiting in on-site parking spaces and parking aisles.

Prior Experience. The school campus has an existing gate onto Sierra Nevada Street that is normally closed during school hours and used for emergency access. Aspire Public Charter Schools was permitted to test the proposed circulation changes by opening the gate to parent and staff vehicles during the spring of 2018. While no overall traffic volume or queue counts were made at that time, City of Stockton staff observed the effects of the gate opening, and their observations have been incorporated in the estimation of potential traffic diversion.

Summary Conclusions

- Current traffic conditions in the area of the schools are acceptable based on satisfaction of minimum City of Stockton standards for overall intersection Levels of Service.
- The proposed Use Permit change allows 200 students above the current limit. While current enrollment has already reached the requested level and its traffic is included in existing counts, 200 students would generate 279 a.m. and 47 p.m. peak hour trips. These

trips were subtracted from the existing observed volumes to create the "baseline" for this analysis.

- The proposed project includes a new area for drop-off and loading on the east and north side of the campus which provide space for up to 62 to 73 additional vehicles.
- The addition of project trips does not have significant impact on the adjoining circulation system based on the overall operating Levels of Service at study intersections.
- Localized delays on some intersection approaches will be created by implementation of the proposed circulation plan with and without access to Sierra Nevada Street. If the Sierra Nevada Street gate is closed then the length of delays at the school's northern driveway will increase, and the length of queuing traffic is likely to extend back from West Lane through the point where the east side and west side aisles merge. These queues will not, however, affect the public street system.
- If the project is implemented and the Sierra Nevada Street gate is opened during peak school traffic periods, then delays at the northern access will be reduced, but longer delays will occur on the eastbound approach to the Wilson Way / Bishop Street intersection. While a queue is likely to extend back up Bishop Street towards the school, projected traffic volumes do not satisfy peak hour warrants. This option has been eliminated from the project; if it were to be included the circulation plan would need to indicate that school staff will be positioned at the gate to control traffic and meter the flow of exiting traffic to address this queuing issue.
- The proposed plan provides additional on-site space for parent vehicles which today wait in queues on West Lane or stop along University Avenue. The number of additional vehicles that can be accommodated on-site is greater than the number of vehicles that were observed waiting off-site.
- The plan does create one potential bottleneck location which if uncontrolled could cause queues that extend back to West Lane. This is the point where the aisle leading to the existing west side drop-off area diverges from the aisle that will continue to the east side. If parents stop here to wait for space in the west side loading zone, a queue could be created back to West Lane. However, under the sites management plan School staff is to be stationed at this point to keep traffic moving, and access to the west side loading zone is to be blocked off when that loading zone fills thereby directing traffic to the east side where ample space is available. With this measure queueing from this location back onto West Lane can be eliminated, although the issue of coordinating parent vehicles and waiting students in the afternoon will need to be addressed.
- Other potential on-site issues have been identified and discussed, but none has the potential to appreciably affect conditions on public streets.
- Overall the proposed improvements will increase the efficiency of on-site circulation and reduce queuing out onto West Lane. The plan also provides on-site space for waiting vehicles that will allow parents who park off-site today to move into the campus.

EXISTING SETTING

This section of the traffic study presents a description of existing traffic conditions in the study area. Information presented in this section of the study is based on on-site field observations in the morning and afternoon, new traffic count data and other data available from local and state agencies.

This section of the traffic impact study also describes analysis methods applied for this study as well as the evaluation criteria used to determine the significance of project-related effects.

Circulation System

This study presents analyses of traffic operating conditions at intersections near the project that may be affected by the proposed project. The limits of the study area were identified through discussions with City of Stockton staff.

The following is a description of roadways that provide regional access to the proposed project site.

West Lane is a major north-south arterial street through Stockton. West Lane originates in Lodi and extends southerly across Eight Mile Road through central Stockton to an intersection with Harding Way south of the project site. From that point the route becomes Airport Way and continues beyond State Route 4 beyond Stockton into the City of Manteca. In the area of the proposed project West Lane is a four-lane arterial street. The posted speed limit is 40 mph in this area, but a 25 mph school zone is in effect around the school. On-street parking is generally allowed but is prohibited in the immediate area of the school. Sidewalks exist along West Lane in most locations, including the schools' frontage, but is absent along the lot immediately north of the schools. The City of Stockton reports that in 2014 West Lane carried an Average Daily Traffic (ADT) volume of 22,600 vehicles per day in the area north of Bradford Street.

Wilson Way is a major north-south arterial street that lies east of the school site. Wilson Way originates at an interchange on State Route 99 and extends southwesterly to Harding Way, at that point Wilson Way turns to the south and continues beyond State Route 4 to its southern terminus on Carter Way. In the area of the schools Wilson Way is a four lane road with a speed limit of 35 mph, and on-street parking is permitted. The most recent traffic counts available from the City of Stockton indicate that Wilson Way carried 13,100 ADT in 2014.

Several streets link West Lane with Wilson Way and provide access to the residential neighborhoods south and west of the schools and to existing commercial areas.

University Avenue is a two-lane local street that provides access to residential areas west and east of West Lane. University Avenue is part of a route linking West Lane and Wilson Way in the area immediatly south of the schools. University Avenue is roughly 30 feet wide (curb-to curb), with numerous residential driveways, and on-street parking is permitted. Sidewalks exist on both sides of the street.

New traffic counts conducted for this analysis indicated that University Avenue carried 535 vehicles per day between West Lane and Sierra Nevada Street. Much of that traffic appears to be related to travel to and from the schools. Of that total, 126 vehicles were counted between 7:15 and 8:15 a.m., or 24% of the daily total. Similarly, 89 vehicles were on the road in the afternoon from 3:00 to 4:00 p.m., or 17% of the daily total. These are typical percentages on streets which carry appreciable school traffic, as the percentage is typically 8% to 10% where school traffic is not present.

College Avenue – Bradford Street are collector streets that lie south of University Avenue and extend from West Lane across Wilson Way to Sanguinetti Lane. Bradford Street is roughly 40 feet wide, residential driveways exist and on-street parking is allowed. Sidewalk is present, and traffic calming measures (i.e., undulations) have been installed in two locations on Bradford Street between West Lane and Wilson Way. City traffic counts indicate that Bradford Street carried 4,100 ADT between West Lane and Wilson Way in 2014.

Sierra Nevada Street is a two-lane local street that runs parallel to and west of Wilson Way. The route is discontinuous and is interrupted by major routes such as State Route 4. The northern end of Sierra Nevada Street terminates at an intersection with Bishop Street. In the area of the school gate Sierra Nevada Street is 40 feet wide, and on-street parking is permitted. Sidewalks exist on both sides of the street. New traffic counts conducted for this analysis reported 400 vehicles per day on Sierra Nevada Street between Bishop Street and University Avenue. Of that total 74 vehicles occurred between 7:15 and 8:15 a.m. (18% of the day).

Bishop Street is a local east-west street that links Sierra Nevada Street with Wilson Way and provides access to commercial – industrial areas along Wilson Way. Bishop Street is generally 32 feet wide, and on-street parking is allowed. Sidewalk is present on the south side of Bishop Street near the Wilson Way intersection but is absent elsewhere.

Study Area Intersections

This analysis focusses on the operation of the intersections and driveways that are already or may be affected by school traffic.

The **West Lane / North school driveway** is side-street-stop controlled, but school traffic is limited to right-turns only by a raised median in West Lane. Northbound left turns into the business on the west side of the street are allowed, and u-turns can be made from this lane.

The **West Lane / Central school driveway** is also side-street-stop controlled. A raised median precludes left turns out of the school, but southbound left turns are permitted and u-turns can also be made from this lane. A separate northbound right turn lane has been created.

The **West Lane / El Pinal Drive / Klinger Road intersection** lies north of the school and is also side street stop controlled. The two side street approaches are off-set about 120 feet but separate left turn lanes are available at each location.

The **West Lane / Ronald Street intersection** lies immediately north of the school access, and is controlled by a side street stop. Separate left turn lanes are available onto Ronald Street and into the driveway serving a vacant industrial use on the west side of the street.

The **West Lane / University Avenue intersection** is controlled by side street stop signs. The University Avenue legs are offset by 150 feet. There are no auxiliary turn lanes at this intersection.

The **West Lane / College Avenue / Bradford Street intersection** is controlled by a traffic signal. The side street approaches are single lanes, but separate left turn lanes are provided on the West Lane approaches. Crosswalks are striped on all legs of the intersection.

The **Sierra Nevada Street / Bradford Street intersection** is controlled by stop signs on the Sierra Nevada Street approaches. Each approach is a single travel lane.

The **Wilson Way / Bishop Street intersection** is controlled by a stop sign on the Bishop Street approach. The intersection has no auxiliary turn lanes.

Public Transportation

The San Joaquin Regional Transit District (SJRTD) is the primary provider of public transportation service in Stockton. SJRTD provides fixed-route, flexible fixed-route, and dial-a-ride services in Stockton. Each service is described in more detail below.

- **Stockton Metropolitan Area Fixed Route Service** operates 16 fixed routes within the Stockton area on weekdays between 5:30 a.m. and 9:30 p.m., and on weekends and holidays between 8:00 a.m. and 6:00 p.m. The frequency of services is between 30 minutes and one hour during weekdays and 45 minutes to two hours on weekends. SJRTD Routes 360 and 576 pass near the site at the Wilson Way / Bradford Street intersection.

- **Intercity Fixed Route Service** is provided between 5:30 a.m. to 9:30 p.m. with the frequency of service ranging from one to three hours. Four intercity routes connect Stockton with the cities of Lathrop, Lodi, Manteca, Ripon, and Tracy.

- **Interregional Commuter Service** is a subscription commuter bus service designed to help commuters who travel more than 50 miles each way to work. A total of 21 subscription buses connect San Joaquin County to Sacramento, the San Francisco Bay Area, and the Bay Area Rapid Transit (BART) system.

- **Stockton Metropolitan Area ADA Dial-a-Ride** provides curb-to-curb transportation to persons who, due to their disability, are unable to get to or from the fixed-route bus stops. This service is available 365 days a year by appointment only. People interested in utilizing this service must first obtain certification under the Americans with Disabilities Act (ADA) through an application process.

- **SJRTD Hopper Service** is a flexible fixed-route service connecting Escalon, Lathrop, Manteca, and Woodbridge to Lodi, Stockton, and Tracy. This service replaces the SJRTD Countywide General Public Dial-A-Ride (DAR), Rural Elderly & Disabled DAR, and County Area Transit (CAT) Fixed-Route during Hopper service hours, in the areas covered by the Hopper. These buses will deviate up to ¾-mile for those passengers that are ADA-certified and are unable to reach the fixed-route stops. Advance reservations are required for all route deviations.

Bicycle and Pedestrian Circulation Systems

The City of Stockton has an extensive network of bicycle facilities, including off-street trails and paths, as well as on-street bicycle lanes and routes. Many of these facilities also support pedestrian travel. According to Caltrans guidelines, bicycle facilities are generally divided into three categories:

- **Class I Bikeway (Bike Path).** A completely separate facility designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized. Examples of Class I facilities include the Calaveras River bike path, and the East Bay Municipal Utility District (EBMUD) right-of-way (March Lane).

- **Class II Bikeway (Bike Lane).** A striped lane designated for the use of bicycles on a street or highway. Vehicle parking and vehicle/pedestrian cross-flow are permitted at designated locations. Examples of Class II bicycle lane roadways include Hammer Lane east of and west of West Lane, and Holman Road from Morada Lane to March Lane.

- **Class III Bikeway (Bike Route).** A route designated by signs or pavement markings for bicyclists within the vehicular travel lane (i.e., shared use) of a roadway. Portions of West Lane, north of and south of Hammer Lane are examples of bicycle routes currently designated in the City.

The October 2007 City of Stockton *Existing and Future Bikeway Plan* (http://www.stocktongov.com/parks/otherfacilities/documents/BikeTrailMap2.06.pdf) presents a description of existing and future bicycle facilities in the vicinity of the proposed project site.

Class II facilities are shown on:

- Wilson Way north of Bradford Street (future)

Class III facilities are shown on:

- West Lane north of Bradford Street
- Bradford Street from West Lane to Sierra Nevada Street
- Sierra Nevada Street south of Bradford Street

ANALYSIS METHODOLOGY

The following is a description of the methods used in the analysis presented in this traffic impact study.

Intersection Level of Service Analysis Procedures

Level of Service (LOS) analysis provides a basis for describing existing traffic conditions and for evaluating the significance of project-related traffic impacts. Level of Service measures the quality of traffic flow and is represented by letter designations from A to F, with a grade of A referring to the best conditions, and F representing the worst conditions. The characteristics associated with the various LOS for intersections are presented in Table 1.

As specified in the *City of Stockton Transportation Impact Analysis Guidelines* (City of Stockton 2003), LOS was calculated for this traffic impact study using the methodology contained in the latest edition of the *Highway Capacity Manual*, which is the *Highway Capacity Manual 2000* (Transportation Research Board 2000). As specified in the City of Stockton guidelines, the LOS for intersections is based on the average length of delays for all motorists at both signalized and unsignalized intersections. The analysis software used for this analysis is *Traffix* (Dowling Associates 2008), and *Synchro/SimTraffic* (Trafficware 2008). The *City of Stockton Transportation Impact Analysis Guidelines* (City of Stockton 2003) specifically directs use of the *Traffix* software package for analysis of intersection LOS.

Because traffic flows associated with school can be concentrated into relatively short time periods, peak conditions can be much worse than those occurring over the breadth of the peak hour. For this analysis the peaking characteristics of traffic at each intersection have been addressed based on the observed *Peak Hour Factor (PHF*) in the a.m. peak hour.

TABLE 1 INTERSECTION LEVEL OF SERVICE DEFINITIONS		
Level of Service	**Signalized Intersection**	**Unsignalized Intersection**
A	Uncongested operations, all queues clear in a single-signal cycle. Delay ≤ 10.0 sec	Little or no delay. Delay ≤ 10 sec/vehicle
B	Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and ≤ 20.0 sec	Short traffic delays. Delay > 10 sec/vehicle and ≤ 15 sec/vehicle
C	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and ≤ 35.0 sec	Average traffic delays. Delay > 15 sec/vehicle and ≤ 25 sec/vehicle
D	Significant congestion of critical approaches, but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and ≤ 55.0 sec	Long traffic delays. Delay > 25 sec/vehicle and ≤ 35 sec/vehicle
E	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and ≤ 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/vehicle and ≤ 50 sec/vehicle
F	Total breakdown, stop-and-go operation. Delay > 80.0 sec	Intersection blocked by external causes. Delay > 50 sec/vehicle
Source: Transportation Research Board 2000.		

Level of Service Significance Thresholds

The significance of the proposed project's impact on traffic operating conditions is based on a determination of whether resulting overall LOS is considered acceptable under City standards. A project's impact on traffic conditions is considered significant if implementation of the project would result in LOS changing from levels considered acceptable to levels considered unacceptable, or if the project would substantially worsen already unacceptable LOS. It should be noted that General Plan significance criteria relate to public road intersections, and information regarding the operation of private driveways is not a significance criterion under CEQA.

As noted in the *City of Stockton Transportation Impact Analysis Guidelines* (City of Stockton 2003),

> "The City of Stockton's General Plan has a LOS 'D' standard for its roadway system. Intersections and roadway segments operating at LOS 'A', 'B', 'C', or 'D' conditions are considered acceptable, while those operating at LOS 'E' or 'F' conditions are considered unacceptable.

> "For a City intersection, a transportation impact for a project is considered significant if the addition of project traffic would cause an intersection that would function at LOS 'D' or better without the Project to function at LOS 'E' or 'F'.
>
> "For City intersections with a LOS 'E' or 'F' conditions without the project, a transportation impact for a project is considered significant if the addition of project traffic causes an increase of greater than 5 seconds in the average delay for the intersection."

The City's General Plan *Goals and Policies Report* notes that different LOS standards exist throughout the City. In the downtown area (bounded by Harding Way, the Union Pacific railroad tracks, Charter/Martin Luther King Jr. Way, Interstate 5, and Pershing Avenue), the City shall require LOS E or better. However, LOS F may be accepted after consideration of physical or environmental constraints and other City goals and policies. This section of the *Goals & Policies Report* also lists more than 20 facilities as exceptions to the LOS D policy standard and lists the applicable standard. The project site is not in the downtown area, and the facilities with permitted exceptions are not in the study area.

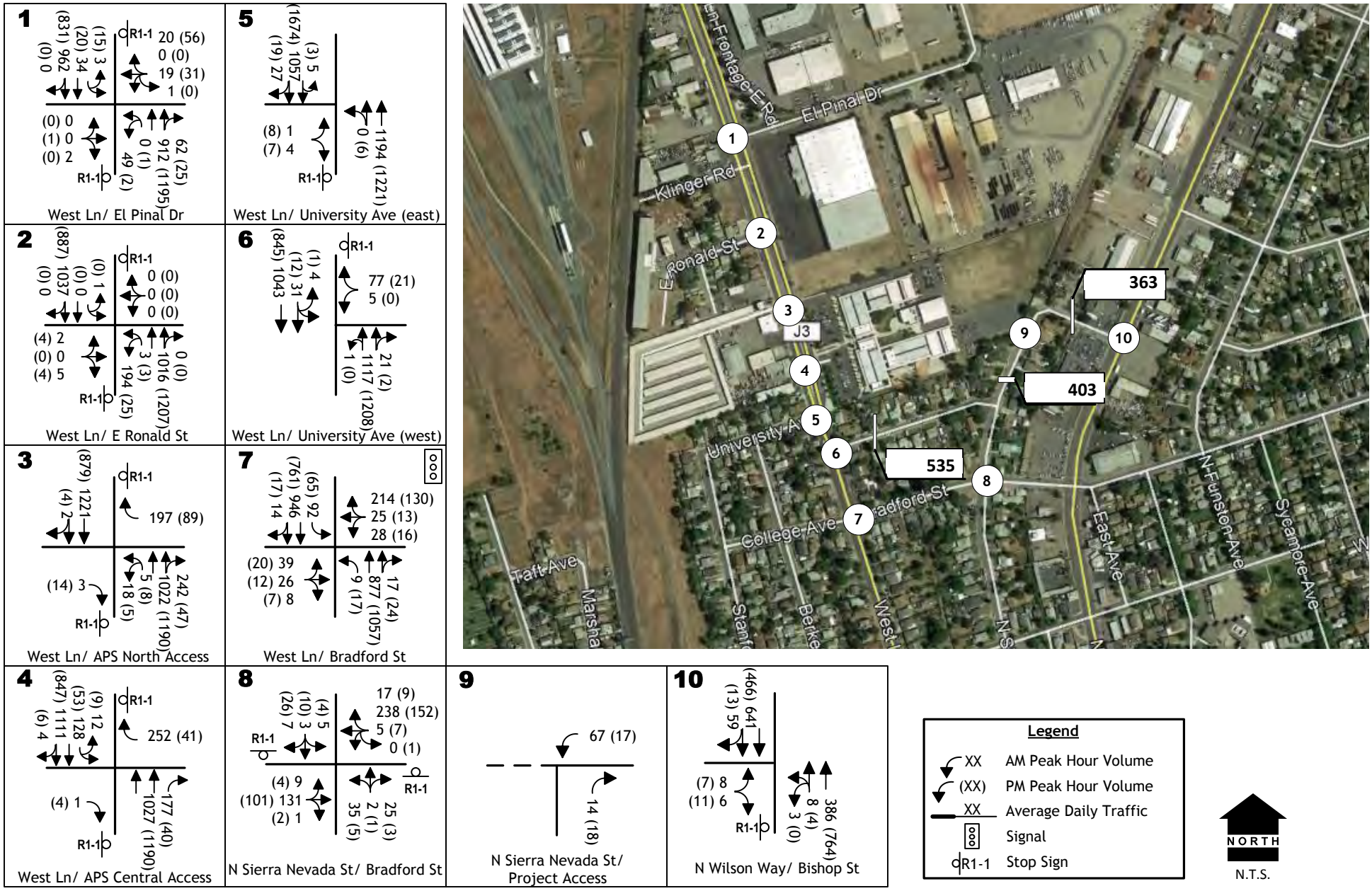
Existing Traffic Volumes and Levels of Service

Intersection Traffic Volumes. New intersection turning movement traffic volume counts were conducted at study intersections on May 22, 2018. Data was collected during the morning peak hour when school traffic would be heaviest, and for comparison the volumes occurring in the evening p.m. peak commute hour were also tabulated. Figure 3 presents the results of these traffic counts. A summary of the traffic count data is presented in the technical appendix. This figure also identifies current intersection lane geometry and traffic controls.

Intersection Levels of Service. Table 2 presents existing a.m. peak hour and p.m. peak hour Levels of Service at the study area intersections. The worksheets presenting the calculation of LOS are included in the technical appendix.

As indicated, during the a.m. peak hour the Level of Service for motorists waiting to turn onto West Lane are poor. Delays are very long at public street intersections where left turns onto West Lane are allowed. While the schools' exits are limited to right-turns-only, delays are fairly long, although the calculated Levels of Service (i.e., LOS E) are close to meeting the City's minimum LOS D requirements. However, the overall Level of Service at all locations satisfies the City's minimum LOS D goal.

Pedestrian and Bicycle Volumes. The number of pedestrians and bicyclists was observed at each study intersection, and the results for a.m. peak hour conditions are noted in Figure 4. As shown, the largest number of pedestrians was observed at the University Avenue intersection south of the school where 42 Northbound and 6 Southbound pedestrians crossed University Avenue.

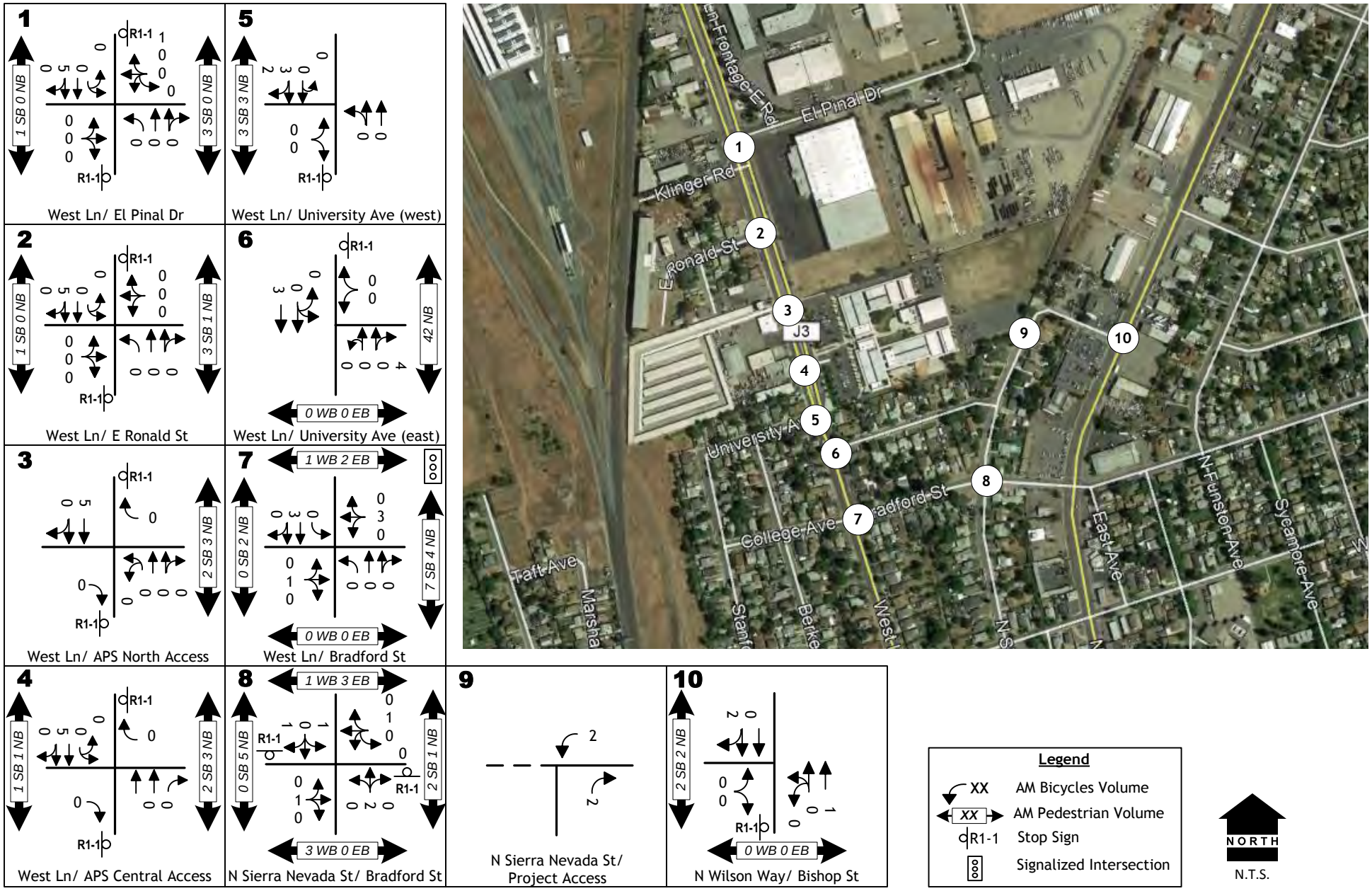


EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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figure 3



AM EXISTING PEDESTRIAN AND BICYCLE VOLUMES

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figure 4

TABLE 2
EXISTING INTERSECTION LEVEL OF SERVICE

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)	Level of Service
West Lane / El Pinal Drive					
(overall)	SSS	(3.8)	(A)	(6.1)	(A)
Eastbound approach		13.0	B	**109.3**	**F**
Westbound approach		**172.3**	**F**	**145.5**	**F**
Northbound left+u-turn		11.7	B	9.7	B
West Lane / Ronald Street					
(overall)	SSS	(1.8)	(A)	(0.3)	(A)
Eastbound approach		**87.0**	**F**	31.2	D
Northbound left+u-turn		17.5	C	10.2	A
West Lane / University Ave (west)					
(overall)	SSS	(0.1)	(A)	(0.8)	(A)
Eastbound approach		**35.2**	**E**	142.5	F
West Lane / University Ave (east)					
(overall)	SSS	(1.4)	(A)	(0.2)	(A)
Westbound approach		32.1	D	14.3	B
West Lane / Bradford Street	Signal	15.9	B	11.1	B
Sierra Nevada St / Bradford St					
(overall)	SSS	(2.5)	(A)	(1.8)	(A)
Northbound approach		14.1	B	10.4	B
Southbound approach		13.0	B	10.0	B
Wilson Way / Bishop Street					
(overall)	SSS	(0.3)	(A)	(0.2)	(A)
Eastbound approach		18.9	C	13.6	B
Driveway	**Control**	**Average Delay**	**LOS**	**Average Delay**	**LOS**
West Lane / North Access					
(overall)	SSS	(3.4)	(A)	(0.8)	(A)
Westbound approach		**45.1**	E	16.7	C
Northbound left+u-turn		14.1	B	10.1	B
West Lane / Central Access					
(overall)	SSS	(4.6)	(A)	(0.7)	(A)
Westbound approach		**39.1**	E	14.6	B
Southbound left+u-turn		18.9	C	12.9	B

Traffic Signal Warrants

The status of traffic signal warrants was determined at un-signalized intersections. None of the public street intersections carry volumes that satisfy Warrant 3 (peak hour volume). The traffic volumes at the schools' driveways would reach the level that satisfied peak hour warrants, but as all exiting traffic turns right typical engineering practice concludes that a traffic signal would not be justified.

Site Observations

Traffic conditions at the campus were observed in the morning peak and in the time of afternoon dismissal in order to help identify the characteristics of traffic flow and to isolate the bottlenecks that lead to congestion and to queueing affecting adjoining public streets.

Morning Conditions. We observed that the two schools began their schools day at different times. Port City began earlier, while Langston Hughes Academy began at 8:00 a.m. and the regular day schedule ended at 3:25 p.m. We observed that arriving student traffic was delayed on site, and a queue was created that extended back onto West Lane and into the northbound right turn and southbound left turn lanes. Based on the absence of a queue at the central school exit at that time, we can conclude that the queue was the result of the drop-off area activity as the vehicle arrival rate at the driveway was greater than the rate at which students could be dropped off and vehicles could leave.

Afternoon Conditions. Conditions at the end of the school day are inherently different since many parents arrive before the school day ends to wait for their student. Parents parked in the designated loading areas and in the on-site parking spaces, and they created queues that extended out onto West Lane before the ending bell. Other parents stopped along University Avenue and West Lane to wait for students.

In the afternoon a queue was created at the central driveway exit. At that time the length of time it took to clear the site was the result of delays for vehicles leaving the site and waiting to turn onto West Lane.

The total number of waiting vehicles as the school day ended was also determined from our observations, as this information will be helpful for evaluating the adequacy of the new circulation area for storing waiting vehicles at that time. As indicated in Table 3, there were about 45 vehicles waiting off site and a total of 198 vehicles associated with the school.

TABLE 3 AFTERNOON PARKING / LOADING ACCUMULATION		
	Peak Vehicles	
	Parking Spaces	**Vehicles**
On-site		
Front parking lots	73	63
Rear parking lots	76	59
Queue created by Port City drop-off and extending to West Lane	-	19
Queue created at Langston Hughes	-	12(20)[1]
Total Vehicles waiting on-site	149	153
Off-site		
Queue in NB right turn lane at Central		19
Queue in SB left turn lane		5
Vehicles on University Avenue		8
Vehicles parked on West Lane north of schools		13(17)
Total Vehicles waiting off-site		45
Total Vehicles		198
[1]maximum queue in loading areas did not occur concurrently		

SCHOOL PROJECT CHARACTERISTICS

Description

The "project" consists of increasing the combined schools' enrollment from a baseline of 1,017 to 1,217 and implementing a plan to increase the length of on-site drop-off and loading areas. An alternative that would also open the gate on Sierra Nevada Street was also evaluated. As was noted in Figure 2, the plan will create counterclockwise flow around the east side of the campus, and new drop-off and loadings areas will be created. Under the alternative traffic leaving the school would be able to turn onto Sierra Nevada Street at the existing emergency access gate.

The plan includes measure to temporarily limit the use of driveways on West Lane during peak periods. At that time inbound access will be via the central driveway. Outbound traffic will be prohibited at the central driveway and inbound traffic will be prohibited at the north driveway.

The plan suggests other off-site measures to be taken. These include prohibiting parking along the east side of West Lane between the school and University Avenue, Aspire Public Schools has offered to implement a neighborhood parking permit program on University Avenue to discourage parents from stopping along that street, if the City elects to pursue this measure.

Internal Circulation Plan

Layout. The proposed project includes an expanded internal circulation system which will route a portion of the site traffic in a counterclockwise direction around the schools. The route would make use of the existing fire lane on the south side of the campus, create a new drop area, and allow exiting traffic to return to West Lane. Review of the plan indicates that the total length of the new circulation system in advance of the new loading area is about 1,350 feet. At 25 feet per vehicle the rear area could accommodate 56 waiting vehicles. The loading zone itself is about 150 feet long and could accommodate 6 vehicles at once.

Controls. Operationally, the proposed plan is expected to allow parents to choose between the existing west side loading area and the new east side loading area, and if the alternative was implemented parents could choose whether or not to use the gate onto Sierra Nevada Street. Under that alternative the gate would be open for the peak periods before and after school but would normally remain closed at other times. We have assumed that the new eastern area will not be used in the evening p.m. peak hour since the western parking and circulation are adequate at that time.

Under the alternative only outbound traffic would be permitted at the gate onto Sierra Nevada Street. Inbound traffic and pedestrians would be prohibited in order to avoid safety conflicts and to avoid introducing more parent traffic onto Sierra Nevada Street due to drop-off or loading activity on that street. School staff would be expected to be stationed at the gate to enforce these prohibitions.

Traffic Characteristics

The amount of additional traffic on a particular section of the street network is dependent upon three factors:

- Trip Generation, the number of new trips generated by the project,
- Trip Distribution, the direction of travel for the new traffic, and
- Trip Assignment, the specific routes used by the new traffic.

Trip Generation. The current trip generation associated with Aspire Public Charter Schools can be estimated from the driveway counts combined with estimated travel to and from off-site parking-loading along West Lane and University Avenue. As noted in Table 4, the schools generate a total of 1,076 a.m. peak hour trips today with 279 trips generated in the p.m. commute hour (i.e., 4:00 to 6:00 p.m.). Dividing these totals by the current enrollment yields trip generation rates of 0.884 a.m. peak hour and 0.229 p.m. trips per enrolled student. Applying these rates to the permitted enrollment yields a forecast for 899 a.m. and 232 peak hour trips and a net change of 177 a.m. and 47 p.m. peak hour trips caused by the permit modification (i.e., difference between 1,017 and 1,217 students).

TABLE 4
CURRENT SITE PEAK HOUR TRIP GENERATION

Location	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
North Driveway	242	197	439	47	89	136
Central Driveway	305	252	557	102	41	143
along West Lane	20	20	40	-	-	-
along University Avenue	20	20	40	-	-	-
Total (1,217 students)	587	489	1,076	149	130	279
Trip Generation rates per student	0.482	0.402	0.884	0.122	0.107	0.229
Total (1,017 student baseline)	490	409	899	124	108	232
Net Change Caused by Permit	**97**	**80**	**177**	**25**	**22**	**47**

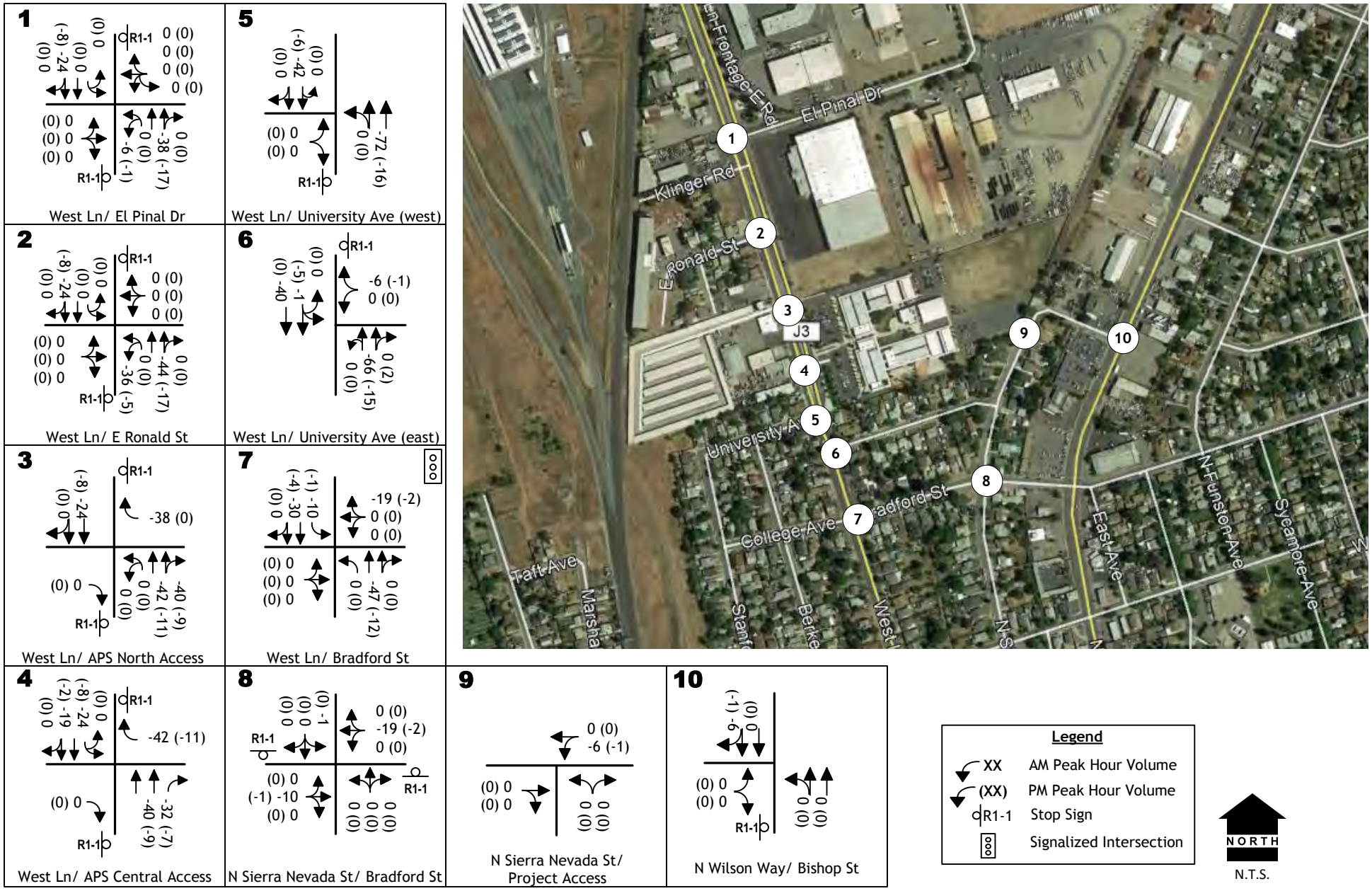
Trip Distribution

School related trips use the study area street system today, and it is possible to identify the general distribution of trips based on the volume of traffic turning at driveways and intersections. As indicated in Table 5, in the a.m. peak hour most of the inbound traffic turns right into the site from West Lane versus southbound traffic making left or u-turns (25%). Conversely all outbound traffic leaves the site by turning right but the share continuing north on West Lane (48%) is greater.

TABLE 5 TRIP DISTRIBUTION					
		AM Trips			
		Inbound		Outbound	
Direction	Route	Trips	Percentage	Trips	Percentage
North	West Lane beyond El Pinal Dr	149	25%	236	48%
East	Bradford St to Wilson Way	100	17%	50	10%
East	University Ave to Wilson Way	50	9%	30	4%
South	West Lane beyond Bradford St	288	49%	173	38%
	Total	587	100%	489	100%

Trip Assignment

Baseline Traffic Volumes. To create the "baseline" condition it was necessary to subtract the net change in site trip generation caused by 200 students from the observed background traffic volumes based on the trip generation rates observed for the school as a whole and the distribution percentages identified above. This analysis conservatively assumes that 100% of the incremental difference between baseline and existing conditions will enter and exit the school at the two driveways. Figure 5 identifies the assignment of this increment, all of which is represented as negative values to be applied to the existing observed volumes. Figure 6 presents resulting Baseline traffic volumes.

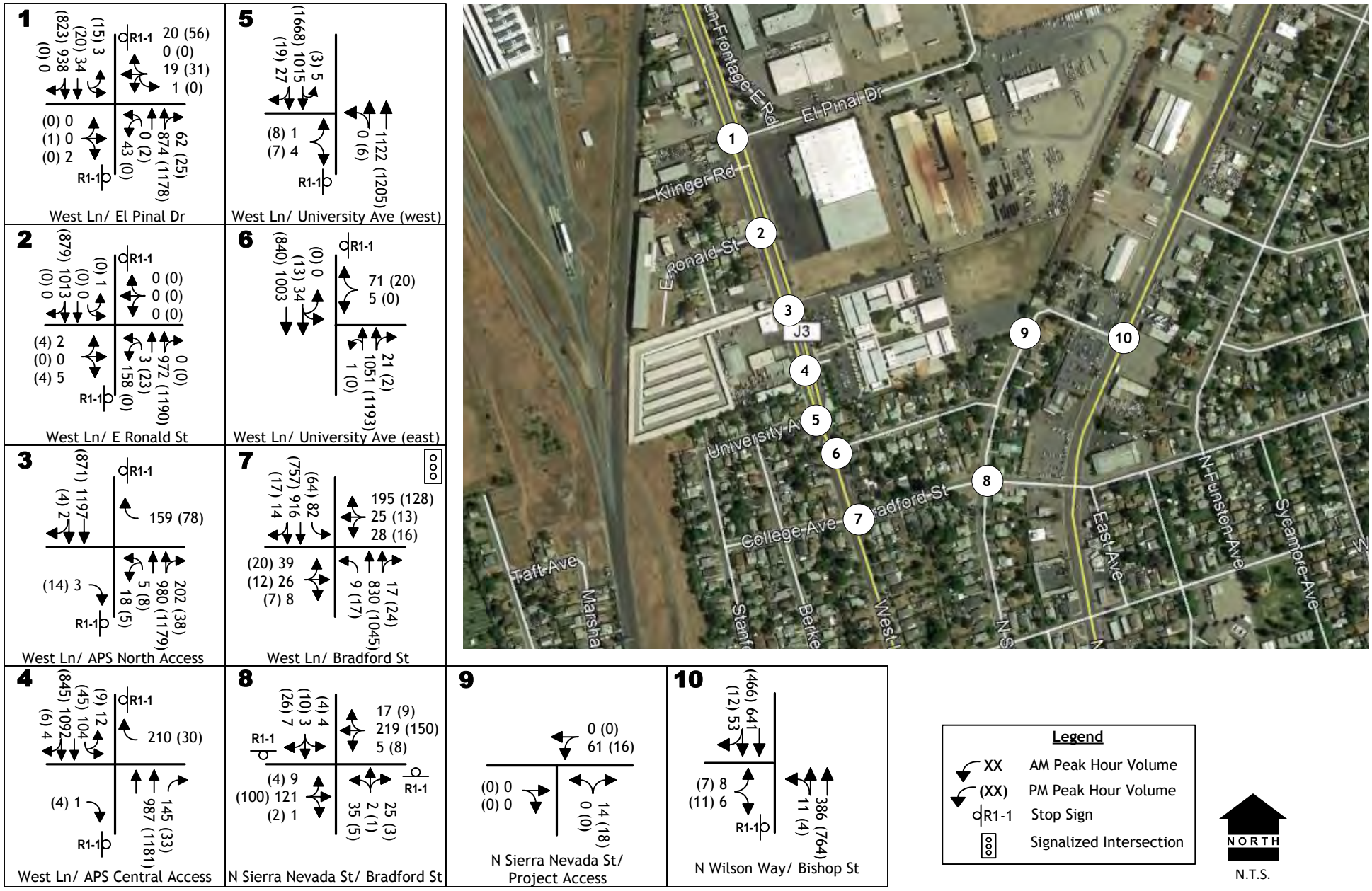


INCREMENTAL TRAFFIC ASSOCIATED WITH 200 STUDENTS

KD Anderson & Associates, Inc.
Transportation Engineers

0570-06 RA 12/21/2018

figure 5



BASELINE WITHOUT PROJECT
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
Transportation Engineers

0570-06 RA 12/21/2018

figure 6

Driveway Restrictions. The plan indicates that the school's driveways will be restricted during peak school hours, and this control will cause a redistribution of site traffic. The central driveway will be limited to inbound traffic only and the north driveway will be limited to exiting traffic only.

Diversion to Sierra Nevada Street Access. The share of current school traffic that could be diverted to the Sierra Nevada Street gate has been estimated based on the distribution percentages identified above as well as the relative time needed to travel along alternative routes. The following assumptions have been made:

Wilson Way Traffic. We have assumed than 100% of the traffic that is destined for locations south or north on Wilson Way will use the new gate if it was available. This includes traffic that today uses University Avenue and Bradford Street to travel between the site and Wilson Way.

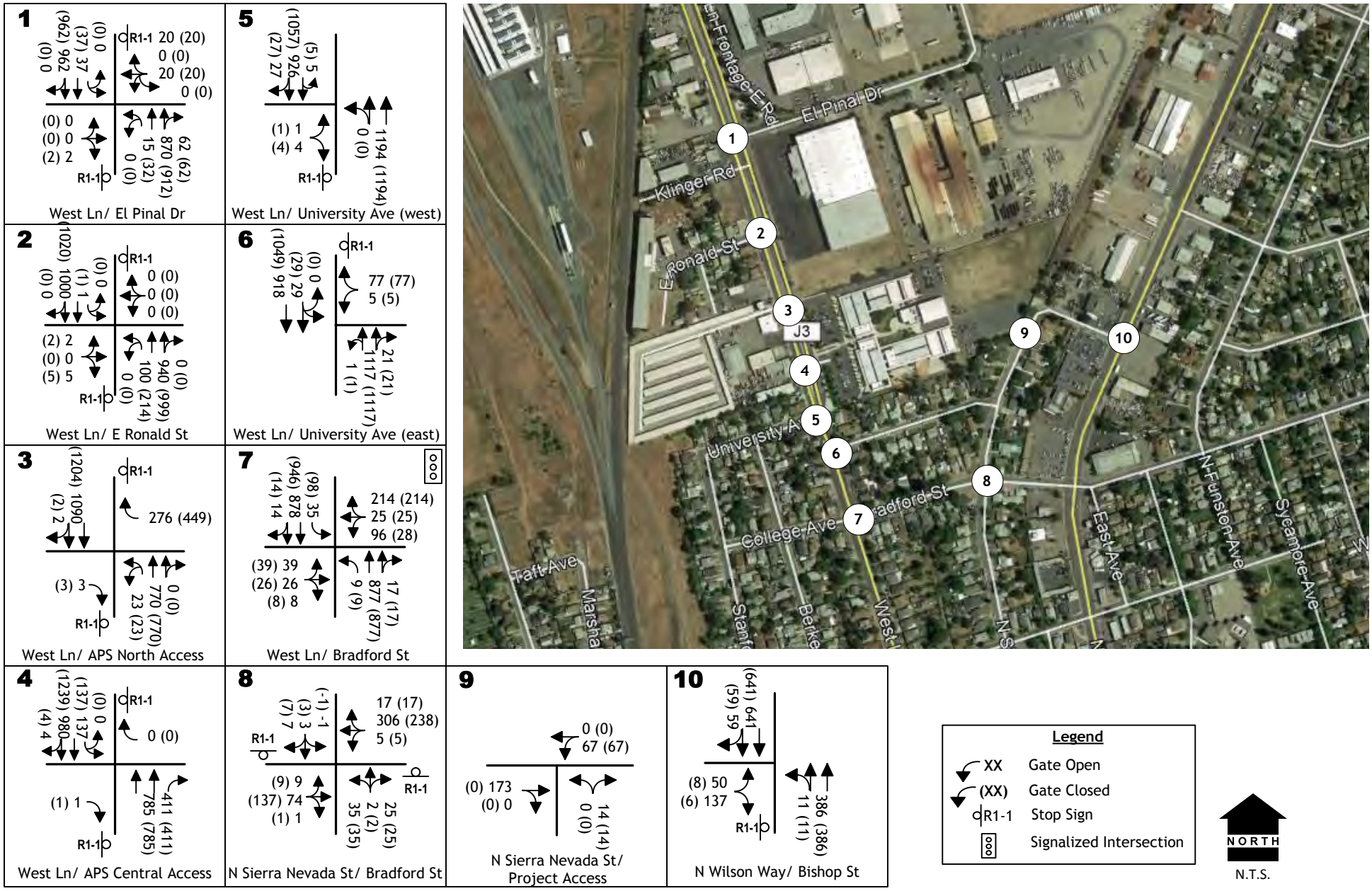
West Lane Traffic. The routes to locations north and south on West Lane using the gates and Sierra Nevada Street are not particularly convenient. We have assumed that 10% of the traffic that is headed north or south on West Lane would use the new route, excluding Wilson Way traffic noted above.

Figure 7 identifies the "Plus Project" a.m. peak hour traffic volumes that are expected under the two access options (i.e., with and without connection to Sierra Nevada Street). Pm peak hour traffic volumes are not presented because there would be no change from the current condition.

Temporary Implementation. The validity of these traffic volume forecasts has been considered within the context of conditions occurring in the spring of 2018 when the City of Stockton permitted Aspire Public Charter Schools to temporarily implement elements of the proposed project. The on-site circulation plan change was tested alone for one week and the plan with access to Sierra Nevada Street was tested for the subsequent week. The temporary plan included one eastern drop-off area north of the route to Sierra Nevada Street, rather than the two areas now proposed.

City of Stockton staff visited the site once during the second week to observe the plan's effects on Sierra Nevada Street. Staff reported that during the peak 15 minutes 14 vehicles left via the gate. Staff report that traffic continued to queue onto West Lane.

We have considered the possible reasons for the relatively small traffic volume observed at the gate by City staff. Because the second eastside drop-off / loading area was not available, parents were unable to drop off before passing the opportunity to turn towards the gate. Thus the only parents dropping off students prior to the designated zone were able to turn to the gate. It is likely that operating the second gate along the exit route will increase the number of parents headed in that direction, as has been assumed in this analysis.



AM PEAK HOUR BASELINE PLUS PROJECT
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
Transportation Engineers

0570-06 RA 12/21/2018

figure 7

BASELINE PLUS PROJECT IMPACTS

Traffic Volumes and Level of Service

The relative impacts of the Use Permit have been assessed by comparing Levels of Service under **Baseline** (1,017 students) and **Plus Project** (1,217 students with circulation and access changes) conditions. Under City of Stockton guidelines the significance of traffic impacts is determined based on the overall Level of Service at intersections. However, while not a significant impact under CEQA, this analysis also addressed the ramifications of the project on conditions occurring on the side-street approaches to un-signalized intersections.

Intersection Levels of Service. Tables 6 and 7 compare current, Baseline and Baseline Plus Project Levels of Service under a.m. and p.m. peak hour conditions. As indicated, implementation of the project with and without access to Sierra Nevada Street would not result in overall Levels of Service in excess of the City's minimum Level of Service D standards. Thus from the standpoint of CEQA, the impacts of the project are not significant.

The project would result in changes to traffic conditions at several locations based on the length of delays occurring on side street approaches and the resulting Level of Service.

Conditions With Sierra Nevada Street Gate Closed. If the proposed peak period circulation plan is implemented without access to Sierra Nevada Street, then all project traffic would exit the campus at the exiting northern driveway. Very long delays are likely to occur at the **Northern Driveway** in the morning, and it is likely that outbound traffic will queue back from West Lane at this location. The 95th percentile queue in the morning peak hour is projected to be 18 cars, or roughly 400 feet. A queue of this length could extend back to and beyond the point where east side and west side traffic streams merge. However, the plan has storage space that can accommodate the queue without interfering with the flow of traffic on West Lane.

All arriving traffic will be directed to the central driveway during peak times. The flow of traffic at this location and resulting queue are a function of the effectiveness of the on-site circulation plan, which is discussed in a subsequent section of this analysis. The intersection itself has the capacity to accommodate the change in traffic volume, and queueing will be minimal if the onsite circulation is adequate, as has been established.

Conditions With Sierra Nevada Street Gate Open. If the Sierra Nevada Street gate was to be opened then the plan suggests that school staff will be stationed on the gate to enforce traffic control concepts. These include:

- No entering vehicular traffic will be permitted
- No pedestrian access will be permitted through the gate
- Right turns from the exit onto Sierra Nevada Street will be prohibited, and all exiting traffic will be directed to Bishop Street and Wilson Way

TABLE 6
BASELINE AND BASELINE PLUS PROJECT AM PEAK HOUR INTERSECTION LEVEL OF SERVICE

Intersection	Control	AM Peak Hour							
		Existing		Baseline		Baseline Plus Project			
						Gate Closed		Gate Open	
		Ave Delay (sec/veh)	LOS	Ave Delay (sec/veh)	LOS	Ave Delay (sec/veh)	LOS	Ave Delay (sec/veh)	LOS
West Lane / El Pinal Drive									
(overall)	SSS	(3.8)	(A)	(3.1)	(A)	(3.2)	(A)	(2.4)	(A)
Eastbound approach		13.0	B	12.8	B	13.0	B	13.0	B
Westbound approach		**172.3**	**F**	**132.3**	**F**	**144.1**	**F**	**103.3**	**F**
Northbound left+u-turn		11.7	B	11.5	B	11.5	B	11.2	B
West Lane / Ronald Street									
(overall)	SSS	(1.8)	(A)	(1.4)	(A)	(2.0)	(A)	(0.8)	(A)
Eastbound approach		**87.0**	**F**	**61.9**	**F**	**92.2**	**F**	**42.2**	**E**
Northbound left+u-turn		17.5	C	15.4	C	18.0	C	13.4	B
West Lane / University Ave (west)									
(overall)	SSS	(0.1)	(A)	(0.1)	(A)	(0.1)	(A)	(0.1)	(A)
Eastbound approach		**35.2**	**E**	31.3	D	**35.2**	**E**	28.6	D
West Lane / University Ave (east)									
(overall)	SSS	(1.4)	(A)	(1.2)	(A)	(1.3)	(A)	(1.3)	(A)
Westbound approach		32.1	D	27.4	D	31.5	D	29.4	D
West Lane / Bradford Street	Signal	15.9	B	15.2	B	16.0	B	17.5	B
Sierra Nevada St / Bradford St									
(overall)	SSS	(2.5)	(A)	(2.5)	(A)	(2.3)	(A)	(2.3)	(A)
Northbound approach		14.1	B	13.5	B	14.3	B	14.1	B
Southbound approach		13.0	B	12.4	B	11.7	B	12.3	B
Wilson Way / Bishop Street									
(overall)	SSS	(0.3)	(A)	(0.3)	(A)	(0.3)	(A)	(7.2)	(A)
Eastbound approach		18.9	C	18.8	C	18.9	C	**40.5**	**E**
Driveway	**Control**	**Ave Delay**	**LOS**	**Ave Delay**	**LOS**	**Ave Delay**	**LOS**	**Ave Delay**	**LOS**
West Lane / North Access									
(overall)	SSS	(3.4)	(A)	(1.9)	(A)	(17.5)	(C)	(3.3)	(A)
Westbound approach		**45.1**	**E**	28.1	D	**94.5**	**F**	24.7	C
Northbound left and u-turn		14.1	B	13.8	B	15.5	C	12.7	B
West Lane / Central Access									
(overall)	SSS	(4.6)	(A)	(2.9)	(A)	(1.0)	(A)	(1.1)	(A)
Westbound approach		39.1	E	26.7	D	0.0	-	0.0	-
Southbound left and u-turn		18.9	C	16.1	C	18.5	C	18.5	C

BOLD values exceed LOS D

TABLE 7
BASELINE AND BASELINE PLUS PROJECT PM PEAK HOUR INTERSECTION LEVEL OF SERVICE

		PM Peak Hour							
		Existing		Baseline		Baseline Plus Project			
						Gate Closed		Gate Open	
Intersection	**Control**	**Ave Delay (sec/veh)**	**LOS**	**Ave Delay (sec/veh)**	**LOS**	**Ave Delay (sec/veh)**	**LOS**	**Ave Delay (sec/veh)**	**LOS**
West Lane / El Pinal Drive									
(overall)		(6.1)	(A)	(5.6)	(A)	(6.1)	(A)		
Eastbound approach	SSS	**109.3**	**F**	**104.5**	**F**	**109.3**	**F**		
Westbound approach		**145.5**	**F**	**132.4**	**F**	**145.5**	**F**		
Northbound left+u-turn		9.7	A	9.7	A	9.7	A		
West Lane / Ronald Street									
(overall)	SSS	(0.3)	(A)	(0.2)	(A)	(0.3)	(A)		
Eastbound approach		31.2	D	30.0	D	31.2	D		
Northbound left+u-turn		10.2	A	10.1	B	10.2	A		
West Lane / University Ave (west)									
(overall)	SSS	(0.8)	(A)	(0.5)	(A)	(0.8)	(A)		
Eastbound approach		**142.5**	**F**	**138.0**	**F**	**142.5**	**F**		
West Lane / University Ave (east)									
(overall)	SSS	(0.2)	(A)	(0.2)	(A)	(0.2)	(A)		
Westbound approach		14.3	B	14.1	B	14.3	B		
West Lane / Bradford Street	Signal	11.1	B	11.0	B	11.1	B	Gate would not be open in the evening	
Sierra Nevada St / Bradford St									
(overall)	SSS	(1.8)	(A)	(1.8)	(A)	(1.8)	(A)		
Northbound approach		10.4	B	10.3	B	10.4	B		
Southbound approach		10.0	B	10.0	B	10.0	B		
Wilson Way / Bishop Street									
(overall)	SSS	(0.2)	(A)	(0.2)	(A)	(0.2)	(A)		
Eastbound approach		13.6	B	13.6	B	13.6	B		
Driveway	**Control**	**Ave Delay**	**LOS**	**Ave Delay**	**LOS**	**Ave Delay**	**LOS**		
West Lane / North Access									
(overall)	SSS	(0.8)	(A)	(0.7)	(A)	(0.8)	(A)		
Westbound approach		16.7	C	16.1	C	16.7	C		
Northbound left + u-turn		10.1	B	10.0	B	10.1	B		
West Lane / Central Access									
(overall)	SSS	(0.7)	(A)	(0.5)	(A)	(0.7)	(A)		
Westbound approach		14.6	B	14.3	B	14.6	B		
Southbound left + u-turn		11.9	B	12.6	B	12.9	B		

BOLD values exceed LOS D

With these measures in place and school trips redistributed to the additional access the traffic conditions at some intersections controlled by side street stop signs will change. Because the volume of traffic at the Northern Exit will be reduced, the length of delays at this location will be shorter and the forecast queue will be shorter. The projected queue is about 125 feet long, which could extent to but should not go beyond the merge point.

Conversely, opening the gate during peak periods will increase the volume of traffic at the **Wilson Way / Bishop Street intersection**. The length of delays on the eastbound approach to Wilson Way will increase during school hours, and the 95th percentile queue extending back from Wilson Way would be about 175 feet long. Resulting traffic volumes would not however, reach the level that satisfied peak hour warrants for a traffic signal. The proposed plan indicates that staff at the gate will monitor the flow of traffic and "meter" the flow of exiting vehicles to address queuing issues on Bishop Street. This measure may have the desired effect with regard to Bishop Street, but its effect on internal traffic flow will need to be considered, as noted in the text which follows.

With implementation and enforcement of the identified traffic controls the volume of traffic on the streets neighboring the site such as University Avenue and Sierra Nevada Street would not increase appreciably and may be somewhat reduced as parents who today drop-off or load along these streets move to on-site locations due to improved on-site conditions. The plan suggests that a neighborhood parking permit program could be installed to University Avenue to provide further incentive for parents to avoid that street. However, such a program would have to be implemented by the City of Stockton in concert with affected residents, and Aspire Public Schools does not have the authority to implement the program. It is possible that the majority of the residents along University Avenue may not choose to implement such a plan, and separate City process would be required for implementation.

On-Site Circulation

On-Site Drop-off and Loading. As noted earlier, the flow of traffic through the campus has an effect on off-site traffic conditions since delays created on-site today can create peak period queues that extend back onto West Lane. The extent to which the proposed plan improves current conditions in that regard has been evaluated.

Morning Drop-off and Afternoon Loading. The proposed plan increases the amount of space devoted to student drop-off and loading and lengthens the on-site area available for queuing which may extend back from loading areas. Review of the plan indicates that another 150 lineal feet of loading area could be created on the north side of the campus. This is added to the 385 feet of loading zones that exist today on the west side of the campus. The length of circulation aisles in advance of the new loading areas that will be available for waiting parent vehicle queueing totals about 1,350 feet, which could accommodate roughly 56 to 67 vehicles at 20 to 24 feet per vehicle. Thus, the new loading area and circulation aisles could combine to handle about 62 to 73 waiting vehicles before the bell rang in the afternoon.

As indicated in the discussion of existing conditions, the number of vehicles waiting off-site at the end of the day was determined. Approximately 45 vehicles waited off-site, which is less than the number of additional vehicles that may be accommodated under the plan.

As noted in the section which follows, with implementation of proposed on site traffic management there will be room on site for waiting vehicles, and on site queuing will not extend out onto West Lane.

Internal Circulation. The utility of the new queue area and elimination of exiting West Lane queueing is greatly dependent on removal of any on-site bottlenecks that may cause parents to stop elsewhere to drop-off or load students. The most obvious bottleneck is at the **junction of the west side and east side circulation systems** adjoining River City Academy. In this area arriving motorists will be split between those turning towards the existing west side drop-off zone and those intending to turn towards the new eastside facilities. Once the west side loading zone fills-up any parents electing to queue behind the zone would block the flow of traffic to the east side. Under those circumstances a queue would occur and extend back onto West Lane.

The proposed plan indicates that measures will be taken to avoid this problem. School staff will be stationed at the junction, and when the drop-off / loading zone fill the entrance will be blocked off and all parents will be directed to the east side until space becomes available. In theory this would address the problem, and the plan should be feasible in the morning when parents could be willing to drop-off on either side on the campus. An issue could arise, however, in the afternoon when parents and students typically coordinate their pickup location. Parents who have instructed their student to wait on the west side of the campus may be unwilling to be directed to the east side as a result of random traffic conditions at the junction.

Measures to provide adequate student – parent coordination in the afternoon could involve closing off the west side loading area in the afternoon and directing all traffic to the east side or designating the west and east side for specific pick up based on grade level or alphabetical order.

As noted earlier, if the alternative was pursued then **outbound traffic at the gate would be metered** to control the length of queue on Bishop Street. Staff at the gate will need to be aware of both Bishop Street and on-site queues and control traffic accordingly.

APPENDICES

(under separate cover)

National Data & Surveying Services

Intersection Turning Movement Count

0570-06

Location: West Ln & E Ronald St
City: Stockton
Control:

Project ID: 18-07201-001
Date: 5/22/2018

Total

NS/EW Streets:	West Ln				West Ln				E Ronald St				E Ronald St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	100	0	7	0	151	0	0	0	0	0	0	0	0	0	0	258
7:15 AM	1	172	0	34	0	234	0	0	1	0	0	0	0	0	0	0	442
7:30 AM	1	250	0	55	0	240	0	0	1	0	1	0	0	0	0	0	548
7:45 AM	0	323	0	60	0	330	0	1	0	0	1	0	0	0	0	0	715
8:00 AM	1	271	0	45	0	233	0	0	0	0	3	0	0	0	0	0	553
8:15 AM	1	191	1	5	1	150	1	0	2	0	0	0	0	0	0	0	352
8:30 AM	1	158	1	2	0	157	0	0	0	0	0	0	0	0	0	0	319
8:45 AM	5	173	0	1	0	164	0	0	0	0	4	0	0	0	0	0	347
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	1638	2	209	1	1659	1	1	4	0	9	0	0	0	0	0	3534
APPROACH %'s :	0.54%	88.11%	0.11%	11.24%	0.06%	99.82%	0.06%	0.06%	30.77%	0.00%	69.23%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	3	1016	0	194	0	1037	0	1	2	0	5	0	0	0	0	0	2258
PEAK HR FACTOR :	0.750	0.786	0.000	0.808	0.000	0.786	0.000	0.250	0.500	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.790
		0.792				0.784				0.583							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	334	0	16	0	205	0	0	0	0	0	0	0	0	0	0	556
4:15 PM	1	296	0	13	1	204	0	0	1	0	2	0	0	0	0	0	518
4:30 PM	1	280	1	18	0	207	1	0	2	0	1	0	0	0	0	0	511
4:45 PM	1	289	0	8	0	194	0	0	3	0	2	0	0	0	0	0	497
5:00 PM	1	325	0	5	0	240	0	0	1	0	1	0	0	0	0	0	573
5:15 PM	1	306	0	7	0	231	0	0	0	0	0	0	0	0	0	0	545
5:30 PM	0	287	0	5	0	222	0	0	0	0	1	0	0	0	0	0	515
5:45 PM	1	227	0	6	0	174	1	0	0	0	0	0	0	0	0	0	409
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	2344	1	78	1	1677	2	0	7	0	7	0	0	0	0	0	4124
APPROACH %'s :	0.29%	96.46%	0.04%	3.21%	0.06%	99.82%	0.12%	0.00%	50.00%	0.00%	50.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	3	1207	0	25	0	887	0	0	4	0	4	0	0	0	0	0	2130
PEAK HR FACTOR :	0.750	0.928	0.000	0.781	0.000	0.924	0.000	0.000	0.333	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.929
		0.933				0.924				0.400							

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & E Ronald St
City: Stockton
Control: 0

Project ID: 18-07201-001
Date: 5/22/2018

Bikes

NS/EW Streets:	West Ln				West Ln				E Ronald St				E Ronald St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						0.250											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.250				0.250											

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & E Ronald St
City: Stockton

Project ID: 18-07201-001
Date: 5/22/2018

Pedestrians (Crosswalks)

NS/EW Streets:	West Ln		West Ln		E Ronald St		E Ronald St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	2	0	0	2
8:00 AM	0	0	0	0	1	1	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	3	0	1	5
APPROACH %'s :					25.00%	75.00%	0.00%	100.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	1	3	0	0	4
PEAK HR FACTOR :					0.250	0.375			0.500
					0.500				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	1	1	3
APPROACH %'s :					100.00%	0.00%	50.00%	50.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

West Ln & E Ronald St

Peak Hour Turning Movement Count

ID: 18-07201-001
City: Stockton

Day: Tuesday
Date: 05/22/2018

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS

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

SOUTHBOUND (West Ln)

AM	0	1037	0	1	1019	AM
NOON	0	0	0	0	0	NOON
PM	0	887	0	0	1211	PM

EASTBOUND (E Ronald St)

AM	NOON	PM	
3	0	3	
0	0	0	0
2	0	4	0
0	0	0	0
5	0	4	0

WESTBOUND (E Ronald St)

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

NORTHBOUND (West Ln)

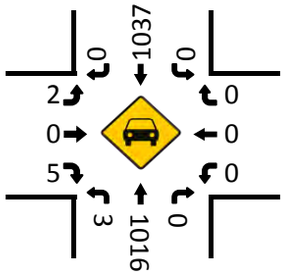
PM	916	25	3	1207	0	PM
NOON	0	0	0	0	0	NOON
AM	1236	194	3	1016	0	AM

CONTROL

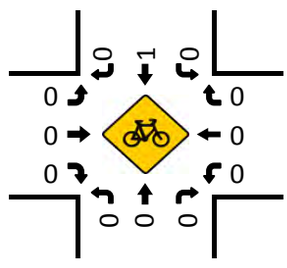
0

	AM	NOON	PM
TEV	2258	0	2130
PHF	0.79		0.93

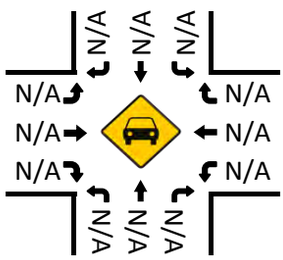
Total Vehicles (AM)



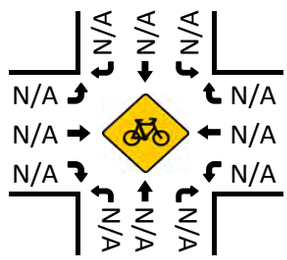
Bikes (AM)



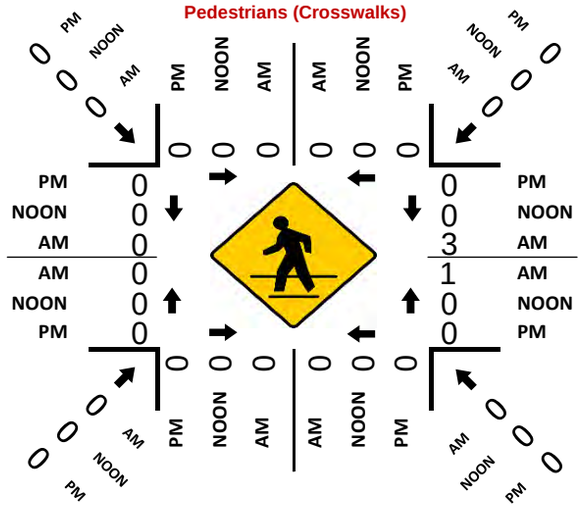
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0
0
0
0

0570-06

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & APS North Dwy
City: Stockton
Control:

Project ID: 18-07201-002
Date: 5/22/2018

Total

NS/EW Streets:	West Ln				West Ln				APS North Dwy				APS North Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	98	11	3	0	154	1	0	0	0	0	0	0	0	10	0	277
7:15 AM	0	185	22	3	0	270	0	0	0	0	0	0	0	0	23	0	503
7:30 AM	1	262	76	10	0	294	0	0	0	0	1	0	0	0	47	0	691
7:45 AM	0	309	103	3	0	378	2	0	0	0	0	0	0	0	78	0	873
8:00 AM	4	266	41	2	0	279	0	0	0	0	2	0	0	0	49	0	643
8:15 AM	1	193	8	0	0	153	0	0	0	0	0	0	0	0	7	0	362
8:30 AM	1	161	1	0	0	162	0	0	0	0	4	0	0	0	2	0	331
8:45 AM	0	176	1	1	0	167	3	0	0	0	1	0	0	0	2	0	351
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	1650	263	22	0	1857	6	0	0	0	8	0	0	0	218	0	4031
APPROACH %'s :	0.36%	84.96%	13.54%	1.13%	0.00%	99.68%	0.32%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	5	1022	242	18	0	1221	2	0	0	0	3	0	0	0	197	0	2710
PEAK HR FACTOR :	0.313	0.827	0.587	0.450	0.000	0.808	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.631	0.000	0.776
	0.775				0.805				0.375				0.631				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	324	9	2	0	222	1	0	0	0	5	0	0	0	27	0	594
4:15 PM	1	292	10	2	0	226	2	0	0	0	2	0	0	0	18	0	553
4:30 PM	2	277	19	0	0	227	0	0	0	0	4	0	0	0	26	0	555
4:45 PM	1	281	9	1	0	204	1	0	0	0	3	0	0	0	18	0	518
5:00 PM	0	320	6	0	0	236	1	0	0	0	1	0	0	0	11	0	575
5:15 PM	2	304	13	1	0	238	0	0	0	0	3	0	0	0	10	0	571
5:30 PM	0	285	4	1	0	221	2	0	0	0	1	0	0	0	8	0	522
5:45 PM	0	225	3	1	0	184	0	0	0	0	2	0	0	0	10	0	425
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	2308	73	8	0	1758	7	0	0	0	21	0	0	0	128	0	4313
APPROACH %'s :	0.42%	96.21%	3.04%	0.33%	0.00%	99.60%	0.40%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	8	1174	47	5	0	879	4	0	0	0	14	0	0	0	89	0	2220
PEAK HR FACTOR :	0.500	0.906	0.618	0.625	0.000	0.968	0.500	0.000	0.000	0.000	0.700	0.000	0.000	0.000	0.824	0.000	0.934
	0.910				0.968				0.700				0.824				

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & APS North Dwy
City: Stockton
Control: 0

Project ID: 18-07201-002
Date: 5/22/2018

Bikes

NS/EW Streets:	West Ln				West Ln				APS North Dwy				APS North Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						0.250											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	4	0	0	0	6	0	0	0	0	1	0	0	0	0	0	12
APPROACH %'s :	20.00%	80.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	**04:00 PM - 05:00 PM**																TOTAL
PEAK HR VOL :	1	2	0	0	0	4	0	0	0	0	1	0	0	0	0	0	8
PEAK HR FACTOR :	0.25	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
		0.375				0.500				0.250							

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & APS North Dwy
City: Stockton

Project ID: 18-07201-002
Date: 5/22/2018

Pedestrians (Crosswalks)

NS/EW Streets:	West Ln		West Ln		APS North Dwy		APS North Dwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	2	0	2
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	1	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	3	2	6
APPROACH %'s :					100.00%	0.00%	60.00%	40.00%	
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	1	0	2	0	3
PEAK HR FACTOR :					0.250		0.250		0.375
					0.250		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	2	0	0	0	2
4:30 PM	0	0	0	0	3	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	5	0	1	1	7
APPROACH %'s :					100.00%	0.00%	50.00%	50.00%	
PEAK HR :	**04:00 PM - 05:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	5	0	0	0	5
PEAK HR FACTOR :					0.417				0.417
					0.417				

Prepared by National Data & Surveying Services

West Ln & APS North Dwy

Peak Hour Turning Movement Count

ID: 18-07201-002
City: Stockton

Day: Tuesday
Date: 05/22/2018

PEAK HOURS

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

COUNT PERIODS

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

West Ln — SOUTHBOUND

AM	2	1221	0	0	1219	AM
NOON	0	0	0	0	0	NOON
PM	4	879	0	0	1263	PM

APS North Dwy — EASTBOUND

AM	NOON	PM	
7	0	12	
0	0	0	0
0	0	0	0
0	0	0	0
3	0	14	0
AM	NOON	PM	

CONTROL

0

TEV	2710 AM	0 NOON	2220 PM
PHF	0.78		0.93

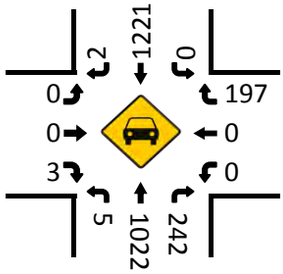
WESTBOUND — APS North Dwy

PM	NOON	AM	
89	0	197	0
0	0	0	0
0	0	0	0
0	0	0	0
47	0	242	
PM	NOON	AM	

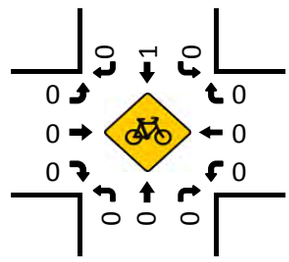
NORTHBOUND — West Ln

PM	898	5	8	1174	47	PM
NOON	0	0	0	0	0	NOON
AM	1242	18	5	1022	242	AM

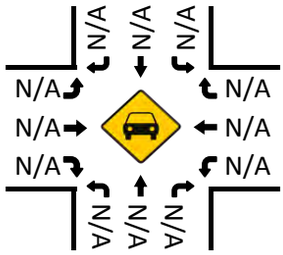
Total Vehicles (AM)



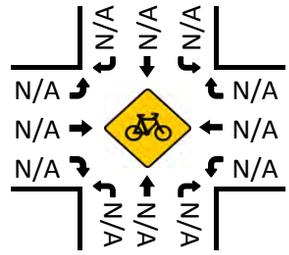
Bikes (AM)



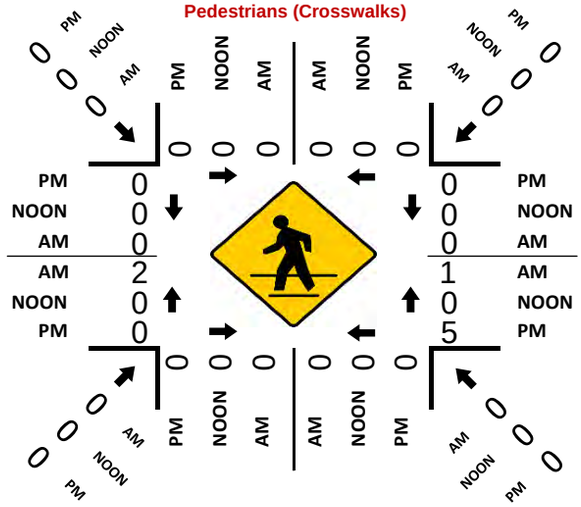
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0

National Data & Surveying Services

Intersection Turning Movement Count

0570-06

Location: West Ln & APS Central Dwy
City: Stockton
Control:

Project ID: 18-07201-003
Date: 5/22/2018

Total

NS/EW Streets:	West Ln				West Ln				APS Central Dwy				APS Central Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	104	7	0	12	140	0	2	0	0	0	0	0	0	7	0	272
7:15 AM	0	176	24	0	35	232	1	1	0	0	0	0	0	0	33	0	502
7:30 AM	0	277	64	0	44	258	0	7	0	0	0	0	0	0	65	0	715
7:45 AM	0	325	70	0	28	354	2	4	0	0	0	0	0	0	92	0	875
8:00 AM	0	249	19	0	21	267	1	0	0	0	1	0	0	0	62	0	620
8:15 AM	0	183	2	0	4	147	0	0	0	0	0	0	0	0	9	0	345
8:30 AM	0	162	1	0	3	161	0	2	0	0	0	0	0	0	4	0	333
8:45 AM	0	170	4	0	2	166	0	2	0	0	0	0	0	0	2	0	346
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1646	191	0	149	1725	4	18	0	0	1	0	0	0	274	0	4008
APPROACH %'s :	0.00%	89.60%	10.40%	0.00%	7.86%	90.98%	0.21%	0.95%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1027	177	0	128	1111	4	12	0	0	1	0	0	0	252	0	2712
PEAK HR FACTOR :	0.000	0.790	0.632	0.000	0.727	0.785	0.500	0.429	0.000	0.000	0.250	0.000	0.000	0.000	0.685	0.000	0.775
		0.762				0.809				0.250				0.685			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	313	8	0	8	228	1	1	0	0	1	0	0	0	24	0	584
4:15 PM	0	292	9	0	7	223	1	3	0	0	2	0	0	0	12	0	549
4:30 PM	0	292	5	0	15	206	2	3	0	0	2	0	0	0	15	0	540
4:45 PM	0	267	6	0	7	191	2	3	0	0	1	0	0	0	11	0	488
5:00 PM	0	316	9	0	12	225	1	2	0	0	1	0	0	0	4	0	570
5:15 PM	0	315	20	0	19	225	1	1	0	0	0	0	0	0	11	0	592
5:30 PM	0	285	16	0	8	215	1	0	0	0	3	0	0	0	4	0	532
5:45 PM	0	226	3	0	8	178	0	0	0	0	0	0	0	0	5	0	420
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2306	76	0	84	1691	9	13	0	0	10	0	0	0	86	0	4275
APPROACH %'s :	0.00%	96.81%	3.19%	0.00%	4.67%	94.10%	0.50%	0.72%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1190	40	0	53	847	6	9	0	0	4	0	0	0	41	0	2190
PEAK HR FACTOR :	0.000	0.941	0.500	0.000	0.697	0.941	0.750	0.750	0.000	0.000	0.500	0.000	0.000	0.000	0.683	0.000	0.925
		0.918				0.930				0.500				0.683			

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & APS Central Dwy
City: Stockton
Control: 0

Project ID: 18-07201-003
Date: 5/22/2018

Bikes

NS/EW Streets:	West Ln				West Ln				APS Central Dwy				APS Central Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						0.250											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	12
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.00	0.500	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417
		0.500				0.375											

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & APS Central Dwy
City: Stockton

Project ID: 18-07201-003
Date: 5/22/2018

Pedestrians (Crosswalks)

NS/EW Streets:	West Ln		West Ln		APS Central Dwy		APS Central Dwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	2	0	2
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	1	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	1	3	2	7
APPROACH %'s :					50.00%	50.00%	60.00%	40.00%	
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	1	1	2	0	4
PEAK HR FACTOR :					0.250	0.250	0.250		0.500
					0.500		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	3	4	7
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	3	0	1	0	4
4:45 PM	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	1	4	6	14
APPROACH %'s :					75.00%	25.00%	40.00%	60.00%	
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	3	1	1	0	5
PEAK HR FACTOR :					0.250	0.250	0.250		0.313
					0.333		0.250		

Prepared by National Data & Surveying Services

West Ln & APS Central Dwy

Peak Hour Turning Movement Count

ID: 18-07201-003
City: Stockton

Day: Tuesday
Date: 05/22/2018

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

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

SOUTHBOUND — West Ln

AM	4	1111	128	12	1291	AM
NOON	0	0	0	0	0	NOON
PM	6	847	53	9	1240	PM

EASTBOUND — APS Central Dwy

AM	NOON	PM	
4	0	6	
0	0	0	0
0	0	0	0
0	0	0	0
1	0	4	0
AM	NOON	PM	

WESTBOUND — APS Central Dwy

PM	NOON	AM	
41	0	252	0
0	0	0	0
0	0	0	0
0	0	0	0
93	0	305	
PM	NOON	AM	

NORTHBOUND — West Ln

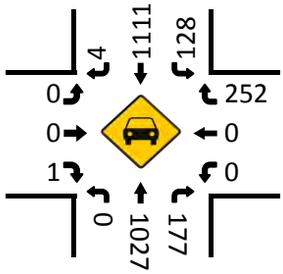
PM	851	0	0	1190	40	PM
NOON	0	0	0	0	0	NOON
AM	1112	0	0	1027	177	AM

CONTROL

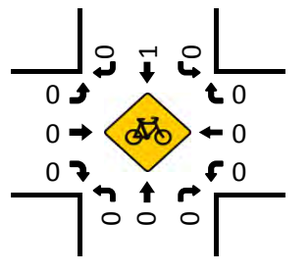
0

TEV	2712	0	2190
	AM	NOON	PM
PHF	0.77		0.92

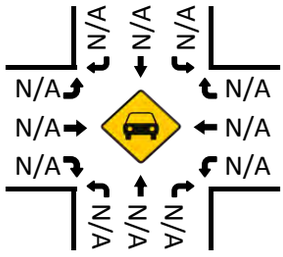
Total Vehicles (AM)



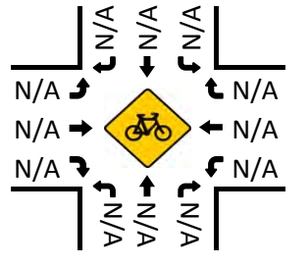
Bikes (AM)



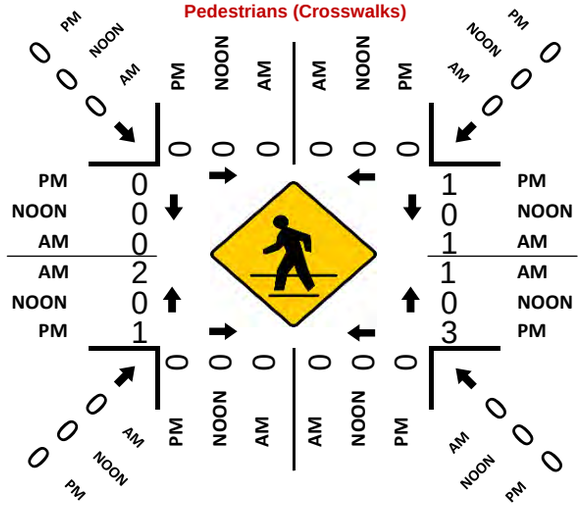
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0
0

National Data & Surveying Services

Intersection Turning Movement Count

0570-06

Location: West Ln & University Ave
City: Stockton
Control:

Project ID: 18-07201-004
Date: 5/22/2018

Total

NS/EW Streets:	West Ln				West Ln				University Ave				University Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	110	0	0	0	148	0	0	1	0	0	0	0	0	0	0	259
7:15 AM	0	195	0	0	0	215	3	0	0	0	0	0	0	0	0	0	413
7:30 AM	0	325	0	0	0	241	7	1	0	0	1	0	0	0	0	0	575
7:45 AM	0	402	0	0	0	353	17	3	0	0	0	0	0	0	0	0	775
8:00 AM	0	272	0	0	0	248	0	1	0	0	0	0	0	0	0	0	521
8:15 AM	0	189	0	0	0	173	1	0	0	0	1	0	0	0	0	0	364
8:30 AM	0	154	0	0	0	154	1	0	0	0	2	0	0	0	0	0	311
8:45 AM	0	177	0	0	0	168	0	0	0	0	0	0	0	0	0	0	345
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1824	0	0	0	1700	29	5	1	0	4	0	0	0	0	0	3563
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	98.04%	1.67%	0.29%	20.00%	0.00%	80.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1194	0	0	0	1057	27	5	0	0	1	0	0	0	0	0	2284
PEAK HR FACTOR :	0.000	0.743	0.000	0.000	0.000	0.749	0.397	0.417	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.737
		0.743				0.730				0.250							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	331	0	0	0	224	4	0	1	0	0	0	0	0	0	0	560
4:15 PM	0	285	0	0	0	218	3	0	0	0	0	0	0	0	0	0	506
4:30 PM	1	297	0	0	0	202	1	2	0	0	1	0	0	0	0	0	504
4:45 PM	2	278	0	0	0	204	1	0	4	0	1	0	0	0	0	0	490
5:00 PM	1	302	0	0	0	212	1	0	1	0	0	0	0	0	0	0	517
5:15 PM	3	345	0	0	0	219	3	0	1	0	2	0	0	0	0	0	573
5:30 PM	0	296	0	0	0	215	3	1	0	0	2	0	0	0	0	0	517
5:45 PM	0	227	0	1	0	180	3	0	1	0	1	0	0	0	0	0	413
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	2361	0	1	0	1674	19	3	8	0	7	0	0	0	0	0	4080
APPROACH %'s :	0.30%	99.66%	0.00%	0.04%	0.00%	98.70%	1.12%	0.18%	53.33%	0.00%	46.67%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	6	1221	0	0	0	850	8	1	6	0	5	0	0	0	0	0	2097
PEAK HR FACTOR :	0.500	0.885	0.000	0.000	0.000	0.970	0.667	0.250	0.375	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.915
		0.881				0.967				0.550							

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & University Ave
City: Stockton
Control: 0

Project ID: 18-07201-004
Date: 5/22/2018

Bikes

NS/EW Streets:	West Ln				West Ln				University Ave				University Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	5
APPROACH %'s :					0.00%	60.00%	40.00%	0.00%									
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						0.250											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	0	0	0	6	1	0	0	0	0	0	0	0	0	0	12
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	85.71%	14.29%	0.00%									
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.250				0.250											

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & University Ave
City: Stockton
Project ID: 18-07201-004
Date: 5/22/2018

Pedestrians (Crosswalks)

NS/EW Streets:	West Ln		West Ln		University Ave		University Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	2	0	2
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	2	2
8:45 AM	0	0	0	0	0	0	1	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	3	3	6
APPROACH %'s :							50.00%	50.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	2
PEAK HR FACTOR :							0.250		0.250
							0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	3	4	7
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	3	5	8
APPROACH %'s :							37.50%	62.50%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

West Ln & University Ave

Peak Hour Turning Movement Count

ID: 18-07201-004
City: Stockton

Day: Tuesday
Date: 05/22/2018

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

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

SOUTHBOUND — West Ln

AM	27	1057	0	5	1199	AM
NOON	0	0	0	0	0	NOON
PM	8	850	0	1	1228	PM

EASTBOUND — University Ave

AM	NOON	PM	
27	0	14	⇦
0	0	0	↶ 0
0	0	6	↱ 0
0	0	0	→ 0
1	0	5	↴ 0
AM	NOON	PM	

WESTBOUND — University Ave

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

CONTROL

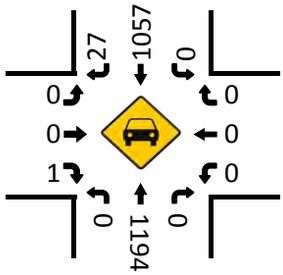
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TEV	2284 AM	0 NOON	2097 PM
PHF	0.74		0.91

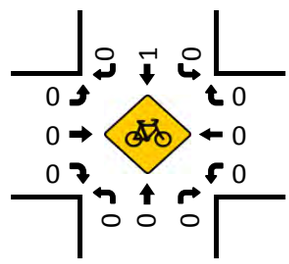
NORTHBOUND — West Ln

PM	855	0	6	1221	0	PM
NOON	0	0	0	0	0	NOON
AM	1058	0	0	1194	0	AM

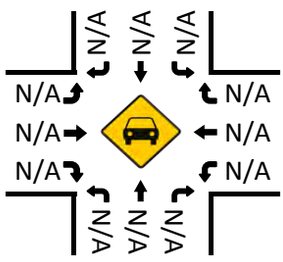
Total Vehicles (AM)



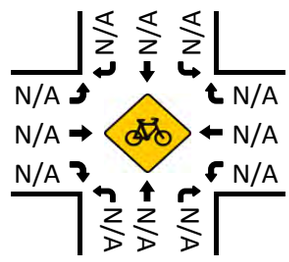
Bikes (AM)



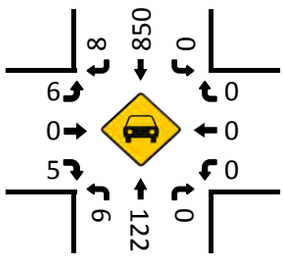
Total Vehicles (Noon)



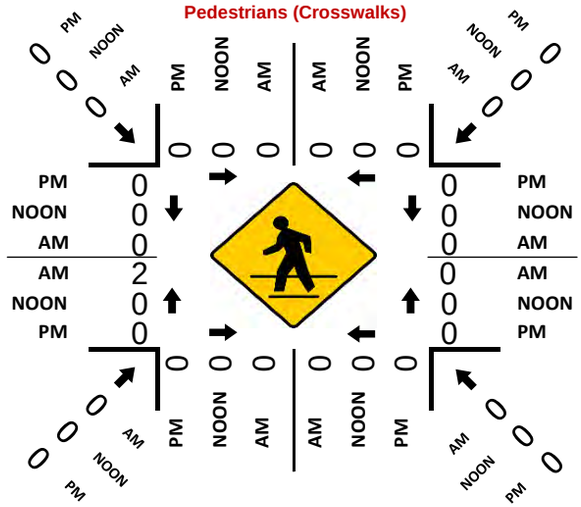
Bikes (NOON)



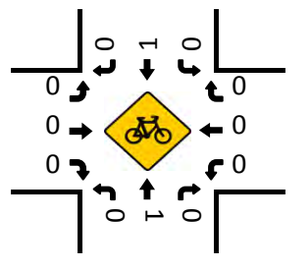
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

0570-06

Location: West Ln & University Ave
City: Stockton
Control:

Project ID: 18-07201-005
Date: 5/22/2018

Total

NS/EW Streets:	West Ln				West Ln				University Ave				University Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	108	0	0	0	143	0	0	0	0	0	0	2	0	2	0	255
7:15 AM	0	189	5	0	2	228	0	0	0	0	0	0	3	0	11	0	438
7:30 AM	0	320	4	0	8	235	0	0	0	0	0	0	0	0	22	0	589
7:45 AM	0	353	12	1	16	320	0	4	0	0	0	0	1	0	34	0	741
8:00 AM	0	255	0	0	5	260	0	0	0	0	0	0	1	0	10	0	531
8:15 AM	0	178	2	0	1	149	0	0	0	0	0	0	1	0	4	0	335
8:30 AM	0	168	0	0	2	160	0	0	0	0	0	0	0	0	1	0	331
8:45 AM	0	169	0	0	1	164	0	0	0	0	0	0	0	0	3	0	337
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1740	23	1	35	1659	0	4	0	0	0	0	8	0	87	0	3557
APPROACH %'s :	0.00%	98.64%	1.30%	0.06%	2.06%	97.70%	0.00%	0.24%					8.42%	0.00%	91.58%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1117	21	1	31	1043	0	4	0	0	0	0	5	0	77	0	2299
PEAK HR FACTOR :	0.000	0.791	0.438	0.250	0.484	0.815	0.000	0.250	0.000	0.000	0.000	0.000	0.417	0.000	0.566	0.000	0.776
		0.778				0.793								0.586			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	315	2	0	5	219	0	0	0	0	0	0	0	0	5	0	546
4:15 PM	0	292	0	0	2	215	0	0	0	0	0	0	0	0	3	0	512
4:30 PM	0	289	1	0	2	207	0	0	0	0	0	0	0	0	6	0	505
4:45 PM	0	262	0	0	2	196	0	0	0	0	0	0	0	0	4	0	464
5:00 PM	0	331	2	0	2	219	0	0	0	0	0	0	0	0	6	0	560
5:15 PM	0	323	0	0	4	221	0	0	0	0	0	0	0	0	8	0	556
5:30 PM	0	292	0	0	4	209	0	1	0	0	0	0	0	0	3	0	509
5:45 PM	0	223	0	0	4	167	0	3	0	0	0	0	0	0	1	0	398
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2327	5	0	25	1653	0	4	0	0	0	0	0	0	36	0	4050
APPROACH %'s :	0.00%	99.79%	0.21%	0.00%	1.49%	98.28%	0.00%	0.24%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1208	2	0	12	845	0	1	0	0	0	0	0	0	21	0	2089
PEAK HR FACTOR :	0.000	0.912	0.250	0.000	0.750	0.956	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.656	0.000	0.933
		0.908				0.953								0.656			

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & University Ave
City: Stockton
Control: 0

Project ID: 18-07201-005
Date: 5/22/2018

Bikes

NS/EW Streets:	West Ln				West Ln				University Ave				University Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						0.250											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.250				0.250											

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & University Ave
City: Stockton
Project ID: 18-07201-005
Date: 5/22/2018

Pedestrians (Crosswalks)

NS/EW Streets:	West Ln		West Ln		University Ave		University Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	4	0	0	0	4
7:30 AM	0	0	0	0	7	2	0	0	9
7:45 AM	0	0	0	0	23	4	0	0	27
8:00 AM	0	0	0	0	8	0	0	0	8
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	42	6	0	0	48
APPROACH %'s :					87.50%	12.50%			
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	42	6	0	0	48
PEAK HR FACTOR :					0.457	0.375			0.444
					0.444				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	2	1	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	2	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	0	4	1	0	0	6
APPROACH %'s :			100.00%	0.00%	80.00%	20.00%			
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	0	1	0	2	0	0	0	3
PEAK HR FACTOR :			0.250		0.250				0.250
			0.250		0.250				

Prepared by National Data & Surveying Services

West Ln & University Ave

Peak Hour Turning Movement Count

ID: 18-07201-005
City: Stockton

Day: Tuesday
Date: 05/22/2018

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS

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

SOUTHBOUND (West Ln)

AM	0	1043	31	4	1198	AM
NOON	0	0	0	0	0	NOON
PM	0	845	12	1	1230	PM

EASTBOUND (University Ave)

AM	NOON	PM	
0	0	0	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

WESTBOUND (University Ave)

PM	NOON	AM	
21	0	77	0
0	0	0	0
0	0	5	0
0	0	0	0
14	0	52	
PM	NOON	AM	

CONTROL

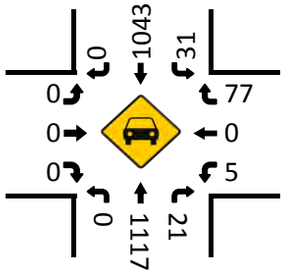
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TEV	2299	0	2089
	AM	NOON	PM
PHF	0.78		0.93

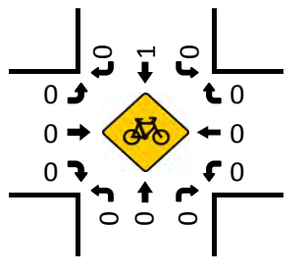
NORTHBOUND (West Ln)

PM	845	0	0	1208	2	PM
NOON	0	0	0	0	0	NOON
AM	1049	1	0	1117	21	AM

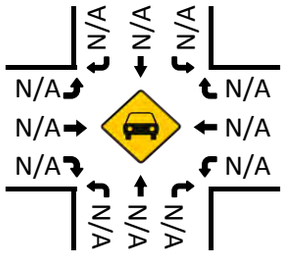
Total Vehicles (AM)



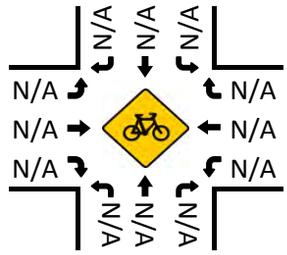
Bikes (AM)



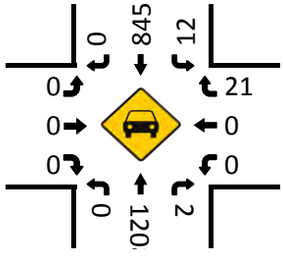
Total Vehicles (Noon)



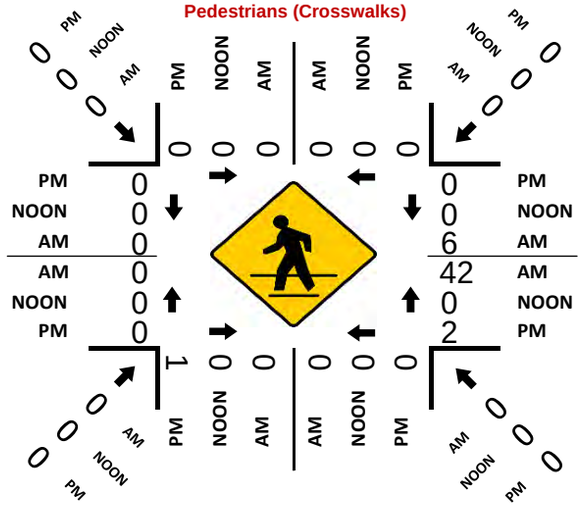
Bikes (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0
0

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & Bradford St
City: Stockton
Control:

Project ID: 18-07201-006
Date: 5/22/2018

Total

NS/EW Streets:	West Ln				West Ln				Bradford St				Bradford St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	93	4	0	8	130	1	0	5	2	2	0	2	2	19	0	269
7:15 AM	2	150	2	0	15	219	1	0	4	6	2	0	4	3	34	0	442
7:30 AM	1	252	5	0	15	213	2	0	11	9	4	0	6	5	61	0	584
7:45 AM	3	264	5	0	36	284	5	0	20	9	0	0	12	10	85	0	733
8:00 AM	3	211	5	0	26	230	6	0	4	2	2	0	6	7	34	0	536
8:15 AM	0	140	6	0	8	136	2	0	5	2	1	0	5	2	28	0	335
8:30 AM	2	156	2	0	7	151	0	0	2	3	3	0	1	4	17	0	348
8:45 AM	1	139	2	0	10	155	1	0	4	1	1	0	4	0	20	0	338
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	13	1405	31	0	125	1518	18	0	55	34	15	0	40	33	298	0	3585
APPROACH %'s :	0.90%	96.96%	2.14%	0.00%	7.53%	91.39%	1.08%	0.00%	52.88%	32.69%	14.42%	0.00%	10.78%	8.89%	80.32%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	9	877	17	0	92	946	14	0	39	26	8	0	28	25	214	0	2295
PEAK HR FACTOR :	0.750	0.830	0.850	0.000	0.639	0.833	0.583	0.000	0.488	0.722	0.500	0.000	0.583	0.625	0.629	0.000	0.783
		0.830				0.809				0.629				0.624			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	270	9	0	17	201	3	0	8	2	1	0	6	2	35	0	557
4:15 PM	2	259	4	0	11	201	1	0	6	3	3	0	4	5	27	0	526
4:30 PM	6	261	7	0	25	178	3	0	2	0	4	0	1	4	31	0	522
4:45 PM	7	234	10	0	20	177	3	0	5	3	2	0	2	5	22	0	490
5:00 PM	3	287	3	0	15	196	6	0	4	2	2	0	5	1	40	0	564
5:15 PM	5	276	7	0	15	197	2	0	7	3	3	0	2	5	40	0	562
5:30 PM	2	260	4	0	15	191	6	0	4	4	0	0	7	2	28	0	523
5:45 PM	0	196	5	0	6	158	3	0	2	2	1	0	5	3	27	0	408
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	28	2043	49	0	124	1499	27	0	38	19	16	0	32	27	250	0	4152
APPROACH %'s :	1.32%	96.37%	2.31%	0.00%	7.52%	90.85%	1.64%	0.00%	52.05%	26.03%	21.92%	0.00%	10.36%	8.74%	80.91%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	17	1057	24	0	65	761	17	0	20	12	7	0	16	13	130	0	2139
PEAK HR FACTOR :	0.607	0.921	0.600	0.000	0.813	0.966	0.708	0.000	0.714	0.750	0.583	0.000	0.571	0.650	0.813	0.000	0.948
		0.937				0.971				0.750				0.846			

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & Bradford St
City: Stockton
Control: 0

Project ID: 18-07201-006
Date: 5/22/2018

Bikes

NS/EW Streets:	West Ln				West Ln				Bradford St				Bradford St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	3	0	0	0	1	0	0	0	3	0	0	7
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.750
						0.250								0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	3
4:45 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	3	2	0	1	2	0	0	0	0	1	0	12
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	60.00%	40.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.250				0.250				0.250							

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & Bradford St
City: Stockton
Project ID: 18-07201-006
Date: 5/22/2018

Pedestrians (Crosswalks)

NS/EW Streets:	West Ln		West Ln		Bradford St		Bradford St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	2	0	3
7:30 AM	0	0	0	0	1	2	0	0	3
7:45 AM	0	0	0	0	2	3	0	0	5
8:00 AM	0	0	0	0	0	2	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	2	0	0	0	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	1	0	0	4	7	2	1	17
APPROACH %'s :	66.67%	33.33%			36.36%	63.64%	66.67%	33.33%	
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	4	7	2	0	13
PEAK HR FACTOR :					0.500	0.583	0.250		0.650
					0.550		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	2	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	1	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	5	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	5	0	0	1	1	0	1	10
APPROACH %'s :	28.57%	71.43%			50.00%	50.00%	0.00%	100.00%	
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	5	0	0	0	0	0	0	5
PEAK HR FACTOR :		0.250							0.250
	0.250								

Prepared by National Data & Surveying Services

West Ln & Bradford St

Peak Hour Turning Movement Count

ID: 18-07201-006
City: Stockton

Day: Tuesday
Date: 05/22/2018

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS

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

SOUTHBOUND (West Ln)

AM	14	946	92	0	1130	AM
NOON	0	0	0	0	0	NOON
PM	17	761	65	0	1207	PM

EASTBOUND (Bradford St)

AM	NOON	PM	
48	0	47	
0	0	0	0
39	0	20	0
26	0	12	0
8	0	7	0

WESTBOUND (Bradford St)

PM	NOON	AM	
130	0	214	0
13	0	25	0
16	0	28	0
0	0	0	0
101	0	135	

NORTHBOUND (West Ln)

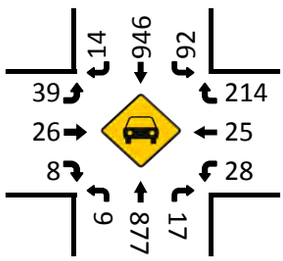
PM	784	0	17	1057	24	PM
NOON	0	0	0	0	0	NOON
AM	982	0	9	877	17	AM

CONTROL

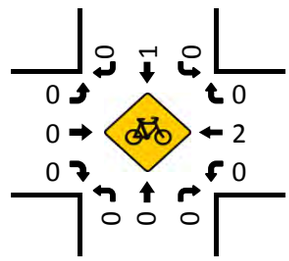
0

TEV	2295	0	2139
	AM	NOON	PM
PHF	0.78		0.95

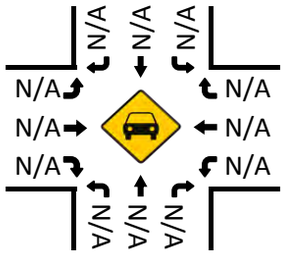
Total Vehicles (AM)



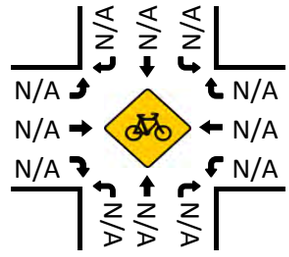
Bikes (AM)



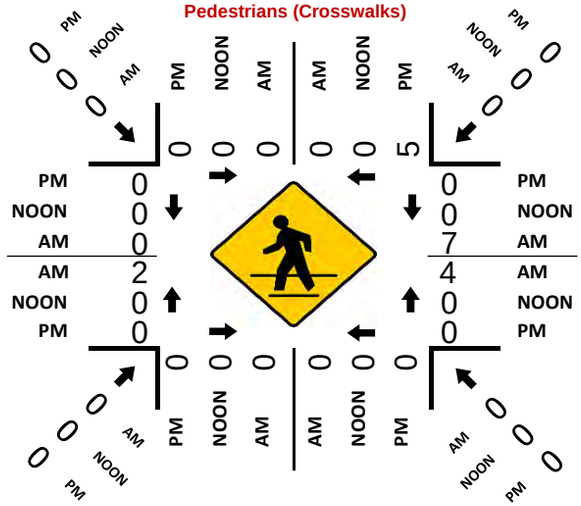
Total Vehicles (Noon)



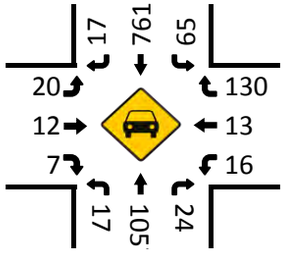
Bikes (NOON)



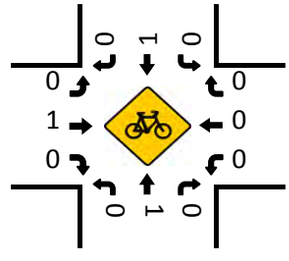
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & El Pinal Dr
City: Stockton
Control:

Project ID: 18-07201-007
Date: 5/22/2018

Total

NS/EW Streets:	West Ln				West Ln				El Pinal Dr				El Pinal Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	91	8	0	12	146	1	0	0	0	0	0	4	0	0	0	262
7:15 AM	0	160	14	0	7	232	0	0	0	0	0	0	7	0	4	0	424
7:30 AM	0	234	12	4	5	231	0	0	0	0	1	0	2	0	4	0	493
7:45 AM	0	273	17	32	9	288	0	2	0	0	0	0	4	0	7	1	633
8:00 AM	0	245	19	13	13	211	0	1	0	0	1	0	6	0	5	0	514
8:15 AM	0	179	14	0	11	145	0	3	0	0	0	0	2	0	4	0	358
8:30 AM	1	145	9	0	7	154	0	2	0	0	0	0	7	0	5	0	330
8:45 AM	0	175	6	0	4	161	0	8	0	0	1	0	3	0	4	0	362
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1502	99	49	68	1568	1	16	0	0	3	0	35	0	33	1	3376
APPROACH %'s :	0.06%	90.98%	6.00%	2.97%	4.11%	94.86%	0.06%	0.97%	0.00%	0.00%	100.00%	0.00%	50.72%	0.00%	47.83%	1.45%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	912	62	49	34	962	0	3	0	0	2	0	19	0	20	1	2064
PEAK HR FACTOR :	0.000	0.835	0.816	0.383	0.654	0.835	0.000	0.375	0.000	0.000	0.500	0.000	0.679	0.000	0.714	0.250	0.815
		0.794				0.835				0.500				0.833			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	329	8	0	7	198	1	6	0	0	1	0	3	0	14	0	567
4:15 PM	0	278	10	0	9	204	0	7	0	0	0	0	6	0	15	0	529
4:30 PM	0	290	7	1	11	197	0	3	0	0	0	0	7	0	12	0	528
4:45 PM	1	291	5	1	2	189	0	6	0	0	0	0	3	0	7	0	505
5:00 PM	0	301	9	0	4	222	0	4	0	1	0	0	14	0	29	0	584
5:15 PM	0	313	4	0	3	223	0	2	0	0	0	0	7	0	8	0	560
5:30 PM	1	282	3	0	5	212	0	2	0	0	0	0	8	0	13	0	526
5:45 PM	0	215	3	0	4	168	0	0	0	0	0	0	5	0	10	0	405
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	2299	49	2	45	1613	1	30	0	1	1	0	53	0	108	0	4204
APPROACH %'s :	0.09%	97.75%	2.08%	0.09%	2.66%	95.50%	0.06%	1.78%	0.00%	50.00%	50.00%	0.00%	32.92%	0.00%	67.08%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	1195	25	2	20	831	0	15	0	1	0	0	31	0	56	0	2177
PEAK HR FACTOR :	0.250	0.954	0.694	0.500	0.455	0.932	0.000	0.625	0.000	0.250	0.000	0.000	0.554	0.000	0.483	0.000	0.932
		0.965				0.941				0.250				0.506			

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & El Pinal Dr
City: Stockton
Control: 0

Project ID: 18-07201-007
Date: 5/22/2018

Bikes

NS/EW Streets:	West Ln				West Ln				El Pinal Dr				El Pinal Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	6
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500
						0.250								0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	8
APPROACH %'s :	0.00%	75.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	**04:30 PM - 05:30 PM**																TOTAL
PEAK HR VOL :	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.00	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
		0.500				0.250											

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ln & El Pinal Dr
City: Stockton
Project ID: 18-07201-007
Date: 5/22/2018

Pedestrians (Crosswalks)

NS/EW Streets:	West Ln		West Ln		El Pinal Dr		El Pinal Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	2	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	0	3	4
APPROACH %'s :					100.00%	0.00%	0.00%	100.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	1	2
PEAK HR FACTOR :					0.250			0.250	0.500
					0.250		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	2	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	0	1	1	4
APPROACH %'s :					100.00%	0.00%	50.00%	50.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	2	0	0	0	2
PEAK HR FACTOR :					0.250				0.250
					0.250				

Prepared by National Data & Surveying Services

West Ln & El Pinal Dr

Peak Hour Turning Movement Count

ID: 18-07201-007
City: Stockton

Day: Tuesday
Date: 05/22/2018

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

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

SOUTHBOUND — West Ln

AM	0	962	34	3	935	AM
NOON	0	0	0	0	0	NOON
PM	0	831	20	15	1266	PM

EASTBOUND — El Pinal Dr

AM	NOON	PM	
0	0	1	⇦
0	0	0	↶ 0
0	0	0	↱ 0
0	0	1	→ 0
2	0	0	↷ 0
AM	NOON	PM	

WESTBOUND — El Pinal Dr

PM	NOON	AM	
56	0	20	0 ↶
0	0	0	0 ←
31	0	19	0 ↰
0	0	1	0 ↷
46	0	97	⇨
PM	NOON	AM	

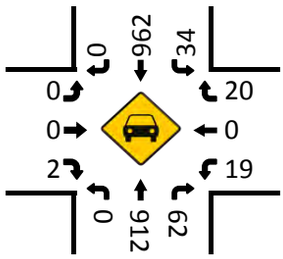
NORTHBOUND — West Ln

PM	864	2	1	1195	25	PM
NOON	0	0	0	0	0	NOON
AM	1032	49	0	912	62	AM

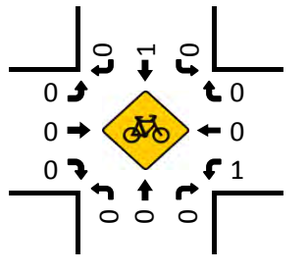
CONTROL: 0

TEV	2064	0	2177
	AM	NOON	PM
PHF	0.82		0.93

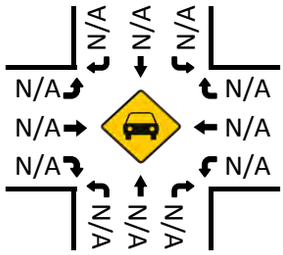
Total Vehicles (AM)



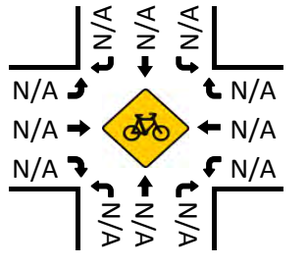
Bikes (AM)



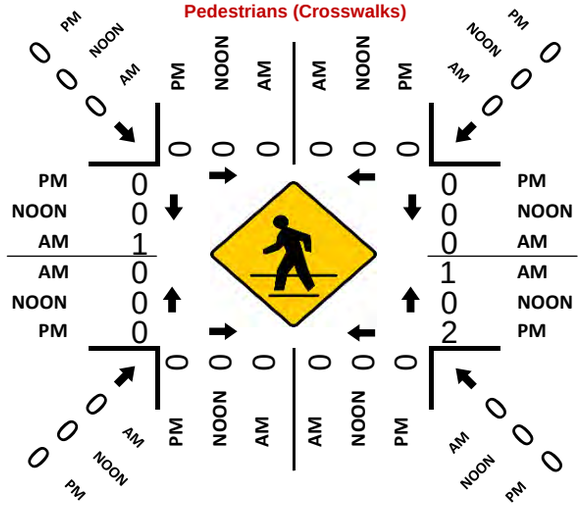
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
1
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0

National Data & Surveying Services

Intersection Turning Movement Count

0570-06

Location: N Wilson Way & Bishop St
City: Stockton
Control:

Project ID: 18-07201-008
Date: 5/22/2018

Total

NS/EW Streets:	N Wilson Way				N Wilson Way				Bishop St				Bishop St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	59	0	0	0	83	5	0	2	0	2	0	0	0	0	0	152
7:15 AM	0	71	0	0	0	126	5	0	1	0	1	0	0	0	0	0	204
7:30 AM	2	100	0	0	0	201	24	0	3	0	0	0	0	0	0	0	330
7:45 AM	5	110	0	3	0	201	28	0	2	0	5	0	0	0	0	0	354
8:00 AM	1	105	0	0	0	113	2	0	2	0	0	0	0	0	0	0	223
8:15 AM	1	68	0	1	0	117	2	0	0	0	0	0	0	0	0	0	189
8:30 AM	3	73	0	0	0	98	0	0	3	0	0	0	0	0	0	0	177
8:45 AM	1	87	0	0	0	102	1	0	0	0	1	0	0	0	0	0	192
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	14	673	0	4	0	1041	67	0	13	0	9	0	0	0	0	0	1821
APPROACH %'s :	2.03%	97.40%	0.00%	0.58%	0.00%	93.95%	6.05%	0.00%	59.09%	0.00%	40.91%	0.00%					
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	8	386	0	3	0	641	59	0	8	0	6	0	0	0	0	0	1111
PEAK HR FACTOR :	0.400	0.877	0.000	0.250	0.000	0.797	0.527	0.000	0.667	0.000	0.300	0.000	0.000	0.000	0.000	0.000	0.785
		0.841				0.764				0.500							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	163	0	0	0	121	1	0	3	0	2	0	0	0	0	0	290
4:15 PM	3	160	0	0	0	129	0	0	2	0	2	0	0	0	0	0	296
4:30 PM	1	173	0	0	0	134	4	0	1	0	2	0	0	0	0	0	315
4:45 PM	1	185	0	0	0	108	3	0	1	0	2	0	0	0	0	0	300
5:00 PM	1	207	0	0	0	104	1	0	3	0	4	0	0	0	0	0	320
5:15 PM	1	199	0	0	0	120	5	0	2	0	3	0	0	0	0	0	330
5:30 PM	0	148	0	0	0	113	2	0	3	0	1	0	0	0	0	0	267
5:45 PM	2	121	0	1	0	97	1	0	1	0	3	0	0	0	0	0	226
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	1356	0	1	0	926	17	0	16	0	19	0	0	0	0	0	2344
APPROACH %'s :	0.66%	99.27%	0.00%	0.07%	0.00%	98.20%	1.80%	0.00%	45.71%	0.00%	54.29%	0.00%					
PEAK HR :	**04:30 PM - 05:30 PM**																TOTAL
PEAK HR VOL :	4	764	0	0	0	466	13	0	7	0	11	0	0	0	0	0	1265
PEAK HR FACTOR :	1.000	0.923	0.000	0.000	0.000	0.869	0.650	0.000	0.583	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.958
		0.923				0.868				0.643							

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Wilson Way & Bishop St
City: Stockton
Control: 0

Project ID: 18-07201-008
Date: 5/22/2018

Bikes

NS/EW Streets:	N Wilson Way				N Wilson Way				Bishop St				Bishop St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%									
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.250				0.250											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	0	0	0	1	1	0	1	0	0	0	0	0	0	0	7
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.00	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
		0.500				0.250											

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Wilson Way & Bishop St
City: Stockton

Project ID: 18-07201-008
Date: 5/22/2018

Pedestrians (Crosswalks)

NS/EW Streets:	N Wilson Way		N Wilson Way		Bishop St		Bishop St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	1	1	2
7:15 AM	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	2	2	4
APPROACH %'s :							50.00%	50.00%	
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :							0.250		0.250
							0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	2	3
APPROACH %'s :							33.33%	66.67%	
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	1	1
PEAK HR FACTOR :								0.250	0.250
							0.250		

Prepared by National Data & Surveying Services

N Wilson Way & Bishop St

Peak Hour Turning Movement Count

ID: 18-07201-008
City: Stockton

Day: Tuesday
Date: 05/22/2018

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

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

N Wilson Way

SOUTHBOUND

AM	59	641	0	0	394	AM
NOON	0	0	0	0	0	NOON
PM	13	466	0	0	771	PM

EASTBOUND (Bishop St)

AM	NOON	PM	
67	0	17	⇦
0	0	0	↶ 0
8	0	7	↱ 0
0	0	0	→ 0
6	0	11	↴ 0
AM	NOON	PM	

WESTBOUND (Bishop St)

PM	NOON	AM	
0	0	0	0 ↰
0	0	0	0 ←
0	0	0	0 ↙
0	0	0	0 ↲
0	0	0	⇨
PM	NOON	AM	

CONTROL: 0

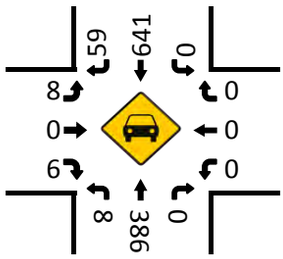
	AM	NOON	PM
TEV	1111	0	1265
PHF	0.78		0.96

NORTHBOUND

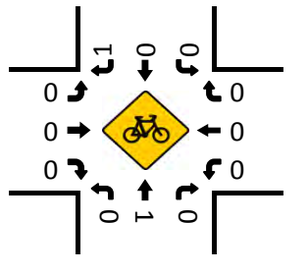
PM	477	0	4	764	0	PM
NOON	0	0	0	0	0	NOON
AM	650	3	8	386	0	AM

N Wilson Way

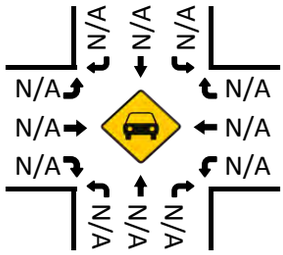
Total Vehicles (AM)



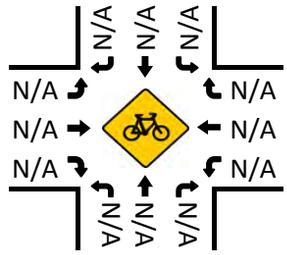
Bikes (AM)



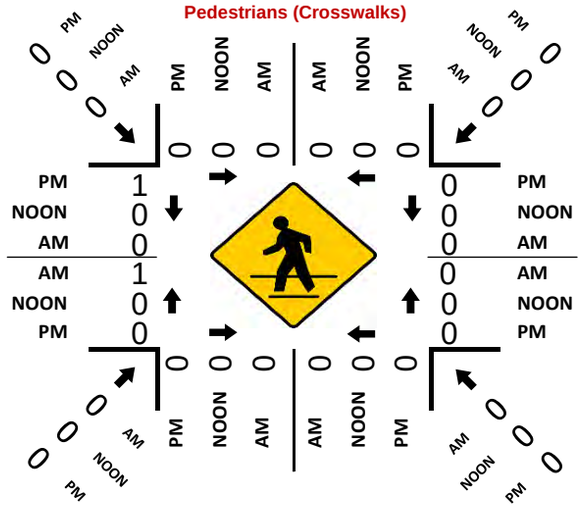
Total Vehicles (Noon)



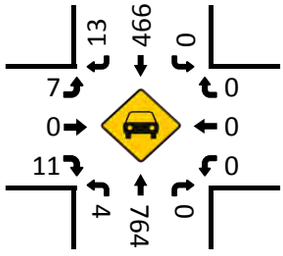
Bikes (NOON)



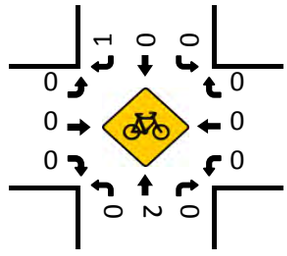
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

0570-06

Location: N Sierra Nevada St & Bradford St
City: Stockton
Control:

Project ID: 18-07201-009
Date: 5/22/2018

Total

NS/EW Streets:	N Sierra Nevada St				N Sierra Nevada St				Bradford St				Bradford St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	1	0	1	1	1	0	1	13	0	0	1	23	1	0	45
7:15 AM	2	0	2	0	4	0	2	0	1	20	1	0	0	36	3	0	71
7:30 AM	0	1	3	0	5	1	4	0	1	32	0	0	0	82	4	0	133
7:45 AM	2	1	1	0	20	1	17	0	6	43	0	0	3	83	6	0	183
8:00 AM	1	1	1	0	6	0	2	0	1	36	0	0	2	37	4	0	91
8:15 AM	1	0	1	0	1	1	2	0	0	15	1	0	0	29	2	0	53
8:30 AM	1	0	3	0	0	1	0	0	0	12	0	0	1	22	0	1	41
8:45 AM	2	1	1	0	0	2	0	0	0	10	0	0	1	23	2	0	42
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	4	13	0	37	7	28	0	10	181	2	0	8	335	22	1	659
APPROACH %'s :	39.29%	14.29%	46.43%	0.00%	51.39%	9.72%	38.89%	0.00%	5.18%	93.78%	1.04%	0.00%	2.19%	91.53%	6.01%	0.27%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	5	3	7	0	35	2	25	0	9	131	1	0	5	238	17	0	478
PEAK HR FACTOR :	0.625	0.750	0.583	0.000	0.438	0.500	0.368	0.000	0.375	0.762	0.250	0.000	0.417	0.717	0.708	0.000	0.653
	0.938				0.408				0.719				0.707				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	5	2	0	5	2	1	0	0	24	0	0	3	37	1	0	82
4:15 PM	0	4	8	0	3	0	2	0	1	19	2	0	2	33	1	2	77
4:30 PM	0	4	3	0	0	0	1	0	2	25	1	0	2	33	3	0	74
4:45 PM	2	0	7	0	3	0	1	0	2	32	0	0	2	30	2	0	81
5:00 PM	1	6	11	0	2	0	1	0	0	20	1	0	0	41	1	1	85
5:15 PM	1	0	5	0	0	1	0	0	0	24	0	0	3	48	3	0	85
5:30 PM	0	2	6	0	2	0	3	0	1	23	0	0	1	31	0	0	69
5:45 PM	0	1	4	0	3	0	0	0	1	14	1	0	0	36	1	0	61
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	22	46	0	18	3	9	0	7	181	5	0	13	289	12	3	614
APPROACH %'s :	8.11%	29.73%	62.16%	0.00%	60.00%	10.00%	30.00%	0.00%	3.63%	93.78%	2.59%	0.00%	4.10%	91.17%	3.79%	0.95%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	4	10	26	0	5	1	3	0	4	101	2	0	7	152	9	1	325
PEAK HR FACTOR :	0.500	0.417	0.591	0.000	0.417	0.250	0.750	0.000	0.500	0.789	0.500	0.000	0.583	0.792	0.750	0.250	0.956
	0.556				0.563				0.787				0.782				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Sierra Nevada St & Bradford St
City: Stockton
Control: 0

Project ID: 18-07201-009
Date: 5/22/2018

Bikes

NS/EW Streets:	N Sierra Nevada St				N Sierra Nevada St				Bradford St				Bradford St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	1	0	1	0	0	1	0	0	0	1	0	0	6
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0	0	4
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500
		0.500				0.250								0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	1	0	0	2	1	0	1	0	0	0	6
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	66.67%	33.33%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.25	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375
		0.250				0.250				0.250							

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Sierra Nevada St & Bradford St
City: Stockton
Project ID: 18-07201-009
Date: 5/22/2018

Pedestrians (Crosswalks)

NS/EW Streets:	N Sierra Nevada St		N Sierra Nevada St		Bradford St		Bradford St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	5	0	6
7:45 AM	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	3	1	0	0	0	2	0	0	6
8:45 AM	0	0	0	1	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	1	0	3	1	2	5	0	15
APPROACH %'s :	75.00%	25.00%	0.00%	100.00%	33.33%	66.67%	100.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	2	1	0	5	0	8
PEAK HR FACTOR :				0.500	0.250		0.250		0.333
			0.500		0.250		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	2	1	0	2	0	0	0	0	5
4:30 PM	0	0	0	0	0	2	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	5	0	0	0	0	0	0	5
5:15 PM	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	2	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	6	1	4	0	2	0	0	15
APPROACH %'s :	25.00%	75.00%	20.00%	80.00%	0.00%	100.00%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	5	1	0	0	2	0	0	8
PEAK HR FACTOR :		0.250	0.250			0.250			0.400
	0.250		0.250		0.250				

Prepared by National Data & Surveying Services

N Sierra Nevada St & Bradford St

Peak Hour Turning Movement Count

ID: 18-07201-009
City: Stockton

Day: Tuesday
Date: 05/22/2018

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

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

SOUTHBOUND — N Sierra Nevada St

AM	25	2	35	0	29	AM
NOON	0	0	0	0	0	NOON
PM	3	1	5	0	23	PM

EASTBOUND — Bradford St

AM	NOON	PM		
268	0	159	⇦	
0	0	0	↩	0
9	0	4	↱	0
131	0	101	→	0
1	0	2	↳	0
AM	NOON	PM		

WESTBOUND — Bradford St

PM	NOON	AM		
9	0	17	↰	0
152	0	238	←	0
7	0	5	↰	0
1	0	0	↩	0
133	0	173	⇨	
PM	NOON	AM		

NORTHBOUND — N Sierra Nevada St

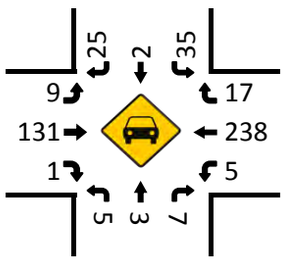
PM	10	0	4	10	26	PM
NOON	0	0	0	0	0	NOON
AM	8	0	5	3	7	AM

CONTROL

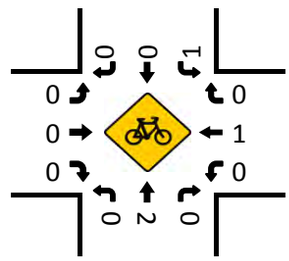
0

TEV	478	0	325
	AM	NOON	PM
PHF	0.65		0.96

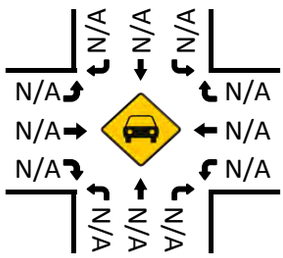
Total Vehicles (AM)



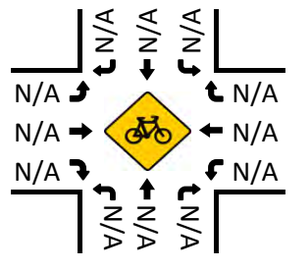
Bikes (AM)



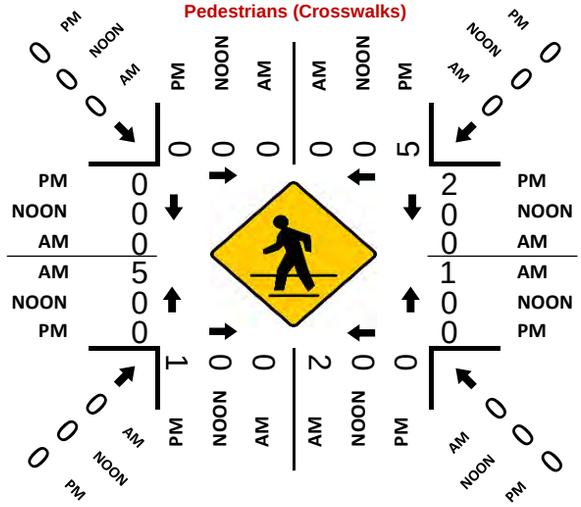
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
5
2
0
0
1
0
0
0
0
0

Prepared by NDS/ATD

VOLUME

Bishop St Bet. S Sierra Nevada St & N Wilson Way

Day: Tuesday
Date: 5/22/2018

City: Stockton
Project #: CA18_7202_001

0570-06

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	153	210	363

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00					0		0		0		12:00					3		6		9	
00:15					1		0		1		12:15					4		1		5	
00:30					1		1		2		12:30					0		0		0	
00:45					2	4	1	2	3	6	12:45					1	8	3	10	4	18
01:00					0		0		0		13:00					1		1		2	
01:15					0		0		0		13:15					0		2		2	
01:30					1		0		1		13:30					2		3		5	
01:45					1	2	0		1	2	13:45					2	5	0	6	2	11
02:00					0		0		0		14:00					4		3		7	
02:15					0		1		1		14:15					4		6		10	
02:30					0		0		0		14:30					3		1		4	
02:45					1	1	0	1	1	2	14:45					2	13	3	13	5	26
03:00					2		0		2		15:00					1		5		6	
03:15					0		0		0		15:15					5		8		13	
03:30					0		1		1		15:30					6		9		15	
03:45					0	2	0	1	0	3	15:45					6	18	8	30	14	48
04:00					0		0		0		16:00					3		3		6	
04:15					1		0		1		16:15					1		1		2	
04:30					0		0		0		16:30					3		3		6	
04:45					0	1	0		0	1	16:45					3	10	3	10	6	20
05:00					1		0		1		17:00					5		3		8	
05:15					4		0		4		17:15					2		7		9	
05:30					1		1		2		17:30					3		1		4	
05:45					1	7	0	1	1	8	17:45					2	12	3	14	5	26
06:00					2		0		2		18:00					1		0		1	
06:15					1		0		1		18:15					2		1		3	
06:30					1		1		2		18:30					2		1		3	
06:45					3	7	6	7	9	14	18:45					2	7	1	3	3	10
07:00					2		4		6		19:00					5		1		6	
07:15					1		7		8		19:15					1		2		3	
07:30					3		20		23		19:30					1		1		2	
07:45					4	10	33	64	37	74	19:45					1	8	2	6	3	14
08:00					2		4		6		20:00					2		1		3	
08:15					0		3		3		20:15					1		0		1	
08:30					3		2		5		20:30					0		2		2	
08:45					1	6	0	9	1	15	20:45					0	3	0	3	0	6
09:00					1		0		1		21:00					1		2		3	
09:15					3		1		4		21:15					2		0		2	
09:30					0		2		2		21:30					2		2		4	
09:45					3	7	2	5	5	12	21:45					2	7	1	5	3	12
10:00					1		0		1		22:00					0		1		1	
10:15					1		1		2		22:15					2		0		2	
10:30					0		1		1		22:30					0		0		0	
10:45					4	6	0	2	4	8	22:45					0	2	0	1	0	3
11:00					1		5		6		23:00					1		1		2	
11:15					1		2		3		23:15					0		2		2	
11:30					2		2		4		23:30					0		2		2	
11:45					1	5	2	11	3	16	23:45					1	2	1	6	2	8
TOTALS					58		103		161		TOTALS					95		107		202	
SPLIT %					36.0%		64.0%		44.4%		SPLIT %					47.0%		53.0%		55.6%	

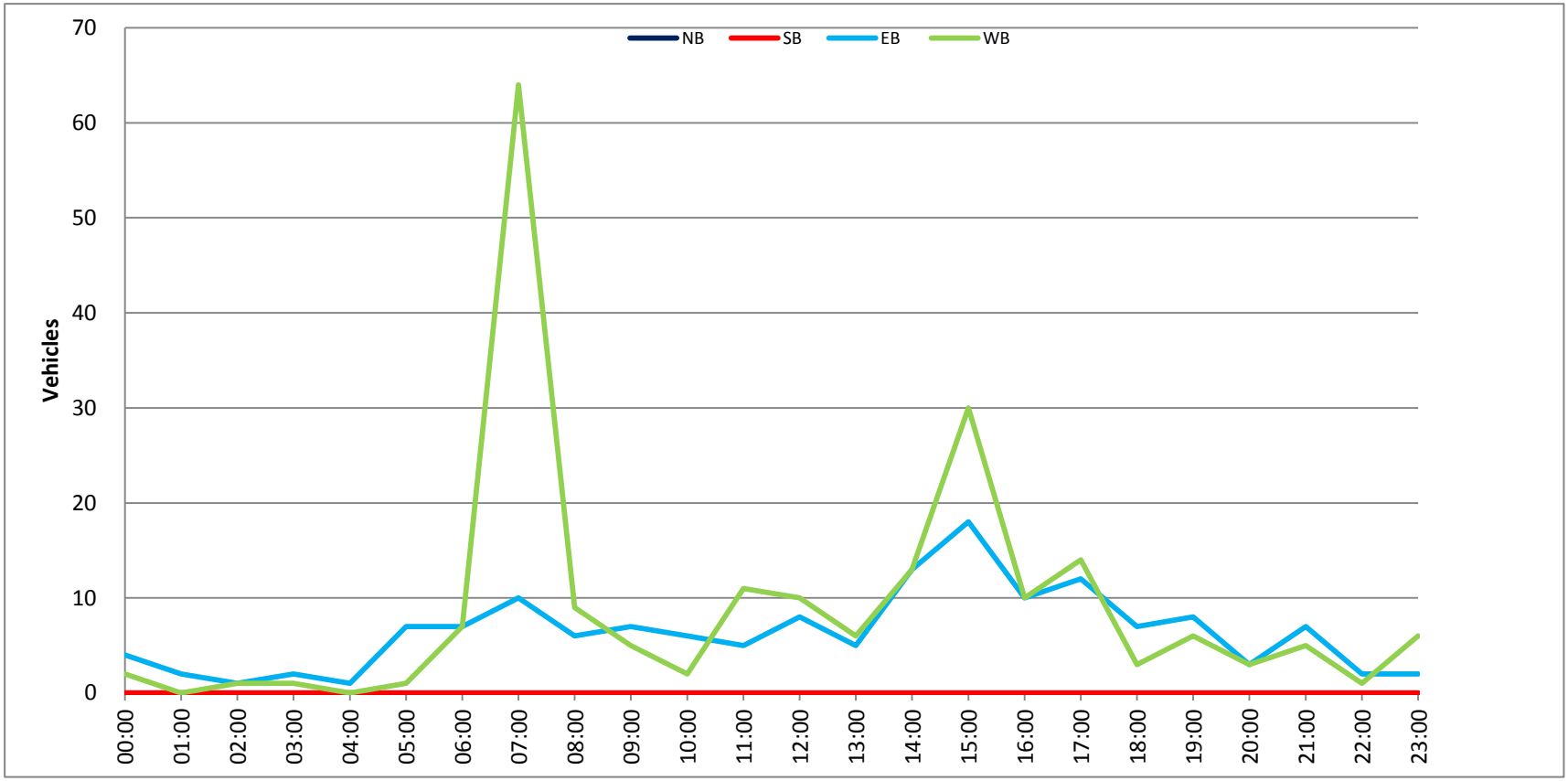
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	153	210	363

AM Peak Hour			07:00	07:00	07:00	PM Peak Hour			15:15	15:00	15:00
AM Pk Volume			10	64	74	PM Pk Volume			20	30	48
Pk Hr Factor			0.625	0.485	0.500	Pk Hr Factor			0.833	0.833	0.800
7 - 9 Volume	0	0	16	73	89	4 - 6 Volume	0	0	22	24	46
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	10	64	74	4 - 6 Pk Volume	0	0	13	16	29
Pk Hr Factor	0.000	0.000	0.625	0.485	0.500	Pk Hr Factor	0.000	0.000	0.650	0.571	0.806

Prepared by NDS/ATD

Project #: CA18_7202_001 **City:** Stockton

Location: Bishop St Bet. S Sierra Nevada St & N Wilson **Date:** 5/22/2018



Prepared by NDS/ATD

VOLUME

N. Sierra Nevada St Bet. Bishop St & University Ave

Day: Tuesday
Date: 5/22/2018

City: Stockton
Project #: CA18_7202_002

0570-06

DAILY TOTALS	NB	SB	EB	WB	Total
	169	234	0	0	403

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		0				0		**12:00**	2		4				6	
00:15	1		0				1		**12:15**	4		3				7	
00:30	1		0				1		**12:30**	0		0				0	
00:45	2	4	1	1			3	5	**12:45**	1	7	3	10			4	17
01:00	0		0				0		**13:00**	3		2				5	
01:15	0		0				0		**13:15**	4		8				12	
01:30	1		1				2		**13:30**	2		4				6	
01:45	1	2	0	1			1	3	**13:45**	4	13	0	14			4	27
02:00	0		0				0		**14:00**	5		5				10	
02:15	0		1				1		**14:15**	4		6				10	
02:30	0		0				0		**14:30**	3		1				4	
02:45	1	1	0	1			1	2	**14:45**	2	14	4	16			6	30
03:00	2		0				2		**15:00**	2		5				7	
03:15	0		0				0		**15:15**	6		7				13	
03:30	0		1				1		**15:30**	9		15				24	
03:45	1	3	1	2			2	5	**15:45**	6	23	9	36			15	59
04:00	0		0				0		**16:00**	5		4				9	
04:15	1		0				1		**16:15**	1		2				3	
04:30	0		0				0		**16:30**	2		3				5	
04:45	0	1	0				0	1	**16:45**	4	12	3	12			7	24
05:00	1		1				2		**17:00**	4		2				6	
05:15	4		0				4		**17:15**	2		7				9	
05:30	1		1				2		**17:30**	3		2				5	
05:45	1	7	0	2			1	9	**17:45**	3	12	2	13			5	25
06:00	1		0				1		**18:00**	1		0				1	
06:15	1		0				1		**18:15**	2		1				3	
06:30	1		1				2		**18:30**	2		0				2	
06:45	2	5	4	5			6	10	**18:45**	2	7	1	2			3	9
07:00	2		5				7		**19:00**	5		1				6	
07:15	1		8				9		**19:15**	1		2				3	
07:30	2		19				21		**19:30**	1		1				2	
07:45	3	8	33	65			36	73	**19:45**	1	8	2	6			3	14
08:00	2		6				8		**20:00**	2		0				2	
08:15	1		4				5		**20:15**	1		1				2	
08:30	4		3				7		**20:30**	1		3				4	
08:45	1	8	1	14			2	22	**20:45**	0	4	0	4			0	8
09:00	2		0				2		**21:00**	1		1				2	
09:15	1		0				1		**21:15**	2		0				2	
09:30	1		2				3		**21:30**	2		1				3	
09:45	3	7	2	4			5	11	**21:45**	1	6	1	3			2	9
10:00	1		1				2		**22:00**	0		1				1	
10:15	1		1				2		**22:15**	2		0				2	
10:30	0		2				2		**22:30**	0		0				0	
10:45	5	7	0	4			5	11	**22:45**	0	2	0	1			0	3
11:00	1		4				5		**23:00**	1		1				2	
11:15	1		3				4		**23:15**	0		2				2	
11:30	2		2				4		**23:30**	0		2				2	
11:45	2	6	3	12			5	18	**23:45**	1	2	1	6			2	8
TOTALS		59		111				**170**	**TOTALS**		110		123				**233**
SPLIT %		34.7%		65.3%				**42.2%**	**SPLIT %**		47.2%		52.8%				**57.8%**

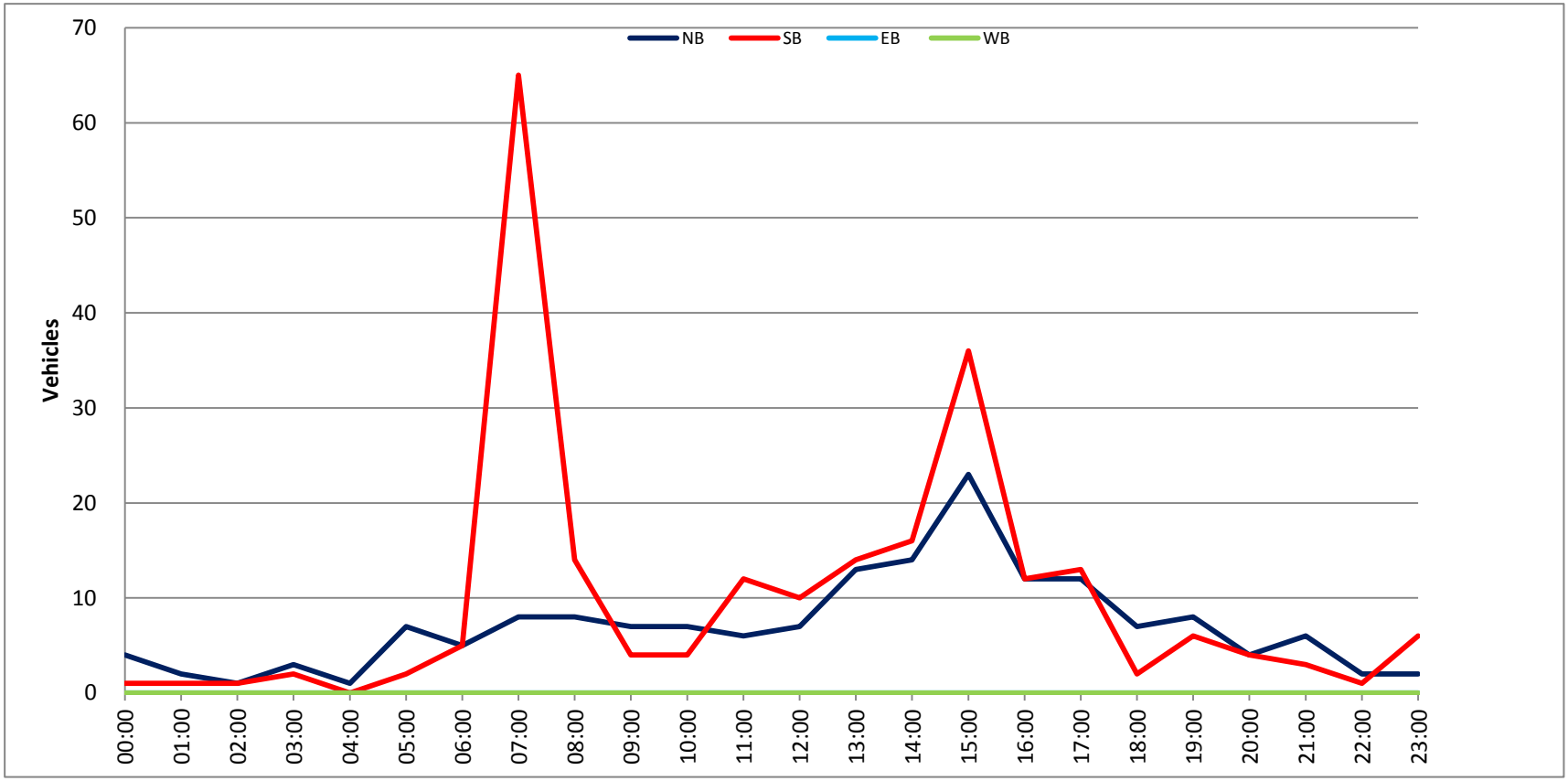
DAILY TOTALS	NB	SB	EB	WB	Total
	169	234	0	0	403

AM Peak Hour	07:45		07:15				**07:15**		**PM Peak Hour**	15:15		15:00				**15:15**	
AM Pk Volume	10		66				**74**		**PM Pk Volume**	26		36				**61**	
Pk Hr Factor	0.625		0.500				**0.514**		**Pk Hr Factor**	0.722		0.600				**0.635**	
7 - 9 Volume	16		79		0	0	**95**		**4 - 6 Volume**	24		25		0	0	**49**	
7 - 9 Peak Hour	07:45		07:15				**07:15**		**4 - 6 Peak Hour**	16:45		16:30				**16:30**	
7 - 9 Pk Volume	10		66		0	0	**74**		**4 - 6 Pk Volume**	13		15		0	0	**27**	
Pk Hr Factor	0.625		0.500		0.000	0.000	**0.514**		**Pk Hr Factor**	0.813		0.536		0.000	0.000	**0.750**	

Prepared by NDS/ATD

Project #: CA18_7202_002 **City:** Stockton

Location: N. Sierra Nevada St Bet. Bishop St & **Date:** 5/22/2018



Prepared by NDS/ATD

VOLUME

University Ave Bet. West Ln & N Sierra Nevada St

Day: Tuesday
Date: 5/22/2018

City: Stockton
Project #: CA18_7202_003

0570-06

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	245	290	535

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			1		4		5	
00:15			1		0		1		12:15			1		2		3	
00:30			1		1		2		12:30			1		1		2	
00:45			1	3	1	2	2	5	12:45			3	6	2	9	5	15
01:00			0		0		0		13:00			2		4		6	
01:15			0		0		0		13:15			7		10		17	
01:30			1		0		1		13:30			4		6		10	
01:45			0	1	0		0	1	13:45			5	18	2	22	7	40
02:00			1		0		1		14:00			6		5		11	
02:15			0		0		0		14:15			3		4		7	
02:30			0		0		0		14:30			4		3		7	
02:45			1	2	0		1	2	14:45			3	16	11	23	14	39
03:00			2		0		2		15:00			14		7		21	
03:15			0		0		0		15:15			7		6		13	
03:30			0		1		1		15:30			29		12		41	
03:45			0	2	1	2	1	4	15:45			7	57	7	32	14	89
04:00			0		0		0		16:00			7		6		13	
04:15			0		0		0		16:15			3		4		7	
04:30			0		0		0		16:30			0		8		8	
04:45			0		1	1	1	1	16:45			3	13	4	22	7	35
05:00			0		1		1		17:00			4		4		8	
05:15			0		0		0		17:15			4		8		12	
05:30			0		1		1		17:30			3		3		6	
05:45			1	1	0	2	1	3	17:45			5	16	2	17	7	33
06:00			0		0		0		18:00			0		3		3	
06:15			0		0		0		18:15			4		2		6	
06:30			1		2		3		18:30			3		2		5	
06:45			4	5	3	5	7	10	18:45			2	9	1	8	3	17
07:00			0		5		5		19:00			2		3		5	
07:15			5		11		16		19:15			1		3		4	
07:30			6		20		26		19:30			2		1		3	
07:45			28	39	36	72	64	111	19:45			0	5	3	10	3	15
08:00			9		11		20		20:00			2		1		3	
08:15			1		4		5		20:15			4		5		9	
08:30			4		2		6		20:30			4		4		8	
08:45			1	15	4	21	5	36	20:45			2	12	1	11	3	23
09:00			0		0		0		21:00			3		0		3	
09:15			1		0		1		21:15			2		1		3	
09:30			0		2		2		21:30			2		1		3	
09:45			2	3	2	4	4	7	21:45			0	7	0	2	0	9
10:00			2		3		5		22:00			0		1		1	
10:15			1		3		4		22:15			2		0		2	
10:30			1		2		3		22:30			0		0		0	
10:45			1	5	1	9	2	14	22:45			0	2	0	1	0	3
11:00			2		3		5		23:00			1		0		1	
11:15			2		1		3		23:15			0		1		1	
11:30			2		2		4		23:30			0		1		1	
11:45			0	6	5	11	5	17	23:45			1	2	2	4	3	6
TOTALS				82		129		211	TOTALS				163		161		324
SPLIT %				38.9%		61.1%		39.4%	SPLIT %				50.3%		49.7%		60.6%

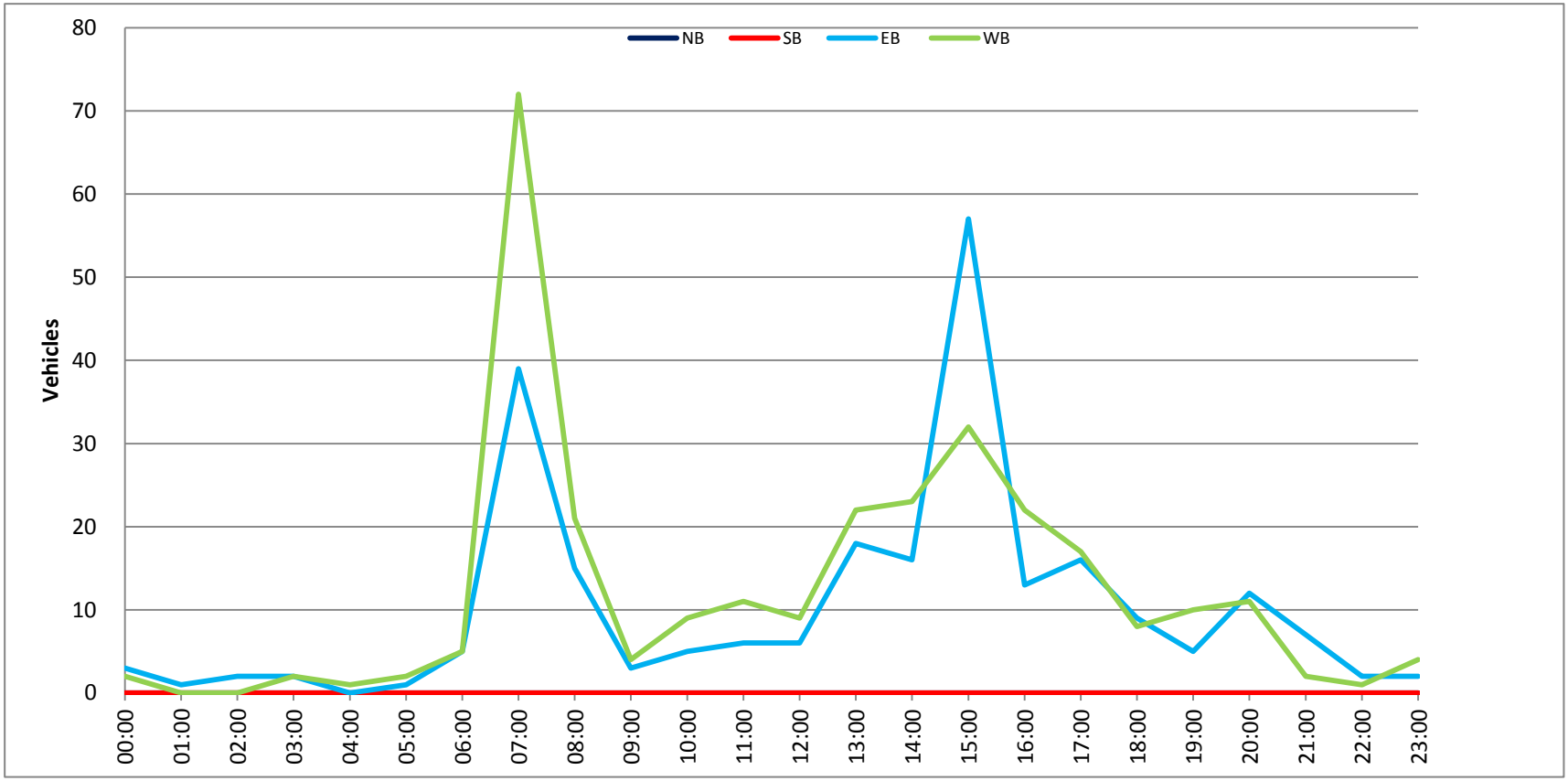
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	245	290	535

AM Peak Hour				07:15		07:15		07:15	PM Peak Hour				15:00		14:45		14:45
AM Pk Volume				48		78		126	PM Pk Volume				57		36		89
Pk Hr Factor				0.429		0.542		0.492	Pk Hr Factor				0.491		0.750		0.543
7 - 9 Volume	0	0		54		93		147	4 - 6 Volume	0	0		29		39		68
7 - 9 Peak Hour				07:15		07:15		07:15	4 - 6 Peak Hour				17:00		16:30		16:00
7 - 9 Pk Volume	0	0		48		78		126	4 - 6 Pk Volume	0	0		16		24		35
Pk Hr Factor	0.000	0.000		0.429		0.542		0.492	Pk Hr Factor	0.000	0.000		0.800		0.750		0.673

Prepared by NDS/ATD

Project #: CA18_7202_003 **City:** Stockton

Location: University Ave Bet. West Ln & N Sierra **Date:** 5/22/2018



Existing and Baseline
Aspire Charter School 0570-06

Scenario Report

Scenario:	BASELINE AM
Command:	Default Command
Volume:	AM SCHOOL PEAK
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	BASELINE AM
Trip Distribution:	current
Paths:	Alt 1
Routes:	Default Route
Configuration:	Default Configuration

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Existing and Baseline
Aspire Charter School 0570-06

Trip Generation Report

Forecast for AM BASELINE

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	neg inb	200.00	STUDENTS	-0.48	0.00	-96	0	-96	54.5
	Zone 1 Subtotal					-96	0	-96	54.5
2	neg out	200.00	STUDENTS	0.00	-0.40	0	-80	-80	45.5
	Zone 2 Subtotal					0	-80	-80	45.5
TOTAL						-96	-80	-176	100.0

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Existing and Baseline
Aspire Charter School 0570-06

Trip Distribution Report

Percent Of Trips current

	To Gates			
	1	2	3	4
Zone				
1	6.0	20.0	25.0	49.0
2	5.0	14.0	43.0	38.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0

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Existing and Baseline
Aspire Charter School 0570-06

Turning Movement Report
AM BASELINE

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 West Ln/ El Pinal Dr													
Base	49	912	62	37	962	0	0	0	2	20	0	20	2064
Added	-6	-38	0	0	-24	0	0	0	0	0	0	0	-68
Total	43	874	62	37	938	0	0	0	2	20	0	20	1996
#2 West Ln/ E Ronald St													
Base	197	1016	0	1	1037	0	2	0	5	0	0	0	2258
Added	-36	-44	0	0	-24	0	0	0	0	0	0	0	-104
Total	161	972	0	1	1013	0	2	0	5	0	0	0	2154
#3 West Ln/ APS North Access													
Base	23	1022	242	0	1221	2	0	0	3	0	0	197	2710
Added	0	-42	-40	0	-24	0	0	0	0	0	0	-38	-144
Total	23	980	202	0	1197	2	0	0	3	0	0	159	2566
#4 West Ln/ APS Central Access													
Base	0	1027	177	140	1111	4	0	0	1	0	0	252	2712
Added	0	-40	-32	-24	-19	0	0	0	0	0	0	-42	-157
Total	0	987	145	116	1092	4	0	0	1	0	0	210	2555
#5 West Ln/ (east) University Ave													
Base	0	1194	0	5	1057	27	1	0	4	0	0	0	2288
Added	0	-72	0	0	-42	0	0	0	0	0	0	0	-114
Total	0	1122	0	5	1015	27	1	0	4	0	0	0	2174
#6 West Ln/ (west) University Ave													
Base	1	1117	21	35	1043	0	0	0	0	5	0	77	2299
Added	0	-66	0	-1	-40	0	0	0	0	0	0	-6	-113
Total	1	1051	21	34	1003	0	0	0	0	5	0	71	2186
#7 West Ln/ Bradford St													
Base	9	877	17	92	946	14	39	26	8	28	25	214	2295
Added	0	-47	0	-10	-30	0	0	0	0	0	0	-19	-106
Total	9	830	17	82	916	14	39	26	8	28	25	195	2189
#8 N Sierra Nevada St/ Bradford St													
Base	35	2	25	5	3	7	9	131	1	5	238	17	478
Added	0	0	0	-1	0	0	0	-10	0	0	-19	0	-30
Total	35	2	25	4	3	7	9	121	1	5	219	17	448
#9 N Sierra Nevada St/ Project Access													
Base	0	0	14	0	0	0	0	0	0	67	0	0	81
Added	0	0	0	0	0	0	0	0	0	-6	0	0	-6
Total	0	0	14	0	0	0	0	0	0	61	0	0	75

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Existing and Baseline
Aspire Charter School 0570-06

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 N Wilson Way/ Bishop St													
Base	11	386	0	0	641	59	8	0	6	0	0	0	1111
Added	0	0	0	0	0	-6	0	0	0	0	0	0	-6
Total	11	386	0	0	641	53	8	0	6	0	0	0	1105

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 West Ln/ El Pinal Dr

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: F[172.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	0	0	1	0	0	1!	0	0
Volume Module:																				
Base Vol:	49		912		62	37		962		0	0		0		2	20		0		20
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	49		912		62	37		962		0	0		0		2	20		0		20
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.81		0.81		0.81	0.81		0.81		0.81	0.81		0.81		0.81	0.81		0.81		0.81
PHF Volume:	60		1126		77	46		1188		0	0		0		2	25		0		25
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	60		1126		77	46		1188		0	0		0		2	25		0		25
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			xxxxx	xxxx			6.9	7.5		6.5		6.9
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx			xxxxx	xxxx			3.3	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	1188	xxxx	xxxxx			1202	xxxx	xxxxx			xxxx	xxxx			594	1970		2564		601
Potent Cap.:	595	xxxx	xxxxx			587	xxxx	xxxxx			xxxx	xxxx			453	38		27		448
Move Cap.:	595	xxxx	xxxxx			587	xxxx	xxxxx			xxxx	xxxx			453	33		22		448
Volume/Cap:	0.10	xxxx	xxxx			0.08	xxxx	xxxx			xxxx	xxxx			0.01	0.75		0.00		0.06
Level Of Service Module:																				
2Way95thQ:	0.3	xxxx	xxxxx			0.3	xxxx	xxxxx			xxxx	xxxx			0.0	xxxx		xxxx		xxxxx
Control Del:	11.7	xxxx	xxxxx			11.6	xxxx	xxxxx			xxxxx	xxxx			13.0	xxxxx		xxxx		xxxxx
LOS by Move:	B	*		*		B	*		*		*	*			B	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		61		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		3.6		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		172		xxxxx
Shared LOS:	*	*		*		*	*		*		*	*		*		*		F		*
ApproachDel:	xxxxxx					xxxxxx					13.0					172.3				
ApproachLOS:	*					*					B					F				

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 West Ln/ El Pinal Dr

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: F[132.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	49	912		62	37	962		0	0	0		2	20	0		20
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	49	912		62	37	962		0	0	0		2	20	0		20
Added Vol:	-6	-38		0	0	-24		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	43	874		62	37	938		0	0	0		2	20	0		20
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81		0.81
PHF Volume:	53	1079		77	46	1158		0	0	0		2	25	0		25
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
FinalVolume:	53	1079		77	46	1158		0	0	0		2	25	0		25
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx		6.9		7.5	6.5		6.9
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx		3.3		3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	1158	xxxx	xxxxx		1156	xxxx	xxxxx	xxxx	xxxx		579		1894	2473		578
Potent Cap.:	611	xxxx	xxxxx		612	xxxx	xxxxx	xxxx	xxxx		463		44	30		464
Move Cap.:	611	xxxx	xxxxx		612	xxxx	xxxxx	xxxx	xxxx		463		38	26		464
Volume/Cap:	0.09	xxxx	xxxx		0.07	xxxx	xxxx	xxxx	xxxx		0.01		0.65	0.00		0.05
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx		0.2	xxxx	xxxxx	xxxx	xxxx		0.0		xxxx	xxxx		xxxxx
Control Del:	11.5	xxxx	xxxxx		11.4	xxxx	xxxxx	xxxxx	xxxx		12.8		xxxxx	xxxx		xxxxx
LOS by Move:	B	*		*	B	*		*	*		B		*	*		*
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	71	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	3.2	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	132	xxxxx	
Shared LOS:	*	*		*	*		*		*		*		*	F		*
ApproachDel:	xxxxxx				xxxxxx				12.8				132.3			
ApproachLOS:	*				*				B				F			

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 West Ln/ E Ronald St

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: F[87.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	197 1016	0		1 1037	0		2	0	5	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197 1016	0		1 1037	0		2	0	5	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79 0.79	0.79		0.79 0.79	0.79		0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	249 1286	0		1 1313	0		3	0	6	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	249 1286	0		1 1313	0		3	0	6	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx			4.1 xxxx xxxxx			6.8	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2 xxxx xxxxx			2.2 xxxx xxxxx			3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1313 xxxx xxxxx			1286 xxxx xxxxx			2457	3100	656	2444	3100	643
Potent Cap.:	534 xxxx xxxxx			546 xxxx xxxxx			26	12	413	17	12	421
Move Cap.:	534 xxxx xxxxx			546 xxxx xxxxx			17	6	413	10	6	421
Volume/Cap:	0.47 xxxx xxxx			0.00 xxxx xxxx			0.15	0.00	0.02	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	2.5 xxxx xxxxx			0.0 xxxx xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	17.5 xxxx xxxxx			11.6 xxxx xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C *	*		B *	*		*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	53	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	87.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	* *	*		* *	*		*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			87.0			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 West Ln/ E Ronald St

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: F[61.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	197 1016	0		1 1037	0		2	0	5	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197 1016	0		1 1037	0		2	0	5	0	0	0
Added Vol:	-36 -44	0		0 -24	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	161 972	0		1 1013	0		2	0	5	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79 0.79	0.79		0.79 0.79	0.79		0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	204 1230	0		1 1282	0		3	0	6	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	204 1230	0		1 1282	0		3	0	6	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx			4.1 xxxx xxxxx			6.8	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2 xxxx xxxxx			2.2 xxxx xxxxx			3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1282 xxxx xxxxx			1230 xxxx xxxxx			2308	2923	641	2282	2923	615
Potent Cap.:	548 xxxx xxxxx			573 xxxx xxxxx			33	16	422	22	16	439
Move Cap.:	548 xxxx xxxxx			573 xxxx xxxxx			23	10	422	15	10	439
Volume/Cap:	0.37 xxxx xxxx			0.00 xxxx xxxx			0.11	0.00	0.01	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	1.7 xxxx xxxxx			0.0 xxxx xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	15.4 xxxx xxxxx			11.3 xxxx xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C *	*		B *	*		*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	72	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	61.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	* *	*		* *	*		*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			61.9			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 West Ln/ APS North Access

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: E[45.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		0 0 1	1 0		0 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	23	1022	242	0	1221	2	0	0	3	0	0	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1022	242	0	1221	2	0	0	3	0	0	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	29	1310	310	0	1565	3	0	0	4	0	0	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	1310	310	0	1565	3	0	0	4	0	0	253
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1568	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	784	xxxx	xxxx	810
Potent Cap.:	427	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	340	xxxx	xxxx	327
Move Cap.:	427	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	340	xxxx	xxxx	327
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.77
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	6.1
Control Del:	14.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.7	xxxxx	xxxx	45.1
LOS by Move:	B	*	*	*	*	*	*	*	C	*	*	E
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.7			45.1		
ApproachLOS:	*			*			C			E		

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #3 West Ln/ APS North Access

****

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: D[28.1]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 1 0			0 0 1 1 0			0 0 0 0 1			0 0 0 0 1		
Volume Module:												
Base Vol:	23	1022	242	0	1221	2	0	0	3	0	0	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1022	242	0	1221	2	0	0	3	0	0	197
Added Vol:	0	-42	-40	0	-24	0	0	0	0	0	0	-38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	980	202	0	1197	2	0	0	3	0	0	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	29	1256	259	0	1535	3	0	0	4	0	0	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	1256	259	0	1535	3	0	0	4	0	0	204
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1537	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	769	xxxx	xxxx	758
Potent Cap.:	438	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	348	xxxx	xxxx	354
Move Cap.:	438	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	348	xxxx	xxxx	354
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.58
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	3.4
Control Del:	13.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.4	xxxxx	xxxx	28.1
LOS by Move:	B	*	*	*	*	*	*	*	C	*	*	D
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.4			28.1		
ApproachLOS:	*			*			C			D		

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Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 West Ln/ APS Central Access

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: E[39.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 1	1	0	1	1 0	0	0	0	0 1	0	0	0	0 1
Volume Module:																
Base Vol:	0	1027		177	140	1111		4	0		0	1	0		0	252
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1027		177	140	1111		4	0		0	1	0		0	252
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.78	0.78		0.78	0.78	0.78		0.78	0.78		0.78	0.78	0.78		0.78	0.78
PHF Volume:	0	1317		227	179	1424		5	0		0	1	0		0	323
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	1317		227	179	1424		5	0		0	1	0		0	323
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx		xxxx	6.9	xxxxx		xxxx	6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx		xxxx	3.3	xxxxx		xxxx	3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	1544	xxxx		xxxxx	xxxx		xxxx	715	xxxx		xxxx	658
Potent Cap.:	xxxx	xxxx		xxxxx	436	xxxx		xxxxx	xxxx		xxxx	378	xxxx		xxxx	411
Move Cap.:	xxxx	xxxx		xxxxx	436	xxxx		xxxxx	xxxx		xxxx	378	xxxx		xxxx	411
Volume/Cap:	xxxx	xxxx		xxxx	0.41	xxxx		xxxx	xxxx		xxxx	0.00	xxxx		xxxx	0.79
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	2.0	xxxx		xxxxx	xxxx		xxxx	0.0	xxxx		xxxx	6.8
Control Del:	xxxxx	xxxx		xxxxx	18.9	xxxx		xxxxx	xxxxx		xxxx	14.6	xxxxx		xxxx	39.1
LOS by Move:	*	*		*	C	*		*	*		*	B	*		*	E
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -		LTR -	RT	LT -		LTR -	RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Shared LOS:	*	*		*	*	*		*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				14.6				39.1			
ApproachLOS:	*				*				B				E			

Note: Queue reported is the number of cars per lane.

Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 West Ln/ APS Central Access

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: D[26.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2 0	1	1 0	1 1	0	0 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	0	1027	177	140	1111	4	0	0	1	0	0	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1027	177	140	1111	4	0	0	1	0	0	252
Added Vol:	0	-40	-32	-24	-19	0	0	0	0	0	0	-42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	987	145	116	1092	4	0	0	1	0	0	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	1265	186	149	1400	5	0	0	1	0	0	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1265	186	149	1400	5	0	0	1	0	0	269
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1451	xxxx	xxxxx	xxxx	xxxx	703	xxxx	xxxx	633
Potent Cap.:	xxxx	xxxx	xxxxx	473	xxxx	xxxxx	xxxx	xxxx	385	xxxx	xxxx	428
Move Cap.:	xxxx	xxxx	xxxxx	473	xxxx	xxxxx	xxxx	xxxx	385	xxxx	xxxx	428
Volume/Cap:	xxxx	xxxx	xxxx	0.31	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.63
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	4.2
Control Del:	xxxxx	xxxx	xxxxx	16.1	xxxx	xxxxx	xxxxx	xxxx	14.4	xxxxx	xxxx	26.7
LOS by Move:	*	*	*	C	*	*	*	*	B	*	*	D
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.4			26.7		
ApproachLOS:	*			*			B			D		

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 West Ln/ (east) University Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: E[35.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 1 0 0			0 1 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	1194	0	5	1057	27	1	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1194	0	5	1057	27	1	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	1614	0	7	1428	36	1	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1614	0	7	1428	36	1	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1614	xxxx	xxxxx	2267	3074	732	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	410	xxxx	xxxxx	35	12	368	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	410	xxxx	xxxxx	35	12	368	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.04	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	126	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	13.9	xxxx	xxxxx	xxxxx	35.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	B	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			35.2			xxxxxx		
ApproachLOS:	*			*			E			*		

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 West Ln/ (east) University Ave

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: D[31.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	1 0	0	0 1	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1194	0	5	1057	27	1	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1194	0	5	1057	27	1	0	4	0	0	0
Added Vol:	0	-72	0	0	-42	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1122	0	5	1015	27	1	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	1516	0	7	1372	36	1	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1516	0	7	1372	36	1	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1516	xxxx	xxxxx	2161	2920	704	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	446	xxxx	xxxxx	42	16	384	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	446	xxxx	xxxxx	41	15	384	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.03	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	144	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	13.2	xxxx	xxxxx	xxxxx	31.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	B	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			31.3			xxxxxx		
ApproachLOS:	*			*			D			*		

****

Note: Queue reported is the number of cars per lane.

****

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 West Ln/ (west) University Ave

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: D[32.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	1	0		0	1	1	0	0		0	0	0	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	1	1117		21			35	1043		0			0		0		0		5		0		77	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	1	1117		21			35	1043		0			0		0		0		5		0		77	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.78	0.78		0.78			0.78	0.78		0.78			0.78		0.78		0.78		0.78		0.78		0.78	
PHF Volume:	1	1432		27			45	1337		0			0		0		0		6		0		99	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	1	1432		27			45	1337		0			0		0		0		6		0		99	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				6.8	6.5			6.9	
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.5	4.0			3.3	
Capacity Module:																								
Cnflict Vol:	1337	xxxx	xxxxx				1459	xxxx	xxxxx				xxxx	xxxx	xxxxx				2206	2875			729	
Potent Cap.:	522	xxxx	xxxxx				469	xxxx	xxxxx				xxxx	xxxx	xxxxx				39	17			370	
Move Cap.:	522	xxxx	xxxxx				469	xxxx	xxxxx				xxxx	xxxx	xxxxx				36	15			370	
Volume/Cap:	0.00	xxxx	xxxx				0.10	xxxx	xxxx				xxxx	xxxx	xxxx				0.18	0.00			0.27	
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.3	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	11.9	xxxx	xxxxx				13.5	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*				B	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	235	xxxxx			
SharedQueue:	0.0	xxxx	xxxxx				0.3	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	2.1	xxxxx			
Shrd ConDel:	11.9	xxxx	xxxxx				13.5	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	32.1	xxxxx			
Shared LOS:	B	*	*				B	*	*				*	*	*				*	D	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						32.1					
ApproachLOS:	*						*						*						D					

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 West Ln/ (west) University Ave

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: D[27.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	1	1117		21		35	1043		0		0		0		0	5		0		77
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	1	1117		21		35	1043		0		0		0		0	5		0		77
Added Vol:	0	-66		0		-1	-40		0		0		0		0	0		0		-6
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	1	1051		21		34	1003		0		0		0		0	5		0		71
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.78	0.78		0.78		0.78	0.78		0.78		0.78		0.78		0.78	0.78		0.78		0.78
PHF Volume:	1	1347		27		44	1286		0		0		0		0	6		0		91
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	1	1347		27		44	1286		0		0		0		0	6		0		91
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx			6.8	6.5			6.9
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx			3.5	4.0			3.3
Capacity Module:																				
Cnflict Vol:	1286	xxxx	xxxxx			1374	xxxx	xxxxx			xxxx	xxxx	xxxxx			2094	2737			687
Potent Cap.:	546	xxxx	xxxxx			506	xxxx	xxxxx			xxxx	xxxx	xxxxx			46	21			394
Move Cap.:	546	xxxx	xxxxx			506	xxxx	xxxxx			xxxx	xxxx	xxxxx			43	19			394
Volume/Cap:	0.00	xxxx	xxxx			0.09	xxxx	xxxx			xxxx	xxxx	xxxx			0.15	0.00			0.23
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx			0.3	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	11.6	xxxx	xxxxx			12.8	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	B	*	*			B	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	256	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx			0.3	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	1.7	xxxxx		
Shrd ConDel:	11.6	xxxx	xxxxx			12.8	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	27.4	xxxxx		
Shared LOS:	B	*	*			B	*	*			*	*	*			*	D	*		
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					27.4				
ApproachLOS:	*					*					*					D				

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 West Ln/ Bradford St

Cycle (sec):	80	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	9	Average Delay (sec/veh):	15.9
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	9	877	17	92	946	14	39	26	8	28	25	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	877	17	92	946	14	39	26	8	28	25	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	10	953	18	100	1028	15	42	28	9	30	27	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	953	18	100	1028	15	42	28	9	30	27	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	953	18	100	1028	15	42	28	9	30	27	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.78	0.78	0.78	0.86	0.86	0.86
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.53	0.36	0.11	0.10	0.09	0.81
Final Sat.:	1805	3531	68	1805	3550	53	787	525	161	172	153	1314
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.06	0.29	0.29	0.05	0.05	0.05	0.18	0.18	0.18
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.48	0.48	0.10	0.56	0.56	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.51	0.57	0.57	0.57	0.51	0.51	0.17	0.17	0.17	0.57	0.57	0.57
Delay/Veh:	61.2	15.4	15.4	38.7	10.9	10.9	20.1	20.1	20.1	24.4	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	15.4	15.4	38.7	10.9	10.9	20.1	20.1	20.1	24.4	24.4	24.4
LOS by Move:	E	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	9	9	3	9	9	1	1	1	7	7	7

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 West Ln/ Bradford St

Cycle (sec):	80	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	9	Average Delay (sec/veh):	15.2
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	9	877	17	92	946	14	39	26	8	28	25	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	877	17	92	946	14	39	26	8	28	25	214
Added Vol:	0	-47	0	-10	-30	0	0	0	0	0	0	-19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	830	17	82	916	14	39	26	8	28	25	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	10	902	18	89	996	15	42	28	9	30	27	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	902	18	89	996	15	42	28	9	30	27	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	902	18	89	996	15	42	28	9	30	27	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.79	0.79	0.79	0.86	0.86	0.86
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.53	0.36	0.11	0.11	0.10	0.79
Final Sat.:	1805	3527	72	1805	3549	54	801	534	164	185	165	1289
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.05	0.28	0.28	0.05	0.05	0.05	0.16	0.16	0.16
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.48	0.48	0.09	0.57	0.57	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.50	0.53	0.53	0.53	0.50	0.50	0.17	0.17	0.17	0.53	0.53	0.53
Delay/Veh:	57.6	14.7	14.7	37.7	10.7	10.7	20.2	20.2	20.2	23.8	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.6	14.7	14.7	37.7	10.7	10.7	20.2	20.2	20.2	23.8	23.8	23.8
LOS by Move:	E	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	9	9	3	8	8	1	1	1	6	6	6

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 N Sierra Nevada St/ Bradford St

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[14.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	35	2	25	5	3	7	9	131	1	5	238	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	2	25	5	3	7	9	131	1	5	238	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
PHF Volume:	54	3	38	8	5	11	14	202	2	8	366	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	54	3	38	8	5	11	14	202	2	8	366	26
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	632	638	202	645	625	379	392	xxxx	xxxxx	203	xxxx	xxxxx
Potent Cap.:	396	397	844	388	404	672	1177	xxxx	xxxxx	1381	xxxx	xxxxx
Move Cap.:	381	390	844	363	397	672	1177	xxxx	xxxxx	1381	xxxx	xxxxx
Volume/Cap:	0.14	0.01	0.05	0.02	0.01	0.02	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	489	xxxxx	xxxx	472	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.1	xxxxx	xxxxx	13.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		14.1			13.0			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

Note: Queue reported is the number of cars per lane.

Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 N Sierra Nevada St/ Bradford St

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[13.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	35	2	25	5	3	7	9	131	1	5	238	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	2	25	5	3	7	9	131	1	5	238	17
Added Vol:	0	0	0	-1	0	0	0	-10	0	0	-19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	2	25	4	3	7	9	121	1	5	219	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
PHF Volume:	54	3	38	6	5	11	14	186	2	8	337	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	54	3	38	6	5	11	14	186	2	8	337	26
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	588	593	187	601	581	350	363	xxxx	xxxxx	188	xxxx	xxxxx
Potent Cap.:	424	421	860	415	428	698	1207	xxxx	xxxxx	1399	xxxx	xxxxx
Move Cap.:	408	414	860	389	421	698	1207	xxxx	xxxxx	1399	xxxx	xxxxx
Volume/Cap:	0.13	0.01	0.04	0.02	0.01	0.02	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	518	xxxxx	xxxx	510	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.5	xxxxx	xxxxx	12.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		13.5			12.4			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 N Wilson Way/ Bishop St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[18.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 1 0 0			0 0 1 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	11	386	0	0	641	59	8	0	6	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	386	0	0	641	59	8	0	6	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	14	489	0	0	811	75	10	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	489	0	0	811	75	10	0	8	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	886	xxxx	xxxxx	xxxx	xxxx	xxxxx	1121	1365	443	xxxx	xxxx	xxxxx
Potent Cap.:	773	xxxx	xxxxx	xxxx	xxxx	xxxxx	203	149	568	xxxx	xxxx	xxxxx
Move Cap.:	773	xxxx	xxxxx	xxxx	xxxx	xxxxx	200	146	568	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	277	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.9			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 N Wilson Way/ Bishop St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[18.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 1 0 0			0 0 1 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	11	386	0	0	641	59	8	0	6	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	386	0	0	641	59	8	0	6	0	0	0
Added Vol:	0	0	0	0	0	-6	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	386	0	0	641	53	8	0	6	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	14	489	0	0	811	67	10	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	489	0	0	811	67	10	0	8	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	878	xxxx	xxxxx	xxxx	xxxx	xxxxx	1117	1361	439	xxxx	xxxx	xxxxx
Potent Cap.:	778	xxxx	xxxxx	xxxx	xxxx	xxxxx	204	149	571	xxxx	xxxx	xxxxx
Move Cap.:	778	xxxx	xxxxx	xxxx	xxxx	xxxxx	202	147	571	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	279	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.8			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Scenario Report

Scenario:	PM EX
Command:	Default Command
Volume:	PM PEAK
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM EX
Trip Distribution:	pm diversion
Paths:	Alt 1
Routes:	Default Route
Configuration:	Default Configuration

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Existing and Baseline
Aspire Charter School 0570-06

Trip Generation Report

Forecast for pm existing

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	neg inb	200.00	STUDENTS	-0.12	0.00	-24	0	-24	52.2
1	neg inb	0.00	charter school	-0.12	0.00	0	0	0	0.0
	Zone 1 Subtotal					-24	0	-24	52.2
2	neg out	200.00	STUDENTS	0.00	-0.11	0	-22	-22	47.8
2	neg out	0.00	charter school	-0.12	0.00	0	0	0	0.0
2	neg out	0.00	charter school	0.00	-0.11	0	0	0	0.0
	Zone 2 Subtotal					0	-22	-22	47.8
TOTAL						-24	-22	-46	100.0

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Existing and Baseline
Aspire Charter School 0570-06

Trip Distribution Report

Percent Of Trips pm diversion

Zone	To Gates 1	2	3	4
1	5.0	10.0	33.0	52.0
2	5.0	5.0	70.0	20.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0

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Existing and Baseline
Aspire Charter School 0570-06

Turning Movement Report
pm existing

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 West Ln/ El Pinal Dr													
Base	3	1195	25	35	831	0	0	1	0	31	0	56	2177
Added	-1	-17	0	0	-8	0	0	0	0	0	0	0	-26
Total	2	1178	25	35	823	0	0	1	0	31	0	56	2151
#2 West Ln/ E Ronald St													
Base	28	1207	0	0	887	0	4	0	4	0	0	0	2130
Added	-5	-17	0	0	-8	0	0	0	0	0	0	0	-30
Total	23	1190	0	0	879	0	4	0	4	0	0	0	2100
#3 West Ln/ APS North Access													
Base	13	1190	47	0	879	4	0	0	14	0	0	89	2236
Added	0	-11	-9	0	-8	0	0	0	0	0	0	-11	-39
Total	13	1179	38	0	871	4	0	0	14	0	0	78	2197
#4 West Ln/ APS Central Access													
Base	0	1190	40	62	847	6	0	0	4	0	0	41	2190
Added	0	-9	-7	-8	-2	0	0	0	0	0	0	-11	-37
Total	0	1181	33	54	845	6	0	0	4	0	0	30	2153
#5 West Ln/ (east) University Ave													
Base	6	1221	0	3	1674	19	8	0	7	0	0	0	2938
Added	0	-16	0	0	-6	0	0	0	0	0	0	0	-22
Total	6	1205	0	3	1668	19	8	0	7	0	0	0	2916
#6 West Ln/ (west) University Ave													
Base	0	1208	2	13	845	0	0	0	0	0	0	21	2089
Added	0	-15	0	0	-5	0	0	0	0	0	0	-1	-21
Total	0	1193	2	13	840	0	0	0	0	0	0	20	2068
#7 West Ln/ Bradford St													
Base	17	1057	24	65	761	17	20	12	7	16	13	130	2139
Added	0	-12	0	-1	-4	0	0	0	0	0	0	-2	-19
Total	17	1045	24	64	757	17	20	12	7	16	13	128	2120
#8 N Sierra Nevada St/ Bradford St													
Base	5	1	3	4	10	26	4	101	2	8	152	9	325
Added	0	0	0	0	0	0	0	-1	0	0	-2	0	-3
Total	5	1	3	4	10	26	4	100	2	8	150	9	322
#9 N Sierra Nevada St/ Project Access													
Base	0	0	18	0	0	0	0	0	0	17	0	0	35
Added	0	0	0	0	0	0	0	0	0	-1	0	0	-1
Total	0	0	18	0	0	0	0	0	0	16	0	0	34

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Existing and Baseline
Aspire Charter School 0570-06

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 N Wilson Way/ Bishop St													
Base	4	764	0	0	466	13	7	0	11	0	0	0	1265
Added	0	0	0	0	0	-1	0	0	0	0	0	0	-1
Total	4	764	0	0	466	12	7	0	11	0	0	0	1264

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #1 West Ln/ El Pinal Dr

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Average Delay (sec/veh): 6.1 Worst Case Level Of Service: F[145.5]

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	3	1195		25	35	831		0	0		1	0	31		0	56
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	3	1195		25	35	831		0	0		1	0	31		0	56
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.92	0.92		0.92	0.92	0.92		0.92	0.92		0.92	0.92	0.92		0.92	0.92
PHF Volume:	3	1299		27	38	903		0	0		1	0	34		0	61
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	3	1299		27	38	903		0	0		1	0	34		0	61
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	6.5	xxxxx			7.5	6.5		6.9
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	4.0	xxxxx			3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	903	xxxx	xxxxx		1326	xxxx	xxxxx	xxxx	2312	xxxxx			1847	2298		663
Potent Cap.:	761	xxxx	xxxxx		527	xxxx	xxxxx	xxxx	39	xxxxx			47	39		408
Move Cap.:	761	xxxx	xxxxx		527	xxxx	xxxxx	xxxx	36	xxxxx			43	36		408
Volume/Cap:	0.00	xxxx	xxxx		0.07	xxxx	xxxx	xxxx	0.03	xxxx			0.78	0.00		0.15
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.2	xxxx	xxxxx	xxxx	0.1	xxxxx			xxxx	xxxx		xxxxx
Control Del:	9.7	xxxx	xxxxx		12.4	xxxx	xxxxx	xxxxx	109	xxxxx			xxxxx	xxxx		xxxxx
LOS by Move:	A	*		*	B	*		*	F	*			*	*		*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	102		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	5.5		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	146		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*			*	F		*
ApproachDel:	xxxxxx				xxxxxx				109.3				145.5			
ApproachLOS:	*				*				F				F			

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Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 West Ln/ El Pinal Dr

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: F[132.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	0	1	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	3	1195		25			35	831		0			0		1		0		31		0		56	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	3	1195		25			35	831		0			0		1		0		31		0		56	
Added Vol:	-1	-17		0			0	-8		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	2	1178		25			35	823		0			0		1		0		31		0		56	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.92	0.92		0.92			0.92	0.92		0.92			0.92		0.92		0.92		0.92		0.92		0.92	
PHF Volume:	2	1280		27			38	895		0			0		1		0		34		0		61	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	2	1280		27			38	895		0			0		1		0		34		0		61	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx		4.1		xxxx	xxxxx		xxxxx			6.5	xxxxx			7.5		6.5		6.9			
FollowUpTim:	2.2	xxxx	xxxxx		2.2		xxxx	xxxxx		xxxxx			4.0	xxxxx			3.5		4.0		3.3			
Capacity Module:																								
Cnflict Vol:	895	xxxx	xxxxx		1308		xxxx	xxxxx		xxxx			2283	xxxxx			1822		2269		654			
Potent Cap.:	767	xxxx	xxxxx		536		xxxx	xxxxx		xxxx			40	xxxxx			49		41		414			
Move Cap.:	767	xxxx	xxxxx		536		xxxx	xxxxx		xxxx			37	xxxxx			45		38		414			
Volume/Cap:	0.00	xxxx	xxxx		0.07		xxxx	xxxx		xxxx			0.03	xxxx			0.74		0.00		0.15			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx		0.2		xxxx	xxxxx		xxxx			0.1	xxxxx			xxxx		xxxx		xxxxx			
Control Del:	9.7	xxxx	xxxxx		12.2		xxxx	xxxxx		xxxxx			105	xxxxx			xxxxx		xxxx		xxxxx			
LOS by Move:	A	*		*	B		*		*	*			F	*			*		*		*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx		xxxx			xxxx	xxxxx			xxxx		107		xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx			xxxx	xxxxx			xxxxx		5.3		xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx			xxxx	xxxxx			xxxxx		132		xxxxx			
Shared LOS:	*	*		*	*		*		*	*			*	*			*		F		*			
ApproachDel:	xxxxxx				xxxxxx								104.5						132.4					
ApproachLOS:	*				*								F						F					

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 West Ln/ E Ronald St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: D[31.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	28	1207	0	0	887	0	4	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1207	0	0	887	0	4	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	30	1312	0	0	964	0	4	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	1312	0	0	964	0	4	0	4	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	964	xxxx	xxxxx	xxxx	xxxx	xxxxx	1681	2337	482	1855	2337	656
Potent Cap.:	722	xxxx	xxxxx	xxxx	xxxx	xxxxx	87	37	536	47	37	413
Move Cap.:	722	xxxx	xxxxx	xxxx	xxxx	xxxxx	84	36	536	45	36	413
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	146	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	31.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			31.2			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #2 West Ln/ E Ronald St

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: D[30.0]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	28	1207		0			0	887		0			4		0		4		0		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	28	1207		0			0	887		0			4		0		4		0		0		0	
Added Vol:	-5	-17		0			0	-8		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	23	1190		0			0	879		0			4		0		4		0		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.92	0.92		0.92			0.92	0.92		0.92			0.92		0.92		0.92		0.92		0.92		0.92	
PHF Volume:	25	1293		0			0	955		0			4		0		4		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	25	1293		0			0	955		0			4		0		4		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.8		6.5		6.9		7.5		6.5		6.9	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5		4.0		3.3		3.5		4.0		3.3	
Capacity Module:																								
Cnflict Vol:	955	xxxx	xxxxx	xxxx	xxxx	xxxxx							1652	2299		478			1821	2299		647		
Potent Cap.:	728	xxxx	xxxxx	xxxx	xxxx	xxxxx							91		39		539		49		39		419	
Move Cap.:	728	xxxx	xxxxx	xxxx	xxxx	xxxxx							89		38		539		48		38		419	
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx							0.05	0.00		0.01			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*	*	*	*							*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	152	xxxxx				xxxx	0	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	0.2	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	30.0	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*							*	D	*				*	*	*			
ApproachDel:	xxxxxx			xxxxxx									30.0						xxxxxx					
ApproachLOS:	*			*									D						*					

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Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 West Ln/ APS North Access

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[16.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	1
Volume Module:																				
Base Vol:	13	1190	47			0	879	4			0	0	14			0	0	89		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	13	1190	47			0	879	4			0	0	14			0	0	89		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.92	0.92	0.92			0.92	0.92	0.92			0.92	0.92	0.92			0.92	0.92	0.92		
PHF Volume:	14	1293	51			0	955	4			0	0	15			0	0	97		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	14	1293	51			0	955	4			0	0	15			0	0	97		
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	6.9			xxxxx	xxxx	6.9		
FollowUpTim:	2.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	3.3			xxxxx	xxxx	3.3		
Capacity Module:																				
Cnflict Vol:	960	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	480			xxxx	xxxx	672		
Potent Cap.:	725	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	537			xxxx	xxxx	403		
Move Cap.:	725	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	537			xxxx	xxxx	403		
Volume/Cap:	0.02	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx	0.03			xxxx	xxxx	0.24		
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	0.1			xxxx	xxxx	0.9		
Control Del:	10.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	11.9			xxxxx	xxxx	16.7		
LOS by Move:	B	*	*			*	*	*			*	*	B			*	*	C		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					xxxxxx					11.9					16.7				
ApproachLOS:	*					*					B					C				

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 West Ln/ APS North Access

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[16.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	1
Volume Module:																				
Base Vol:	13	1190		47		0	879		4		0	0		14		0	0		89	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	13	1190		47		0	879		4		0	0		14		0	0		89	
Added Vol:	0	-11		-9		0	-8		0		0	0		0		0	0		-11	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	13	1179		38		0	871		4		0	0		14		0	0		78	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92	
PHF Volume:	14	1282		41		0	947		4		0	0		15		0	0		85	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	14	1282		41		0	947		4		0	0		15		0	0		85	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.9	xxxxx	xxxx		6.9						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3	xxxxx	xxxx		3.3						
Capacity Module:																				
Cnflict Vol:	951	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		476	xxxx	xxxx		661						
Potent Cap.:	730	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		541	xxxx	xxxx		409						
Move Cap.:	730	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		541	xxxx	xxxx		409						
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.03	xxxx	xxxx		0.21						
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.1	xxxx	xxxx		0.8						
Control Del:	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		11.8	xxxxx	xxxx		16.1						
LOS by Move:	B	*	*	*	*	*	*	*		B	*	*		C						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	xxxxxx			xxxxxx			11.8				16.1									
ApproachLOS:	*			*			B				C									

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 West Ln/ APS Central Access

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[14.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 1	1	0	1	1 0	0	0	0	0 1	0	0	0	0 1
Volume Module:																
Base Vol:	0	1190		40	62	847		6	0	0		4	0	0		41
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	1190		40	62	847		6	0	0		4	0	0		41
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92
PHF Volume:	0	1293		43	67	921		7	0	0		4	0	0		45
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
FinalVolume:	0	1293		43	67	921		7	0	0		4	0	0		45
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		6.9	xxxxx	xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		3.3	xxxxx	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	1337	xxxx		xxxxx	xxxx	xxxx		464	xxxx	xxxx		647
Potent Cap.:	xxxx	xxxx		xxxxx	522	xxxx		xxxxx	xxxx	xxxx		551	xxxx	xxxx		419
Move Cap.:	xxxx	xxxx		xxxxx	522	xxxx		xxxxx	xxxx	xxxx		551	xxxx	xxxx		419
Volume/Cap:	xxxx	xxxx		xxxx	0.13	xxxx		xxxx	xxxx	xxxx		0.01	xxxx	xxxx		0.11
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.4	xxxx		xxxxx	xxxx	xxxx		0.0	xxxx	xxxx		0.4
Control Del:	xxxxx	xxxx		xxxxx	12.9	xxxx		xxxxx	xxxxx	xxxx		11.6	xxxxx	xxxx		14.6
LOS by Move:	*	*		*	B	*		*	*	*		B	*	*		B
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	*		*
ApproachDel:	xxxxxx				xxxxxx				11.6				14.6			
ApproachLOS:	*				*				B				B			

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 West Ln/ APS Central Access

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[14.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	1	1 0 1	1	0	0 0 0	0	1	0 0 0	0	1
Volume Module:												
Base Vol:	0 1190		40	62 847		6	0 0		4	0 0		41
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	0 1190		40	62 847		6	0 0		4	0 0		41
Added Vol:	0 -9		-7	-8 -2		0	0 0		0	0 0		-11
PasserByVol:	0 0		0	0 0		0	0 0		0	0 0		0
Initial Fut:	0 1181		33	54 845		6	0 0		4	0 0		30
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	0.92 0.92	0.92	0.92	0.92 0.92	0.92	0.92	0.92 0.92	0.92	0.92	0.92 0.92	0.92	0.92
PHF Volume:	0 1284		36	59 918		7	0 0		4	0 0		33
Reduct Vol:	0 0		0	0 0		0	0 0		0	0 0		0
FinalVolume:	0 1284		36	59 918		7	0 0		4	0 0		33
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1 xxxx	xxxxx		xxxxx xxxx		6.9	xxxxx xxxx		6.9
FollowUpTim:	xxxxx xxxx	xxxxx		2.2 xxxx	xxxxx		xxxxx xxxx		3.3	xxxxx xxxx		3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		1320 xxxx	xxxxx		xxxx xxxx		462	xxxx xxxx		642
Potent Cap.:	xxxx xxxx	xxxxx		530 xxxx	xxxxx		xxxx xxxx		552	xxxx xxxx		422
Move Cap.:	xxxx xxxx	xxxxx		530 xxxx	xxxxx		xxxx xxxx		552	xxxx xxxx		422
Volume/Cap:	xxxx xxxx	xxxx		0.11 xxxx	xxxx		xxxx xxxx		0.01	xxxx xxxx		0.08
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		0.4 xxxx	xxxxx		xxxx xxxx		0.0	xxxx xxxx		0.3
Control Del:	xxxxx xxxx	xxxxx		12.6 xxxx	xxxxx		xxxxx xxxx		11.6	xxxxx xxxx		14.3
LOS by Move:	* *	*		B *	*		* *	*	B	* *	*	B
Movement:	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			11.6			14.3		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 West Ln/ (east) University Ave

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: F[142.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	1	0 0	0	1	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	6	1221		0	3	1674		19	8		0	7	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	6	1221		0	3	1674		19	8		0	7	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.92	0.92		0.92	0.92	0.92		0.92	0.92		0.92	0.92	0.92		0.92	0.92
PHF Volume:	7	1327		0	3	1820		21	9		0	8	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	7	1327		0	3	1820		21	9		0	8	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx		xxxxx	4.1	xxxx		xxxxx	6.8		6.5	6.9	xxxxx		xxxx	xxxxx
FollowUpTim:	2.2	xxxx		xxxxx	2.2	xxxx		xxxxx	3.5		4.0	3.3	xxxxx		xxxx	xxxxx
Capacity Module:																
Cnflict Vol:	1840	xxxx		xxxxx	1327	xxxx		xxxxx	2513		3177	920	xxxx		xxxx	xxxxx
Potent Cap.:	335	xxxx		xxxxx	527	xxxx		xxxxx	24		11	277	xxxx		xxxx	xxxxx
Move Cap.:	335	xxxx		xxxxx	527	xxxx		xxxxx	23		10	277	xxxx		xxxx	xxxxx
Volume/Cap:	0.02	xxxx		xxxx	0.01	xxxx		xxxx	0.37		0.00	0.03	xxxx		xxxx	xxxx
Level Of Service Module:																
2Way95thQ:	0.1	xxxx		xxxxx	0.0	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx
Control Del:	16.0	xxxx		xxxxx	11.9	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
LOS by Move:	C	*		*	B	*		*	*		*	*	*		*	*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		41	xxxxx	xxxx		xxxx	xxxxx
SharedQueue:	0.1	xxxx		xxxxx	0.0	xxxx		xxxxx	xxxxx		1.4	xxxxx	xxxxx		xxxx	xxxxx
Shrd ConDel:	16.0	xxxx		xxxxx	11.9	xxxx		xxxxx	xxxxx		142	xxxxx	xxxxx		xxxx	xxxxx
Shared LOS:	C	*		*	B	*		*	*		F	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				142.5				xxxxxx			
ApproachLOS:	*				*				F				*			

Note: Queue reported is the number of cars per lane.

Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #5 West Ln/ (east) University Ave

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: F[138.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 1	0	0	0 1	0	1 0	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	6 1221	0		3 1674	19		8	0	7	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	6 1221	0		3 1674	19		8	0	7	0	0	0
Added Vol:	0 -16	0		0 -6	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	6 1205	0		3 1668	19		8	0	7	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.92 0.92	0.92		0.92 0.92	0.92		0.92 0.92	0.92		0.92 0.92	0.92	
PHF Volume:	7 1310	0		3 1813	21		9	0	8	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	7 1310	0		3 1813	21		9	0	8	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		4.1 xxxx	xxxxx		6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx		2.2 xxxx	xxxxx		3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1834 xxxx	xxxxx		1310 xxxx	xxxxx		2498	3153	917	xxxx	xxxx	xxxxx
Potent Cap.:	337 xxxx	xxxxx		535 xxxx	xxxxx		24	11	278	xxxx	xxxx	xxxxx
Move Cap.:	337 xxxx	xxxxx		535 xxxx	xxxxx		24	11	278	xxxx	xxxx	xxxxx
Volume/Cap:	0.02 xxxx	xxxx		0.01 xxxx	xxxx		0.36	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1 xxxx	xxxxx		0.0 xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	15.9 xxxx	xxxxx		11.8 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	42	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1 xxxx	xxxxx		0.0 xxxx	xxxxx		xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	15.9 xxxx	xxxxx		11.8 xxxx	xxxxx		xxxxx	138	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	B	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			138.0			xxxxxx		
ApproachLOS:	*			*			F			*		

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Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 West Ln/ (west) University Ave

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[14.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	1	0		0	1	1	0	0		0	0	0	0	0		0	0	0	0	1	
Volume Module:																								
Base Vol:	0	1208		2			13	845		0			0		0				0		0		21	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00				1.00		1.00		1.00	
Initial Bse:	0	1208		2			13	845		0			0		0				0		0		21	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00				1.00		1.00		1.00	
PHF Adj:	0.92	0.92		0.92			0.92	0.92		0.92			0.92		0.92				0.92		0.92		0.92	
PHF Volume:	0	1313		2			14	918		0			0		0				0		0		23	
Reduct Vol:	0	0		0			0	0		0			0		0				0		0		0	
FinalVolume:	0	1313		2			14	918		0			0		0				0		0		23	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			4.1	xxxx		xxxxx			xxxxx		xxxx				xxxxx		xxxx		6.9	
FollowUpTim:	xxxxx	xxxx		xxxxx			2.2	xxxx		xxxxx			xxxxx		xxxx				xxxxx		xxxx		3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			1315	xxxx		xxxxx			xxxx		xxxx				xxxxx		xxxx		658	
Potent Cap.:	xxxx	xxxx		xxxxx			532	xxxx		xxxxx			xxxx		xxxx				xxxxx		xxxx		412	
Move Cap.:	xxxx	xxxx		xxxxx			532	xxxx		xxxxx			xxxx		xxxx				xxxxx		xxxx		412	
Volume/Cap:	xxxx	xxxx		xxxx			0.03	xxxx		xxxx			xxxx		xxxx				xxxx		xxxx		0.06	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			0.1	xxxx		xxxxx			xxxx		xxxx				xxxxx		xxxx		0.2	
Control Del:	xxxxx	xxxx		xxxxx			11.9	xxxx		xxxxx			xxxxx		xxxx				xxxxx		xxxx		14.3	
LOS by Move:	*	*		*			B	*		*			*		*				*		*		B	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
SharedQueue:	0.0	xxxx		xxxxx			0.1	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	7.2	xxxx		xxxxx			11.9	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	A	*		*			B	*		*			*		*				*		*		*	
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						14.3					
ApproachLOS:	*						*						*						B					

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 West Ln/ (west) University Ave

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[14.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	1	0	0 1 1	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	1208	2	13	845	0	0	0	0	0	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1208	2	13	845	0	0	0	0	0	0	21
Added Vol:	0	-15	0	0	-5	0	0	0	0	0	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1193	2	13	840	0	0	0	0	0	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1297	2	14	913	0	0	0	0	0	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1297	2	14	913	0	0	0	0	0	0	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1299	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	649
Potent Cap.:	xxxx	xxxx	xxxxx	540	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	417
Move Cap.:	xxxx	xxxx	xxxxx	540	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	417
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.1
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.1		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 West Ln/ Bradford St

Cycle (sec):	80	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	9	Average Delay (sec/veh):	11.1
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	17	1057	24	65	761	17	20	12	7	16	13	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1057	24	65	761	17	20	12	7	16	13	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	18	1149	26	71	827	18	22	13	8	17	14	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1149	26	71	827	18	22	13	8	17	14	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1149	26	71	827	18	22	13	8	17	14	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.84	0.84	0.84	0.87	0.87	0.87
Lanes:	1.00	1.96	0.04	1.00	1.96	0.04	0.51	0.31	0.18	0.10	0.08	0.82
Final Sat.:	1805	3519	80	1805	3521	79	822	493	288	166	135	1345
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.04	0.23	0.23	0.03	0.03	0.03	0.11	0.11	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.03	0.62	0.62	0.07	0.66	0.66	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.36	0.53	0.53	0.53	0.36	0.36	0.13	0.13	0.13	0.53	0.53	0.53
Delay/Veh:	42.3	9.0	9.0	39.7	6.1	6.1	26.6	26.6	26.6	30.4	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	9.0	9.0	39.7	6.1	6.1	26.6	26.6	26.6	30.4	30.4	30.4
LOS by Move:	D	A	A	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	9	9	3	5	5	1	1	1	5	5	5

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 West Ln/ Bradford St

Cycle (sec):	80	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	9	Average Delay (sec/veh):	11.0
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	17	1057	24	65	761	17	20	12	7	16	13	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1057	24	65	761	17	20	12	7	16	13	130
Added Vol:	0	-12	0	-1	-4	0	0	0	0	0	0	-2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1045	24	64	757	17	20	12	7	16	13	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	18	1136	26	70	823	18	22	13	8	17	14	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1136	26	70	823	18	22	13	8	17	14	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1136	26	70	823	18	22	13	8	17	14	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.85	0.85	0.85	0.87	0.87	0.87
Lanes:	1.00	1.96	0.04	1.00	1.96	0.04	0.51	0.31	0.18	0.10	0.08	0.82
Final Sat.:	1805	3518	81	1805	3520	79	824	494	288	168	136	1341
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.04	0.23	0.23	0.03	0.03	0.03	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.03	0.62	0.62	0.07	0.66	0.66	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.35	0.52	0.52	0.52	0.35	0.35	0.13	0.13	0.13	0.52	0.52	0.52
Delay/Veh:	42.2	8.9	8.9	39.5	6.1	6.1	26.6	26.6	26.6	30.3	30.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	8.9	8.9	39.5	6.1	6.1	26.6	26.6	26.6	30.3	30.3	30.3
LOS by Move:	D	A	A	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	9	9	2	5		1	1	1	4	4	4

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #8 N Sierra Nevada St/ Bradford St

****

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[10.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	1	3	4	10	26	4	101	2	8	152	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1	3	4	10	26	4	101	2	8	152	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	5	1	3	4	11	28	4	110	2	9	165	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	1	3	4	11	28	4	110	2	9	165	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	327	312	111	309	308	170	175	xxxx	xxxxx	112	xxxx	xxxxx
Potent Cap.:	630	606	948	647	609	879	1414	xxxx	xxxxx	1490	xxxx	xxxxx
Move Cap.:	598	601	948	640	604	879	1414	xxxx	xxxxx	1490	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	0.01	0.02	0.03	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	682	xxxxx	xxxx	763	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:		10.4			10.0			xxxxxx			xxxxxx	
ApproachLOS:		B			A			*			*	

****

Note: Queue reported is the number of cars per lane.

****

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #8 N Sierra Nevada St/ Bradford St

****

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[10.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	5	1	3	4	10	26	4	101	2	8	152	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1	3	4	10	26	4	101	2	8	152	9
Added Vol:	0	0	0	0	0	0	0	-1	0	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1	3	4	10	26	4	100	2	8	150	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	5	1	3	4	11	28	4	109	2	9	163	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	1	3	4	11	28	4	109	2	9	163	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	323	309	110	306	305	168	173	xxxx	xxxxx	111	xxxx	xxxxx
Potent Cap.:	633	609	949	650	612	881	1416	xxxx	xxxxx	1492	xxxx	xxxxx
Move Cap.:	601	603	949	643	606	881	1416	xxxx	xxxxx	1492	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	0.01	0.02	0.03	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	685	xxxxx	xxxx	766	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.3	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:		10.3			10.0			xxxxxx			xxxxxx	
ApproachLOS:		B			A			*			*	

****

Note: Queue reported is the number of cars per lane.

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #10 N Wilson Way/ Bishop St

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.6]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	1	0	0		0	0	1	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	4	764		0			0	466		13			7		0		11		0		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	4	764		0			0	466		13			7		0		11		0		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.92	0.92		0.92			0.92	0.92		0.92			0.92		0.92		0.92		0.92		0.92		0.92	
PHF Volume:	4	830		0			0	507		14			8		0		12		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	4	830		0			0	507		14			8		0		12		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.8		6.5		6.9		xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5		4.0		3.3		xxxxx	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	521	xxxx	xxxxx	xxxx	xxxx	xxxxx							938		1353		260		xxxx	xxxx	xxxxx			
Potent Cap.:	1056	xxxx	xxxxx	xxxx	xxxx	xxxxx							267		151		745		xxxx	xxxx	xxxxx			
Move Cap.:	1056	xxxx	xxxxx	xxxx	xxxx	xxxxx							266		151		745		xxxx	xxxx	xxxxx			
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx							0.03		0.00		0.02		xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx		xxxx		xxxxx		xxxx	xxxx	xxxxx			
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx		xxxx		xxxxx		xxxxx	xxxx	xxxxx			
LOS by Move:	A	*		*		*							*		*		*		*		*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx		438		xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx		0.1		xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx		13.6		xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	A	*		*		*							*		B		*		*		*			
ApproachDel:	xxxxxx			xxxxxx									13.6				xxxxxx							
ApproachLOS:	*			*									B				*							

****

Note: Queue reported is the number of cars per lane.

****

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Existing and Baseline
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 N Wilson Way/ Bishop St

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	1 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	4	764	0	0	466	13	7	0	11	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	764	0	0	466	13	7	0	11	0	0	0
Added Vol:	0	0	0	0	0	-1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	764	0	0	466	12	7	0	11	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	830	0	0	507	13	8	0	12	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	830	0	0	507	13	8	0	12	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	520	xxxx	xxxxx	xxxx	xxxx	xxxxx	937	1352	260	xxxx	xxxx	xxxxx
Potent Cap.:	1057	xxxx	xxxxx	xxxx	xxxx	xxxxx	267	151	745	xxxx	xxxx	xxxxx
Move Cap.:	1057	xxxx	xxxxx	xxxx	xxxx	xxxxx	266	151	745	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	438	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.6			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

ALT 2 LEFT TURN ALLOWED
Aspire Charter School 0570-06

GATE OPEN

Scenario Report

Scenario:	alt 2 left allowed
Command:	Default Command
Volume:	am project
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	alt 2 am
Trip Distribution:	alt 2 diversion
Paths:	alt 2 lft in
Routes:	Default Route
Configuration:	Default Configuration

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ALT 2 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Trip Generation Report

Forecast for am alt 2

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	neg inb	1.00	INBOUND	-547.00	0.00	-547	0	-547	-54.
	Zone 1 Subtotal					-547	0	-547	-54.9
2	neg out	1.00	OUTBOUND	0.00	-449.00	0	-449	-449	-45.
	Zone 2 Subtotal					0	-449	-449	-45.1
3	pos in	1.00	INBOUND	547.00	0.00	547	0	547	54.9
	Zone 3 Subtotal					547	0	547	54.9
4	pos outb	1.00	OUTBOUND	0.00	449.00	0	449	449	45.1
	Zone 4 Subtotal					0	449	449	45.1
TOTAL						0	0	0	0.0

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ALT 2 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Trip Distribution Report

Percent Of Trips alt 2 div

	To Gates			
	1	2	3	4
Zone				
1	6.0	20.0	25.0	49.0
2	5.0	14.0	43.0	38.0
3	6.0	20.0	25.0	49.0
4	5.0	14.0	43.0	38.0

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ALT 2 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Turning Movement Report
am alt 2

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 West Ln/ El Pinal Dr													
Base	49	912	62	37	962	0	0	0	2	20	0	20	2064
Added	-34	-42	0	0	0	0	0	0	0	0	0	0	-76
Total	15	870	62	37	962	0	0	0	2	20	0	20	1988
#2 West Ln/ E Ronald St													
Base	197	1016	0	1	1037	0	2	0	5	0	0	0	2258
Added	-97	-76	0	0	0	0	0	0	0	0	0	0	-173
PassBy	0	0	0	0	-37	0	0	0	0	0	0	0	-37
Total	100	940	0	1	1000	0	2	0	5	0	0	0	2048
#3 West Ln/ APS North Access													
Base	23	1022	242	0	1221	2	0	0	3	0	0	197	2710
Added	0	-235	-226	0	0	0	0	0	0	0	0	62	-399
PassBy	0	-17	-16	0	-131	0	0	0	0	0	0	17	-147
Total	23	770	0	0	1090	2	0	0	3	0	0	276	2164
#4 West Ln/ APS Central Access													
Base	0	1027	177	140	1111	4	0	0	1	0	0	252	2712
Added	0	-226	226	0	-3	0	0	0	0	0	0	-235	-238
PassBy	0	-16	8	-3	-128	0	0	0	0	0	0	-17	-156
Total	0	785	411	137	980	4	0	0	1	0	0	0	2318
#5 West Ln/ (east) University Ave													
Base	0	1194	0	5	1057	27	1	0	4	0	0	0	2288
Added	0	0	0	0	-131	0	0	0	0	0	0	0	-131
Total	0	1194	0	5	926	27	1	0	4	0	0	0	2157
#6 West Ln/ (west) University Ave													
Base	1	1117	21	35	1043	0	0	0	0	5	0	77	2299
Added	0	0	0	-6	-125	0	0	0	0	0	0	0	-131
Total	1	1117	21	29	918	0	0	0	0	5	0	77	2168
#7 West Ln/ Bradford St													
Base	9	877	17	92	946	14	39	26	8	28	25	214	2295
Added	0	0	0	-57	-68	0	0	0	0	68	0	0	-57
Total	9	877	17	35	878	14	39	26	8	96	25	214	2238
#8 N Sierra Nevada St/ Bradford St													
Base	35	2	25	5	3	7	9	131	1	5	238	17	478
Added	0	0	0	-6	0	0	0	-57	0	0	68	0	5
Total	35	2	25	-1	3	7	9	74	1	5	306	17	483
#9 N Sierra Nevada St/ Project Access													
Base	0	0	14	0	0	0	0	0	0	67	0	0	81
Added	0	0	0	0	0	0	0	173	0	0	0	0	173
Total	0	0	14	0	0	0	0	173	0	67	0	0	254

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ALT 2 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 N Wilson Way/ Bishop St													
Base	11	386	0	0	641	59	8	0	6	0	0	0	1111
Added	0	0	0	0	0	0	42	0	131	0	0	0	173
Total	11	386	0	0	641	59	50	0	137	0	0	0	1284

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ALT 2 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 West Ln/ El Pinal Dr	F	172.3	0.750	F	103.3	0.559	-68.990 D/V
# 2 West Ln/ E Ronald St	F	87.0	0.467	E	42.2	0.228	-44.820 D/V
# 3 West Ln/ APS North Access	E	45.1	0.772	C	24.7	0.672	-20.349 D/V
# 4 West Ln/ APS Central Access	E	39.1	0.785	C	18.5	0.399	-20.578 D/V
# 5 West Ln/ (east) University Ave	E	35.2	0.039	D	28.6	0.029	-6.599 D/V
# 6 West Ln/ (west) University Ave	D	32.1	0.267	D	29.4	0.267	-2.710 D/V
# 7 West Ln/ Bradford St	B	15.9	0.566	B	17.5	0.594	+ 1.664 D/V
# 8 N Sierra Nevada St/ Bradford S	B	14.1	0.141	B	14.1	0.146	-0.027 D/V
# 10 N Wilson Way/ Bishop St	C	19.1	0.063	E	40.5	0.395	+21.401 D/V

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ALT 2 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 West Ln/ El Pinal Dr

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: F[103.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	49	912	62	37	962	0	0	0	2	20	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	912	62	37	962	0	0	0	2	20	0	20
Added Vol:	-34	-42	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	870	62	37	962	0	0	0	2	20	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	19	1074	77	46	1188	0	0	0	2	25	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	1074	77	46	1188	0	0	0	2	25	0	25
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1188	xxxx	xxxxx	1151	xxxx	xxxxx	xxxx	xxxx	594	1835	2428	575
Potent Cap.:	595	xxxx	xxxxx	615	xxxx	xxxxx	xxxx	xxxx	453	48	32	466
Move Cap.:	595	xxxx	xxxxx	615	xxxx	xxxxx	xxxx	xxxx	453	44	29	466
Volume/Cap:	0.03	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	0.01	0.56	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	11.2	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	13.0	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	81	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	103	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			13.0			103.3		
ApproachLOS:	*			*			B			F		

Note: Queue reported is the number of cars per lane.

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ALT 2 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 West Ln/ E Ronald St

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: E[42.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	197 1016	0		1 1037	0		2	0	5	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197 1016	0		1 1037	0		2	0	5	0	0	0
Added Vol:	-97 -76	0		0 0	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 -37	0		0	0	0	0	0	0
Initial Fut:	100 940	0		1 1000	0		2	0	5	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79 0.79	0.79		0.79 0.79	0.79		0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	127 1190	0		1 1266	0		3	0	6	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	127 1190	0		1 1266	0		3	0	6	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		4.1 xxxx	xxxxx		6.8	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2 xxxx	xxxxx		2.2 xxxx	xxxxx		3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1266 xxxx	xxxxx		1190 xxxx	xxxxx		2116	2711	633	2078	2711	595
Potent Cap.:	556 xxxx	xxxxx		594 xxxx	xxxxx		45	21	427	32	21	453
Move Cap.:	556 xxxx	xxxxx		594 xxxx	xxxxx		37	16	427	26	16	453
Volume/Cap:	0.23 xxxx	xxxx		0.00 xxxx	xxxx		0.07	0.00	0.01	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.9 xxxx	xxxxx		0.0 xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	13.4 xxxx	xxxxx		11.1 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B *	*		B *	*		*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	106	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	42.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	* *	*		* *	*		*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			42.2			xxxxxx		
ApproachLOS:	*			*			E			*		

Note: Queue reported is the number of cars per lane.

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Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #3 West Ln/ APS North Access

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Average Delay (sec/veh): 3.3 Worst Case Level Of Service: C[24.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		0 0 1	1 0		0 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	23	1022	242	0	1221	2	0	0	3	0	0	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1022	242	0	1221	2	0	0	3	0	0	197
Added Vol:	0	-235	-226	0	0	0	0	0	0	0	0	62
PasserByVol:	0	-17	-16	0	-131	0	0	0	0	0	0	17
Initial Fut:	23	770	0	0	1090	2	0	0	3	0	0	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	29	987	0	0	1397	3	0	0	4	0	0	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	987	0	0	1397	3	0	0	4	0	0	354
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1400	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	700	xxxx	xxxx	494
Potent Cap.:	494	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	386	xxxx	xxxx	527
Move Cap.:	494	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	386	xxxx	xxxx	527
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.67
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	5.0
Control Del:	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.4	xxxxx	xxxx	24.7
LOS by Move:	B	*	*	*	*	*	*	*	B	*	*	C
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.4			24.7		
ApproachLOS:	*			*			B			C		

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Note: Queue reported is the number of cars per lane.

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Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 West Ln/ APS Central Access

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[18.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	1	1 0 1	1	0	0 0 0	0	1	0 0 0	0	1
Volume Module:												
Base Vol:	0 1027		177	140 1111		4	0	0	1	0	0	252
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 1027		177	140 1111		4	0	0	1	0	0	252
Added Vol:	0 -226		226	0 -3		0	0	0	0	0	0	-235
PasserByVol:	0 -16		8	-3 -128		0	0	0	0	0	0	-17
Initial Fut:	0 785		411	137 980		4	0	0	1	0	0	0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78 0.78		0.78	0.78 0.78		0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0 1006		527	176 1256		5	0	0	1	0	0	0
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
FinalVolume:	0 1006		527	176 1256		5	0	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1 xxxx	xxxxx		xxxxx xxxx		6.9	xxxxx xxxx		6.9
FollowUpTim:	xxxxx xxxx	xxxxx		2.2 xxxx	xxxxx		xxxxx xxxx		3.3	xxxxx xxxx		3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		1533 xxxx	xxxxx		xxxx xxxx		631	xxxx xxxx		503
Potent Cap.:	xxxx xxxx	xxxxx		440 xxxx	xxxxx		xxxx xxxx		429	xxxx xxxx		519
Move Cap.:	xxxx xxxx	xxxxx		440 xxxx	xxxxx		xxxx xxxx		429	xxxx xxxx		519
Volume/Cap:	xxxx xxxx	xxxx		0.40 xxxx	xxxx		xxxx xxxx		0.00	xxxx xxxx		0.00
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		1.9 xxxx	xxxxx		xxxx xxxx		0.0	xxxx xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		18.5 xxxx	xxxxx		xxxxx xxxx		13.4	xxxxx xxxx	xxxxx	
LOS by Move:	*	*	*	C	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.4			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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ALT 2 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 West Ln/ (east) University Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: D[28.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	1 0	0	0 1	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1194	0	5	1057	27	1	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1194	0	5	1057	27	1	0	4	0	0	0
Added Vol:	0	0	0	0	-131	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1194	0	5	926	27	1	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	1614	0	7	1251	36	1	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1614	0	7	1251	36	1	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1614	xxxx	xxxxx	2090	2897	644	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	410	xxxx	xxxxx	46	16	420	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	410	xxxx	xxxxx	46	16	420	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.03	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	160	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	13.9	xxxx	xxxxx	xxxxx	28.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	B	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			28.6			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

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ALT 2 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 West Ln/ (west) University Ave

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: D[29.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 1	0	0 1	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	1117	21	35	1043	0	0	0	0	5	0	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1117	21	35	1043	0	0	0	0	5	0	77
Added Vol:	0	0	0	-6	-125	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1117	21	29	918	0	0	0	0	5	0	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	1	1432	27	37	1177	0	0	0	0	6	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1432	27	37	1177	0	0	0	0	6	0	99
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1177	xxxx	xxxxx	1459	xxxx	xxxxx	xxxx	xxxx	xxxxx	2111	2699	729
Potent Cap.:	601	xxxx	xxxxx	469	xxxx	xxxxx	xxxx	xxxx	xxxxx	45	22	370
Move Cap.:	601	xxxx	xxxxx	469	xxxx	xxxxx	xxxx	xxxx	xxxxx	42	20	370
Volume/Cap:	0.00	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.00	0.27
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.0	xxxx	xxxxx	13.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	251	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	11.0	xxxx	xxxxx	13.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.4	xxxxx
Shared LOS:	B	*	*	B	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			29.4		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

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ALT 2 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 West Ln/ Bradford St

Cycle (sec):	80	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	9	Average Delay (sec/veh):	17.5
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	9	877	17	92	946	14	39	26	8	28	25	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	877	17	92	946	14	39	26	8	28	25	214
Added Vol:	0	0	0	-57	-68	0	0	0	0	68	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	877	17	35	878	14	39	26	8	96	25	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	10	953	18	38	954	15	42	28	9	104	27	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	953	18	38	954	15	42	28	9	104	27	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	953	18	38	954	15	42	28	9	104	27	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.76	0.76	0.76	0.81	0.81	0.81
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.53	0.36	0.11	0.29	0.07	0.64
Final Sat.:	1805	3531	68	1805	3546	57	770	513	158	441	115	984
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.02	0.27	0.27	0.06	0.06	0.06	0.24	0.24	0.24
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.45	0.45	0.04	0.48	0.48	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.56	0.59	0.59	0.59	0.56	0.56	0.14	0.14	0.14	0.59	0.59	0.59
Delay/Veh:	74.8	16.9	16.9	52.2	15.2	15.2	15.5	15.5	15.5	20.6	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	16.9	16.9	52.2	15.2	15.2	15.5	15.5	15.5	20.6	20.6	20.6
LOS by Move:	E	B	B	D	B	B	B	B	B	C	C	C
HCM2kAvgQ:	1	10	10	2	9	9	1	1	1	8	8	8

Note: Queue reported is the number of cars per lane.

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ALT 2 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 N Sierra Nevada St/ Bradford St

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[14.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	35	2	25	5	3	7	9	131	1	5	238	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	2	25	5	3	7	9	131	1	5	238	17
Added Vol:	0	0	0	-6	0	0	0	-57	0	0	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	2	25	-1	3	7	9	74	1	5	306	17
User Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.65	0.65	0.65	0.00	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
PHF Volume:	54	3	38	0	5	11	14	114	2	8	471	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	54	3	38	0	5	11	14	114	2	8	471	26
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxx	6.5	6.2	4.1	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	4.0	3.3	xxxx	4.0	3.3	2.2	xxxx	xxxx	2.2	xxxx	xxxx
Capacity Module:												
Cnflict Vol:	649	655	115	xxxx	642	484	497	xxxx	xxxx	115	xxxx	xxxx
Potent Cap.:	386	388	943	xxxx	395	587	1077	xxxx	xxxx	1486	xxxx	xxxx
Move Cap.:	370	381	943	xxxx	388	587	1077	xxxx	xxxx	1486	xxxx	xxxx
Volume/Cap:	0.15	0.01	0.04	xxxx	0.01	0.02	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	0.0	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	8.4	xxxx	xxxx	7.4	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	491	xxxx	xxxx	xxxx	509	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	0.7	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	14.1	xxxx	xxxx	xxxx	12.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	B	*	*	*	B	*	*	*	*	*	*
ApproachDel:		14.1			12.3			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

Note: Queue reported is the number of cars per lane.

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ALT 2 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 N Wilson Way/ Bishop St

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: E[40.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 1 0 0			0 0 1 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	11	386	0	0	641	59	8	0	6	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	386	0	0	641	59	8	0	6	0	0	0
Added Vol:	0	0	0	0	0	0	42	0	131	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	386	0	0	641	59	50	0	137	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.63	0.79	0.63	0.79	0.79	0.79
PHF Volume:	14	489	0	0	811	75	79	0	217	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	489	0	0	811	75	79	0	217	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	886	xxxx	xxxxx	xxxx	xxxx	xxxxx	1121	1365	443	xxxx	xxxx	xxxxx
Potent Cap.:	773	xxxx	xxxxx	xxxx	xxxx	xxxxx	203	149	568	xxxx	xxxx	xxxxx
Move Cap.:	773	xxxx	xxxxx	xxxx	xxxx	xxxxx	200	146	568	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.39	0.00	0.38	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	381	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	40.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			40.5			xxxxxx		
ApproachLOS:	*			*			E			*		

Note: Queue reported is the number of cars per lane.

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ALT 2 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[2Way95thQ]:	0.1	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	0.0	2.8	2.8	2.8
#2	[2Way95thQ]:	0.9	xxxx	xxxx	0.0	xxxx	xxxx	0.3	0.3	0.3	xxxx	xxxx	xxxx
#3	[2Way95thQ]:	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	5.0
#4	[2Way95thQ]:	xxxx	xxxx	xxxx	1.9	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx
#5	[2Way95thQ]:	0.0	0.0	xxxx	0.1	0.1	xxxx	0.1	0.1	0.1	xxxx	xxxx	xxxx
#6	[2Way95thQ]:	0.0	0.0	xxxx	0.3	0.3	xxxx	xxxx	xxxx	xxxx	2.0	2.0	2.0
#7	[HCM2kAvgQ]:	1	10	10	2	9	9	1	1	1	8	8	8
#8	[2Way95thQ]:	0.7	0.7	0.7	xxxx	0.1	0.1	0.0	xxxx	xxxx	0.0	xxxx	xxxx
#10	[2Way95thQ]:	0.1	0.1	xxxx	xxxx	xxxx	xxxx	6.5	6.5	6.5	xxxx	xxxx	xxxx

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ALT 3 LEFT TURN ALLOWED GATE CLOSED
Aspire Charter School 0570-06

Scenario Report

Scenario:	alt 3 left allowed
Command:	Default Command
Volume:	am alt 3
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	alt 2 am
Trip Distribution:	alt 2 diversion
Paths:	alt 3 lft in
Routes:	Default Route
Configuration:	Default Configuration

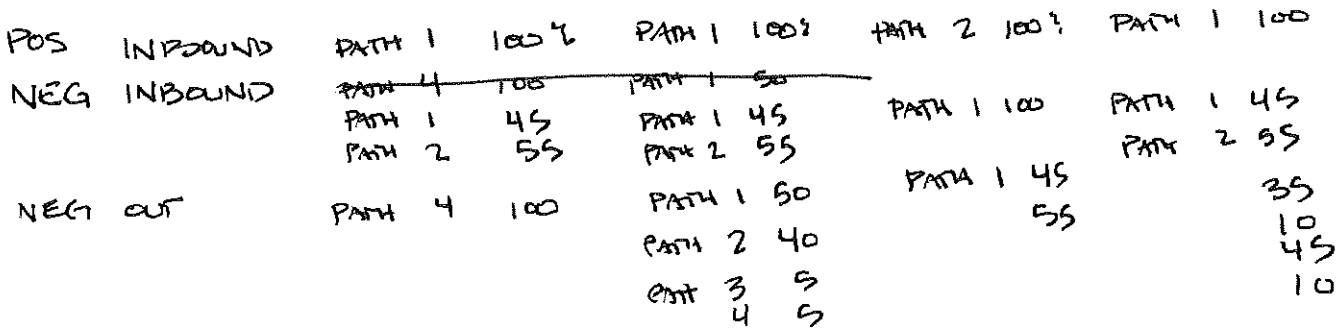
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ALT 3 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Trip Generation Report

Forecast for am alt 2

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	neg inb	1.00	INBOUND	-547.00	0.00	-547	0	-547	-54.
	Zone 1 Subtotal					-547	0	-547	-54.9
2	neg out	1.00	OUTBOUND	0.00	-449.00	0	-449	-449	-45.
	Zone 2 Subtotal					0	-449	-449	-45.1
3	pos in	1.00	INBOUND	547.00	0.00	547	0	547	54.9
	Zone 3 Subtotal					547	0	547	54.9
4	pos outb	1.00	OUTBOUND	0.00	449.00	0	449	449	45.1
	Zone 4 Subtotal					0	449	449	45.1
TOTAL						0	0	0	0.0



ALT 3 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Trip Distribution Report

Percent Of Trips alt 2 div

	To Gates			
	1	2	3	4
Zone				
1	6.0	20.0	25.0	49.0
2	5.0	14.0	43.0	38.0
3	6.0	20.0	25.0	49.0
4	5.0	14.0	43.0	38.0

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ALT 3 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Turning Movement Report
am alt 2

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 West Ln/ El Pinal Dr													
Base	49	912	62	37	962	0	0	0	2	20	0	20	2064
Added	-34	0	0	0	0	0	0	0	0	0	0	0	-34
PassBy	17	0	0	0	0	0	0	0	0	0	0	0	17
Total	32	912	62	37	962	0	0	0	2	20	0	20	2047
#2 West Ln/ E Ronald St													
Base	197	1016	0	1	1037	0	2	0	5	0	0	0	2258
Added	34	-34	0	0	0	0	0	0	0	0	0	0	0
PassBy	-17	17	0	0	-17	0	0	0	0	0	0	0	-17
Total	214	999	0	1	1020	0	2	0	5	0	0	0	2241
#3 West Ln/ APS North Access													
Base	23	1022	242	0	1221	2	0	0	3	0	0	197	2710
Added	0	-235	-226	0	0	0	0	0	0	0	0	235	-226
PassBy	0	-17	-16	0	-17	0	0	0	0	0	0	17	-33
Total	23	770	0	0	1204	2	0	0	3	0	0	449	2451
#4 West Ln/ APS Central Access													
Base	0	1027	177	140	1111	4	0	0	1	0	0	252	2712
Added	0	-226	226	0	128	0	0	0	0	0	0	-235	-107
PassBy	0	-16	8	-3	0	0	0	0	0	0	0	-17	-28
Total	0	785	411	137	1239	4	0	0	1	0	0	0	2577
#5 West Ln/ (east) University Ave													
Base	0	1194	0	5	1057	27	1	0	4	0	0	0	2288
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1194	0	5	1057	27	1	0	4	0	0	0	2288
#6 West Ln/ (west) University Ave													
Base	1	1117	21	35	1043	0	0	0	0	5	0	77	2299
Added	0	0	0	-6	6	0	0	0	0	0	0	0	0
Total	1	1117	21	29	1049	0	0	0	0	5	0	77	2299
#7 West Ln/ Bradford St													
Base	9	877	17	92	946	14	39	26	8	28	25	214	2295
Added	0	0	0	6	0	0	0	0	0	0	0	0	6
Total	9	877	17	98	946	14	39	26	8	28	25	214	2301
#8 N Sierra Nevada St/ Bradford St													
Base	35	2	25	5	3	7	9	131	1	5	238	17	478
Added	0	0	0	-6	0	0	0	6	0	0	0	0	0
Total	35	2	25	-1	3	7	9	137	1	5	238	17	478

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ALT 3 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#9 N Sierra Nevada St/ Project Access													
Base	0	0	14	0	0	0	0	0	0	67	0	0	81
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	14	0	0	0	0	0	0	67	0	0	81
#10 N Wilson Way/ Bishop St													
Base	11	386	0	0	641	59	8	0	6	0	0	0	1111
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	386	0	0	641	59	8	0	6	0	0	0	1111

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ALT 3 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 West Ln/ El Pinal Dr	F	172.3	0.750	F	144.1	0.678	-28.215 D/V
# 2 West Ln/ E Ronald St	F	87.0	0.467	F	92.2	0.498	+ 5.172 D/V
# 3 West Ln/ APS North Access	E	45.1	0.772	F	94.5	1.093	+49.388 D/V
# 4 West Ln/ APS Central Access	E	39.1	0.785	C	18.5	0.399	-20.578 D/V
# 5 West Ln/ (east) University Ave	E	35.2	0.039	E	35.2	0.039	+ 0.000 D/V
# 6 West Ln/ (west) University Ave	D	32.1	0.267	D	31.5	0.267	-0.587 D/V
# 7 West Ln/ Bradford St	B	15.9	0.566	B	16.0	0.570	+ 0.107 D/V
# 8 N Sierra Nevada St/ Bradford S	B	14.1	0.141	B	14.3	0.143	+ 0.156 D/V
# 10 N Wilson Way/ Bishop St	C	18.9	0.051	C	18.9	0.051	+ 0.000 D/V

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ALT 3 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 West Ln/ El Pinal Dr

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: F[144.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 0	0 1		0 0 1!	0 0	
Volume Module:												
Base Vol:	49 912	62		37 962	0		0 0	2		20	0	20
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00
Initial Bse:	49 912	62		37 962	0		0 0	2		20	0	20
Added Vol:	-34 0	0		0 0	0		0 0	0		0	0	0
PasserByVol:	17 0	0		0 0	0		0 0	0		0	0	0
Initial Fut:	32 912	62		37 962	0		0 0	2		20	0	20
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00
PHF Adj:	0.81 0.81	0.81		0.81 0.81	0.81		0.81 0.81	0.81		0.81	0.81	0.81
PHF Volume:	40 1126	77		46 1188	0		0 0	2		25	0	25
Reduct Vol:	0 0	0		0 0	0		0 0	0		0	0	0
FinalVolume:	40 1126	77		46 1188	0		0 0	2		25	0	25
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx			4.1 xxxx xxxxx	xxxxx		xxxx	6.9		7.5	6.5	6.9
FollowUpTim:	2.2 xxxx xxxxx			2.2 xxxx xxxxx	xxxxx		xxxx	3.3		3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1188 xxxx xxxxx			1202 xxxx xxxxx	xxxx		xxxx	594		1928	2522	601
Potent Cap.:	595 xxxx xxxxx			587 xxxx xxxxx	xxxx		xxxx	453		41	28	448
Move Cap.:	595 xxxx xxxxx			587 xxxx xxxxx	xxxx		xxxx	453		36	24	448
Volume/Cap:	0.07 xxxx xxxx			0.08 xxxx xxxx	xxxx		xxxx	0.01		0.68	0.00	0.06
Level Of Service Module:												
2Way95thQ:	0.2 xxxx xxxxx			0.3 xxxx xxxxx	xxxx		xxxx	0.0		xxxx	xxxx	xxxxx
Control Del:	11.5 xxxx xxxxx			11.6 xxxx xxxxx	xxxxx		xxxx	13.0		xxxxx	xxxx	xxxxx
LOS by Move:	B *	*		B *	*		*	B		*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	67	xxxxx
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	3.3	xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	144	xxxxx
Shared LOS:	* *	*		* *	*		* *	*		*	F	*
ApproachDel:	xxxxxx			xxxxxx			13.0			144.1		
ApproachLOS:	*			*			B			F		

Note: Queue reported is the number of cars per lane.

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ALT 3 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 West Ln/ E Ronald St

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: F[92.2]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	197	1016			0	1	1037			0	2		0		5	0		0		0
Growth Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	197	1016			0	1	1037			0	2		0		5	0		0		0
Added Vol:	34	-34			0	0	0			0	0		0		0	0		0		0
PasserByVol:	-17	17			0	0	-17			0	0		0		0	0		0		0
Initial Fut:	214	999			0	1	1020			0	2		0		5	0		0		0
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.79	0.79			0.79	0.79	0.79			0.79	0.79		0.79		0.79	0.79		0.79		0.79
PHF Volume:	271	1265			0	1	1291			0	3		0		6	0		0		0
Reduct Vol:	0	0			0	0	0			0	0		0		0	0		0		0
FinalVolume:	271	1265			0	1	1291			0	3		0		6	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			6.8		6.5		6.9	7.5		6.5		6.9
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5		4.0		3.3	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	1291	xxxx	xxxxx			1265	xxxx	xxxxx			2468		3100		646	2454		3100		632
Potent Cap.:	544	xxxx	xxxxx			557	xxxx	xxxxx			26		12		419	16		12		428
Move Cap.:	544	xxxx	xxxxx			557	xxxx	xxxxx			16		6		419	10		6		428
Volume/Cap:	0.50	xxxx	xxxx			0.00	xxxx	xxxx			0.16		0.00		0.02	0.00		0.00		0.00
Level Of Service Module:																				
2Way95thQ:	2.8	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	18.0	xxxx	xxxxx			11.5	xxxx	xxxxx			xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	C	*		*		B	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		50		xxxxx	xxxx		0		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		0.6		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		92.2		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		*		F		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					92.2					xxxxxx				
ApproachLOS:	*					*					F					*				

Note: Queue reported is the number of cars per lane.

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ALT 3 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 West Ln/ APS North Access

Average Delay (sec/veh): 17.5 Worst Case Level Of Service: F[94.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		0 0 1	1 0		0 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	23	1022	242	0	1221	2	0	0	3	0	0	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1022	242	0	1221	2	0	0	3	0	0	197
Added Vol:	0	-235	-226	0	0	0	0	0	0	0	0	235
PasserByVol:	0	-17	-16	0	-17	0	0	0	0	0	0	17
Initial Fut:	23	770	0	0	1204	2	0	0	3	0	0	449
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	29	987	0	0	1544	3	0	0	4	0	0	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	987	0	0	1544	3	0	0	4	0	0	576
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1546	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	773	xxxx	xxxx	494
Potent Cap.:	435	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	346	xxxx	xxxx	527
Move Cap.:	435	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	346	xxxx	xxxx	527
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	1.09
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	18.1
Control Del:	13.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.5	xxxxx	xxxx	94.5
LOS by Move:	B	*	*	*	*	*	*	*	C	*	*	F
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.5			94.5		
ApproachLOS:	*			*			C			F		

Note: Queue reported is the number of cars per lane.

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ALT 3 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 West Ln/ APS Central Access

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[18.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	1		1	0	1	1	0		0	0	0	0	1		0	0	0	0	1	
Volume Module:																								
Base Vol:	0	1027		177			140	1111		4			0		0		1		0		0		252	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	1027		177			140	1111		4			0		0		1		0		0		252	
Added Vol:	0	-226		226			0	128		0			0		0		0		0		0		-235	
PasserByVol:	0	-16		8			-3	0		0			0		0		0		0		0		-17	
Initial Fut:	0	785		411			137	1239		4			0		0		1		0		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.78	0.78		0.78			0.78	0.78		0.78			0.78		0.78		0.78		0.78		0.78		0.78	
PHF Volume:	0	1006		527			176	1588		5			0		0		1		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	1006		527			176	1588		5			0		0		1		0		0		0	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			4.1	xxxx		xxxxx			xxxxx		xxxx		6.9		xxxxx		xxxx		6.9	
FollowUpTim:	xxxxx	xxxx		xxxxx			2.2	xxxx		xxxxx			xxxxx		xxxx		3.3		xxxxx		xxxx		3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			1533	xxxx		xxxxx			xxxx		xxxx		797		xxxx		xxxx		503	
Potent Cap.:	xxxx	xxxx		xxxxx			440	xxxx		xxxxx			xxxx		xxxx		334		xxxx		xxxx		519	
Move Cap.:	xxxx	xxxx		xxxxx			440	xxxx		xxxxx			xxxx		xxxx		334		xxxx		xxxx		519	
Volume/Cap:	xxxx	xxxx		xxxx			0.40	xxxx		xxxx			xxxx		xxxx		0.00		xxxx		xxxx		0.00	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			1.9	xxxx		xxxxx			xxxx		xxxx		0.0		xxxx		xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx			18.5	xxxx		xxxxx			xxxxx		xxxx		15.8		xxxxx		xxxx		xxxxx	
LOS by Move:	*	*		*			C	*		*			*		*		C		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*		*			*	*		*			*	*		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						15.8						xxxxxx					
ApproachLOS:	*						*						C						*					

Note: Queue reported is the number of cars per lane.

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Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 West Ln/ (east) University Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: E[35.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 1	0	0	0 1	0	1 0	0 0	1! 0	0	0 0	0	0 0
Volume Module:												
Base Vol:	0 1194		0	5 1057		27	1	0	4	0	0	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 1194		0	5 1057		27	1	0	4	0	0	0
Added Vol:	0 0		0	0 0		0	0	0	0	0	0	0
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	0 1194		0	5 1057		27	1	0	4	0	0	0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74 0.74		0.74	0.74 0.74		0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0 1614		0	7 1428		36	1	0	5	0	0	0
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
FinalVolume:	0 1614		0	7 1428		36	1	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx		xxxxx	4.1 xxxx		xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx xxxx		xxxxx	2.2 xxxx		xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx xxxx		xxxxx	1614 xxxx		xxxxx	2267	3074	732	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx xxxx		xxxxx	410 xxxx		xxxxx	35	12	368	xxxx	xxxx	xxxxx
Move Cap.:	xxxx xxxx		xxxxx	410 xxxx		xxxxx	35	12	368	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx xxxx		xxxx	0.02 xxxx		xxxx	0.04	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	0.1 xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx xxxx		xxxxx	13.9 xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	126	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0 xxxx		xxxxx	0.1 xxxx		xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.2 xxxx		xxxxx	13.9 xxxx		xxxxx	xxxxx	35.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	B	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			35.2			xxxxxx		
ApproachLOS:	*			*			E			*		

Note: Queue reported is the number of cars per lane.

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Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 West Ln/ (west) University Ave

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: D[31.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	1	0	0 1 1	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	1 1117		21	35 1043		0	0 0		0	5 0		77
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	1 1117		21	35 1043		0	0 0		0	5 0		77
Added Vol:	0 0		0	-6 6		0	0 0		0	0 0		0
PasserByVol:	0 0		0	0 0		0	0 0		0	0 0		0
Initial Fut:	1 1117		21	29 1049		0	0 0		0	5 0		77
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	0.78 0.78		0.78	0.78 0.78		0.78	0.78 0.78		0.78	0.78 0.78		0.78
PHF Volume:	1 1432		27	37 1345		0	0 0		0	6 0		99
Reduct Vol:	0 0		0	0 0		0	0 0		0	0 0		0
FinalVolume:	1 1432		27	37 1345		0	0 0		0	6 0		99
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx			4.1 xxxx xxxxx			xxxxx xxxx xxxxx			6.8 6.5		6.9
FollowUpTim:	2.2 xxxx xxxxx			2.2 xxxx xxxxx			xxxxx xxxx xxxxx			3.5 4.0		3.3
Capacity Module:												
Cnflict Vol:	1345 xxxx xxxxx			1459 xxxx xxxxx			xxxx xxxx xxxxx			2195 2867		729
Potent Cap.:	519 xxxx xxxxx			469 xxxx xxxxx			xxxx xxxx xxxxx			39 17		370
Move Cap.:	519 xxxx xxxxx			469 xxxx xxxxx			xxxx xxxx xxxxx			37 15		370
Volume/Cap:	0.00 xxxx xxxx			0.08 xxxx xxxx			xxxx xxxx xxxx			0.17 0.00		0.27
Level Of Service Module:												
2Way95thQ:	0.0 xxxx xxxxx			0.3 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
Control Del:	12.0 xxxx xxxxx			13.3 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
LOS by Move:	B *		*	B *		*	* *		*	* *		*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx 238 xxxxx		
SharedQueue:	0.0 xxxx xxxxx			0.3 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 2.1 xxxxx		
Shrd ConDel:	12.0 xxxx xxxxx			13.3 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 31.5 xxxxx		
Shared LOS:	B *		*	B *		*	* *		*	* D		*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			31.5		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

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ALT 3 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 West Ln/ Bradford St

Cycle (sec):	80	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	9	Average Delay (sec/veh):	16.0
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	9	877	17	92	946	14	39	26	8	28	25	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	877	17	92	946	14	39	26	8	28	25	214
Added Vol:	0	0	0	6	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	877	17	98	946	14	39	26	8	28	25	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	10	953	18	107	1028	15	42	28	9	30	27	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	953	18	107	1028	15	42	28	9	30	27	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	953	18	107	1028	15	42	28	9	30	27	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.77	0.77	0.77	0.86	0.86	0.86
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.53	0.36	0.11	0.10	0.09	0.81
Final Sat.:	1805	3531	68	1805	3550	53	785	523	161	172	153	1314
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.06	0.29	0.29	0.05	0.05	0.05	0.18	0.18	0.18
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.47	0.47	0.10	0.57	0.57	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.51	0.57	0.57	0.57	0.51	0.51	0.17	0.17	0.17	0.57	0.57	0.57
Delay/Veh:	60.8	15.7	15.7	38.3	10.8	10.8	20.3	20.3	20.3	24.7	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	15.7	15.7	38.3	10.8	10.8	20.3	20.3	20.3	24.7	24.7	24.7
LOS by Move:	E	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	9	9	3	8	8	1	1	1	7	7	7

Note: Queue reported is the number of cars per lane.

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ALT 3 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 N Sierra Nevada St/ Bradford St

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[14.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	35	2	25	5	3	7	9	131	1	5	238	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	2	25	5	3	7	9	131	1	5	238	17
Added Vol:	0	0	0	-6	0	0	0	6	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	2	25	-1	3	7	9	137	1	5	238	17
User Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.65	0.65	0.65	0.00	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
PHF Volume:	54	3	38	0	5	11	14	211	2	8	366	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	54	3	38	0	5	11	14	211	2	8	366	26
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	642	647	212	xxxx	635	379	392	xxxx	xxxxx	212	xxxx	xxxxx
Potent Cap.:	390	392	834	xxxx	399	672	1177	xxxx	xxxxx	1370	xxxx	xxxxx
Move Cap.:	375	386	834	xxxx	392	672	1177	xxxx	xxxxx	1370	xxxx	xxxxx
Volume/Cap:	0.14	0.01	0.05	xxxx	0.01	0.02	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	483	xxxxx	xxxx	xxxx	553	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.3	xxxxx	xxxxx	xxxx	11.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	B	*	*	*	*	*	*
ApproachDel:		14.3			11.7			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

Note: Queue reported is the number of cars per lane.

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ALT 3 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 N Wilson Way/ Bishop St

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[18.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 1 0 0			0 0 1 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	11	386	0	0	641	59	8	0	6	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	386	0	0	641	59	8	0	6	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	386	0	0	641	59	8	0	6	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	14	489	0	0	811	75	10	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	489	0	0	811	75	10	0	8	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	886	xxxx	xxxxx	xxxx	xxxx	xxxxx	1121	1365	443	xxxx	xxxx	xxxxx
Potent Cap.:	773	xxxx	xxxxx	xxxx	xxxx	xxxxx	203	149	568	xxxx	xxxx	xxxxx
Move Cap.:	773	xxxx	xxxxx	xxxx	xxxx	xxxxx	200	146	568	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	277	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.9			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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ALT 3 LEFT TURN ALLOWED
Aspire Charter School 0570-06

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[2Way95thQ]:	0.2	xxxx	xxxx	0.3	xxxx	xxxx	xxxx	xxxx	0.0	3.3	3.3	3.3
#2	[2Way95thQ]:	2.8	xxxx	xxxx	0.0	xxxx	xxxx	0.6	0.6	0.6	xxxx	xxxx	xxxx
#3	[2Way95thQ]:	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	18.1
#4	[2Way95thQ]:	xxxx	xxxx	xxxx	1.9	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx
#5	[2Way95thQ]:	0.0	0.0	xxxx	0.1	0.1	xxxx	0.2	0.2	0.2	xxxx	xxxx	xxxx
#6	[2Way95thQ]:	0.0	0.0	xxxx	0.3	0.3	xxxx	xxxx	xxxx	xxxx	2.1	2.1	2.1
#7	[HCM2kAvgQ]:	1	9	9	3	8	8	1	1	1	7	7	7
#8	[2Way95thQ]:	0.7	0.7	0.7	xxxx	0.1	0.1	0.0	xxxx	xxxx	0.0	xxxx	xxxx
#10	[2Way95thQ]:	0.1	0.1	xxxx	xxxx	xxxx	xxxx	0.2	0.2	0.2	xxxx	xxxx	xxxx

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APPENDIX F
ACCESS MANAGEMENT PLAN AND GOOD NEIGHBOR HANDBOOK

Access Management Plan

Aspire Langston Hughes Academy & Aspire Port City Academy Expansion

December, 2018

1. Introduction

Overview

This Access Management Plan (AMP) was developed for the Aspire Langston Hughes Academy (LHA) and Aspire Port City Academy (PCA) Expansion ("The Schools"). Ultimately, the Planning Commission will adopt a resolution that would include these conditions. The purpose of the AMP is to set forth a clear set of plans, policies, procedures and actions that The Schools will commit to implementing in an effort to ensure safe and efficient transportation to and from the school site, and to minimize traffic and parking impacts on the surrounding neighborhoods by strongly encouraging employees, students and families to use an updated pick up / drop off route which will flow throughout campus.

This **Access Management Plan (AMP)** is an assemblage of specific actions The Schools will take each year to help reduce the amount of traffic congestion generated by the site by encouraging employees, students and their families to route the pickup and drop off areas onto campus, and to avoid parking on University Ave and backing up on West Lane.

The AMP will guide The Schools' efforts to work with Aspire and school administration, student support teams, parents, teachers, and local community based organizations to encourage families and staff to reduce traffic congestion.

Aspire Langston Hughes Academy and Aspire Port City Academy Descriptions

Aspire Langston Hughes Academy (LHA) is a direct-funded countywide benefit charter school in San Joaquin County. It is chartered through Stockton Unified School District. LHA serves up to 785 students from grades 6-12. The student body profile is made up of 61% Latino, 19% African American, 9% Asian, and 6% Caucasian with 78% of students eligible for free and reduced fee lunch and 9% of students designated as English Learners.

Every LHA senior class graduates with 100% acceptance to four-year universities in addition to earning a minimum of 15 college units. As a result of our early college model, LHA has produced close to 30 students who, at the end of their senior year, completed enough college units to earn an Associate of Arts degree. Recently, LHA graduates were offered college acceptances to top colleges throughout California including UCLA, USC, UC Davis, University of the Pacific, UC Irvine, UC Berkeley, and Stanford and colleges outside the state such as Howard, Morehouse, and the University of Pennsylvania.

Aspire Port City Academy (PCA) is a direct-funded countywide benefit charter school in San Joaquin County. It is chartered through Stockton Unified School District. The school serves up to 432 students from grades K to 5. The school's demographic profile is 58% Latino, 13% African American, 13% Asian, 6% Caucasian, and 9% multiracial with 70.65% of the student body eligible for the free and reduced priced meals program. 26% of the students have English as a second language.

School Circulation / Operational Analysis

Access to the LHA/PCA campus currently is provided by two driveways on West Lane, both accessible from the northbound direction. Southbound West Lane traffic can access the campus from a left-turn pocket that provides access to the driveway at the center of the campus. The drop-off and loading areas for both schools are focused on the western side of the campus. A paved driveway and an unpaved fire access lane for emergency vehicles only currently provide access to the back of the campus. The school campus has an

existing gate onto Sierra Nevada Street that is normally closed during school hours and used only for emergency access.

The traffic management plan will be implemented in conjunction with on-site improvements that will expand the schools' drop off and loading areas onto the east side of the campus while concurrently consolidating entering traffic at the southern West Lane Access and limiting exiting traffic the northern driveway. A traffic impact analysis dated August 7, 2018 has been prepared to evaluate the operation of new plan, and the analysis was reviewed and approved by the City of Stockton.

AMP Key Contacts

In order to ensure that the AMP is implemented, the Schools will assign key staff to carry out the activities needed to implement the plans.

The **AMP Coordinators** will serve as liaisons between The Schools, its employees, students, families, and City staff. The AMP Coordinators will be responsible for activities including, but not limited to:

- Oversee the implementation of all measures, policies, procedures set forth in the AMP
- Conduct risk assessments and outreach to identify and document potential traffic hazards, including outreach to parents and residents to hear about potential problems and solutions
- Oversee training and education of students, families, and staff regarding safe site circulation, including regular crossing guard training and be a resource for any questions that they may have.
- Distribute information on safe parking, pick-up/drop off, and transportation procedures
- Ensure all AMP policies and procedures are enforced
- Conduct regular traffic observations and data collection to inform AMP performance monitoring
- Coordinate with the City to update AMP goals, measures, or other content, as needed
- Cooperate with the City to provide any data or records requested to assess traffic impacts and progress made toward AMP implementation

The anticipated coordinators and points of contact are noted below:

Aspire Langston Hughes Academy:

Role	Name	Telephone	E-mail
AMP Coordinator	Cynthia Cardenas-Sanchez	209-303-5474	cynthia.cardenas-sanchez@aspirepublicschools.org
Principal	Charles McGill	209-943-2389	charles.mcgill@aspirepublicschools.org

Aspire Port City Academy:

Role	Name	Telephone	E-mail
AMP Coordinator	Sriwan Vangkham	209-774-6728	sriwan.vangkham@aspirepublicschools.org
Principal	Shelby Schmidt	209-400-8834	shelby.schmidt@aspirepublicschools.org

Aspire Central Valley Regional Office:

Role	Name	Telephone	E-mail
Superintendent	Anthony Solina	209-647-3047	anthony.solina@aspirepublicschools.org
Director of Operations	Marco Salazar	209-323-0050	marco.salazar@aspirepublicschools.org

Key Goals & Objectives

The safety and well-being of students, families, employees and visitors travelling to and from The School is of utmost importance and is reflected in the AMP. We also want to alleviate the community's frustrations with the current pick up / drop off activities.

Neighborhood concerns were gathered and heard regarding current impacts such as congestion, noise, and parking. The Schools are committed to having a positive impact on the community and aim to reduce traffic impacts through this Plan.

To address these concerns surrounding the congestion of both the school and broader local community, the goals of the Schools' Plan are to:

- Ensure the efficiency of student arrival to and departure from school.
- Improve efficiency and minimize adverse impacts of parking demand and disruption of parking patterns within affected neighborhoods.
- Minimize traffic impacts generated by users of The Schools, including staff, students, parents of students, and other visitors.

Performance Monitoring

Performance monitoring will be conducted on an ongoing basis to evaluate the effectiveness of the AMP Plan in achieving the goals laid out above. This section describes the performance monitoring activities that The Schools commit to completing and reporting to the City as described in the city oversight section below, performance monitoring data and analysis will be submitted to City staff in a report meeting typical professional standards.

Each activity listed below will be conducted annually. Student names will NOT be disclosed on any surveys collected to protect student privacy.

Parent Surveys

Parent Surveys will be distributed using the standard form developed by The Schools. Translated versions of the survey form will be available for families who are not English-proficient. The Parent Survey may be made available online, or as a paper form, and will be open for a duration of three (3) weeks, or until at least 50% of parents have returned a survey. Reminders will be sent home each week before the close of the survey. Additional questions may be added to the standard form to tailor to the Schools, and to better understand the travel decisions made by students and parents. The survey would typically cover mode of travel, number of travelers, etc.

Traffic Observations

The Schools staff will observe vehicular, pedestrian and bicycle traffic during the morning drop-off and afternoon pick-up periods during the school year. Traffic observations will be logged and recorded, and any conflicts between vehicles, bicyclists, and/or pedestrians will be noted. Observers will identify areas of congestion and vehicle stacking, common violations of AMP procedures (i.e., parking, use of curb space, unsafe bike and pedestrian behaviors), and any issues related to traffic circulation or safety for all mode users. Any observed impacts to surrounding residences will also be noted. Multi-modal Traffic counts will be conducted twice a year (Fall and Spring).

Traffic counts will be conducted on a typical weekday (Tuesday or Thursday) when The Schools are in normal session. The observations will account for both on-site vehicles, as well as pick-up and drop-off activities observable on the immediately adjacent streets and curb spaces, where vehicular stacking may occur.

Bicycle and pedestrian counts will be conducted with the vehicle counts, and staff will also count and record the number of bicycles parked on site.

2. Access Management Plan

The Access Management Plan (AMP) sets forth The Schools' plans, policies and procedures for safely managing circulation and parking at and around the school site. The comprehensive approach of the AMP involves education for site users, and enforcement of policies. The AMP is supported by the School Stakeholders which will conduct road safety programs to create awareness. Campus Monitors and Support Staff will be deployed at or before the start and end of The Schools' operating hours to ensure students and parents comply with traffic rules and behave appropriately.

Management Personnel

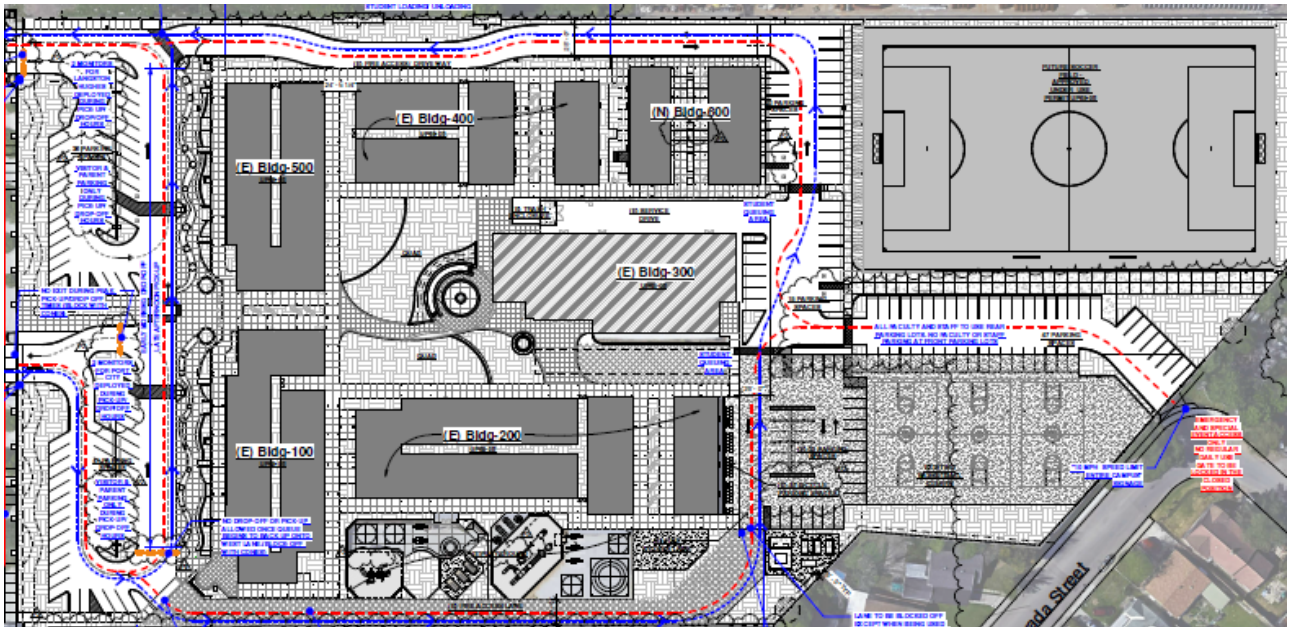
The following on-site traffic management personnel shall be present.

Two Campus Monitors for each school shall be deployed during morning and afternoon peak hours during drop off and pick-up. (PCA starts at 7:55 a.m. and releases at 3:00 p.m. Mon, Tues, Thurs, Fri, and 7:55 to 12:30 on Wednesdays, LHA starts at 8:15 a.m. and releases at 3:20 p.m. Mon, Tues, Thurs, Fri and 8:15 to 12:40 on Wednesdays). The Campus Monitors will assume the position prior to the start of pick of and drop off windows. One Monitor shall be stationed in the parking lot near the Main Gate (Gate 1) and the other is at the beginning of the Pick-up/Drop-Off loop to ensure cars don't move around the loop until space is available in the pick-up/drop-off area.

The primary role of the Campus Monitors stationed in front of the Main Gate (Gate 1) is to direct vehicle traffic to the pick-up/drop-off drive aisle, the parking lots and direct exiting cars to the Northern Driveway exit. The Campus Monitor at the Main Gate (Gate 1) also makes sure visitors enter the Administration Office to obtain a Visitors badge. Campus Monitors shall wear reflective vests and be equipped with a luminous traffic baton while performing traffic control duties during the morning and afternoon peak hours.

Support Staff will be stationed along the drop-off and loading zone to match students with parent vehicles and to assist students in loading and unloading as needed. Walkie-talkies will be provided to all staff involved.

Figure A
Traffic Flow Pattern



Traffic Flow Concept

The flow of traffic during peak periods is managed by Campus Monitors, Support Staff, traffic cones and school policies. Traffic flow is indicated in Figure A and described in the text which follows.

1. Vehicles entering the school parking lot are to do so only through the southern driveway. Vehicles exiting the school parking lot must exit using the Northern Driveways (N) during School Drop-off (7:30 am to 8:45 am) and School Pick-up (3:15 pm to 4:15 pm), and on Minimum days (12:55 pm to 1:55 pm). Both driveways may be used for entering and exiting traffic at other times. The path of controlled travel during drop off and pick up will be indicated by the traffic cones that will be placed each day by 7:30 am and 3:15 pm (3:00) (or 12:30 pm) to direct vehicles to the optimal drop-off and loading area and to indicate the path to the exit at the Northern Driveway. Having a consistent internal circulation with pavement marking not dictated by time of day would minimize confusion and potential abuse.
2. Parents and motorists driving into the school for the purpose of dropping off and picking up their children or passenger(s) are to drive through the Southern Driveway and drive through the campus.
3. The drop off and pick up zone will be designated with signs and cones either in between buildings 300 and 600, or near building 400. Students will remain in the designated area to ensure efficiency and safety. Walkie Talkies will be used to communicate which parents enter the queue so their child will be ready by the time the car arrives at the pick up area. Immediately after dropping off or picking up a student/passenger, the vehicle must exit the drop-off / pick-up area and follow the cones to exit using the Northern Driveway. No vehicles may be parked unattended in the drop-off/pick-up area or on the fire lane.
4. All motorists must NOT exceed the speed limit of 10 mph when travelling anywhere within the school compound.

5. All vehicles entering the school compound shall follow the instructions given by the Traffic Marshall and/or school authorized personnel.

Parking Policies

Policies are in place regarding parking at the school.

On-Site parking. There are 67 parking spaces in the front parking lot of the school that are designated for visitors and families, including parent volunteers. With this expansion project, 66 parking spaces will be added to the back of campus, which increases the total stalls in the back to 101. These spots will be reserved for staff and employees. See visual chart below for further clarity. Per Stockton Municipal Code 16.64.040, we are meeting the required number of parking stalls (2 parking spaces per classroom, 1 parking space per high school student).

	Current number of stall	Proposed number of stalls
Front area (for parents and visitors)	77	77
Back area (for faculty and staff)	65	120

Bicycle Parking. Bike racks are provided for up to 48 bikes, with the hope to increase cycling to and from The Schools.

Special Events

The Schools will host Special Events at various times throughout the year. Special events include Kindergarten celebration, 5th grade promotion, back to school nights, heritage celebrations, new student orientations. Policies regarding on-site and on-street parking during special events, as well as management to minimize the impacts of Special Events on the school's neighbors are described in the text which follows.

Management. Special Events will occur on staggered dates. Primary grades and Intermediate grades will have Project Based Learning Signature Nights, Art and Music Shows, and other events on separate evenings.

Parking. It is likely that special events may result in the demand for parking in excess of the 178 parking spaces that will be available onsite. At those times, overflow parking onto the basketball courts will be permitted. Those areas where parking is permitted in conflict with regular traffic controls will be specifically indicated using temporary signs in cooperation with City Police Department.

Sierra Nevada Exit. Per the original use permit issued by the City of Stockton, The Schools are allowed to use the Sierra Nevada opening for entry and exit only during Special Events as described above.

Coordination, Communication and Enforcement of School Traffic Management Plan

There is a **Traffic and Safety Guidelines Agreement in the Good Neighbor Handbook** that will be provided to families each year with expectation of a signature. In addition:

1. The school AMP will be communicated to students, parents, staff, stakeholders and the general public using the following platforms:
   a. A Safety Training for families during the annual back to school night, "Meet and Greet" event, and during any annual Town Hall Meetings
   b. Regular Family Council meetings
   c. An Advisory Note on traffic and safety attached to newsletters to parents
   d. School Website

2. Where issues arise regarding vehicular movement within The School site or neighboring area, they shall be dealt with or escalated by the Principal and support staff. Support staff will report the conduct of all adults if there are any violations of, or inconsistencies with the requirements of this Plan. The Good Neighborhood Handbook also details expectations for families and The School's interaction with the community.

3. Summary

The Access Management Plan (AMP) is intended to meet The Schools' goals for reducing congestion in the nearby neighborhoods. The AMP plan presents a suite of strategies that The Schools are committed to implementing each year to encourage students, their families, and employees to revise the existing pick up and drop off route to circle around the perimeter of campus, in an effort to minimize congestion to the greater public.

Concepts

The measures that make up the AMP include:

Marketing & Communications: Frequent communications to the community.

Education: Teaching students, teachers, parents, and community members about the new traffic flow and parking.

Enforcement: School leaders will have an enforcement strategy in place.

Staggered Arrivals and Pick-up Times: Stagger times for each school to reduce traffic congestion.

AMP Measures/Strategies

Category	Measure/Strategy #	Description	Responsible	Timeframe/Frequency
1. Marketing & Communications	1.1 Targeted neighborhood marketing – to increase local student base that is more likely to walk or ride bicycles	Neighborhood canvassing to encourage a strong neighborhood-based attendance, to determine issues of the community.	Principal	Prior to Schools opening and annual
	1.2 Distribute information about AMP Plan on webpage, in first day of school take-home packet, etc.	Printed and online materials describing the on-site AMP Plan.	Principal	Prior to The Schools opening and subsequently updated as new resources become available

2. Education	2.1 Safety and traffic management training	Provide a safety training for all families to ensure everyone understands expectations	AMP Coordinator	Beginning of each school year
	2.2 Set up table at "Meet & Greet" event before school	Distribute information about the traffic plan and provide survey to see what mode parents are planning to use and what needs there are.	AMP Coordinator	Perform mid-year survey and compare results to what was obtained at "Meet & Greet"
	2.3 Conduct mid year parent surveys and meeting discussing plan and results	Summarize survey results and give to parents and staff	AMP Coordinator	Make modifications to AMP plan based on survey results. Report to City as part of monitoring.
	2.4 Newsletter with diagram of new traffic flow and parking areas and the same information will be posted on our website.	Send out newsletter at beginning of school year to all families that includes the new traffic flow diagram and parking areas.	Principal/ AMP Coordinator	This newsletter will be sent multiple times in the first few months of school while families are still getting used to the new system.
3. Enforcement	3.1 Bi-annual City review	City of Stockton Traffic Division will be invited to review and audit our safety procedures during mid-year review.	AMP Coordinator	Before school year starts and mid-year review

City Oversight

The strategies listed in this document are binding and will be implemented by The Schools for the life of the use permit, subject to ongoing performance monitoring and annual review. The AMP measures set forth herein are tied to goals established by The Schools.

By submitting this plan to the City of Stockton, the Schools are committing to implement, maintain, and comply with the measures presented herein. The AMP will be a living document established to collect, analyze and report on the School's data collection and plan implementation efforts, and will be subject to annual review and re-approval by the City of Stockton. The City Manager or his/her designee must approve any amendment(s) to the AMP.

Aspire Langston Hughes Academy

&

Aspire Port City Academy

Expansion

Stockton, CA

Good Neighbor Handbook

November 2018

Table of Contents

- **Background**

- **Drop Off and Pick Up—Be Respectful and Efficient**
  - Do Not Park in the Neighborhood, specifically University Avenue
  - Pick Up and Drop Off in Designated Locations Only
  - Help Us Be Efficient

- **Where Can I Park?**
  - On-site Parking—Assignments
  - No off-site Parking for High School Students
  - Special Event Parking

- **Parking, Traffic, and Behavior Monitors**

- **Saying No to Noise, Litter, Trespass And Inconsiderate Behavior**
  - Be Respectful of the Neighborhood
  - Additional Monitoring

- **Lucky Seven Rules**
  - Keep the neighborhood clean
  - Do not trespass
  - Avoid unnecessary loud noises in and near the school's neighborhood
  - Obey traffic rules
  - Do not park in the neighborhood for drop off or pick up
  - Do not jaywalk
  - If in doubt, be respectful and ask a faculty member for advice

- **Consequences**
- **Good Neighbor Handbook Revisions**
- **Parent and Student Agreement**
- **Signed Acknowledgment**

Background

One of Aspire's core values is collaboration. We prioritize collaboration and trust within our school community and with our surrounding neighbors to create a safe and pleasant community for everyone. Aspire also prioritizes response, which includes not just respect between students and teachers, but between the school and its neighbors. This Handbook contains the school's Good Neighbor policies, designed to help ensure the school is respectful of its neighbors. Copies of this handbook will be available for neighbors to help ensure transparency with the community.

Drop Off and Pick Up—Be Respectful and Efficient



The school expects drivers to not only obey all California driving laws, but also to follow the school's drop off and pick up procedures, and to be courteous to the school's neighbors when driving and parking.

Pick Up and Drop Off in Designated Locations Only

- We will circulate to all families and staff a new pick up and drop off circular route through the campus with a map prior to the first day of school each year
- Guardians dropping off and picking up students should follow the circular route throughout campus. If there is insufficient space along the school's street frontage, do not pull into the driveway. Please wait your turn and pull forward.
- Do not double park, block driveways (even if you are in your car), or park in the neighborhood.
- Questions? Ask a faculty member. They are there to help!

Help Us Be Efficient

To speed up unloading time, student's backpacks and other materials should be in the car with the student and not in the trunk.

Where Can I Park?



On-site Parking—Assignments

Assigning the school's on-site parking spaces decreases time spent circling the parking lot to determine if spaces are empty and noise associated with such driving. The school's on-site spaces at the front of campus will be assigned to guests, parents, and carpools. All staff members will be assigned to parking in the spaces at the back of campus.

Special Event Parking

The school maintains an overflow parking plan for events where attendance may exceed the school's on-site parking capacity. The school will send guardians and students a reminder to abide by the school's overflow parking plan and instructions on where to park at least one week prior to special events. At this campus, this will most likely include parking on the basketball courts which are at the back of the campus.

Parking and Traffic Monitors

Daily monitoring before and after school will occur in the neighborhood.

The neighborhood monitor(s) will be a guardian, staff, or volunteer. Monitor(s) will wear a bright colored vest or strap to be easily identifiable.

All Monitors will record rule violations and remind members of the school community of the rules. They also will report oral neighbor complaints to the school principal for resolution.

Saying No to Noise, Litter, Trespassing, And Inconsiderate Behavior

Be Respectful of the Neighborhood

To preserve our community, be mindful about neighbors' property and the neighborhood.

Do your part by taking the following actions:

- Do not blare music, slam car doors, or yell unnecessarily. Use your car horn only in an emergency.
- Keep the neighborhood clean. If you drop something, pick it up!

- Do not trespass. If a ball or other object accidently goes over a fence into a neighbor's yard, do not trespass. If you need to retrieve the object, ask a school staff member to ask the neighbor for the object back.

Be respectful and talk with a school staff member for advice, if in doubt.

TRAFFIC AND SAFETY GUIDELINES AGREEMENT

This agreement details to parents or guardian their responsibilities and consequences for not following the agreement, and the agreement will be signed by all incoming parents. Please also review the Transportation Demand Management Plan provided by the school.

To support the safety of students at and around Aspire LHA & PCA and to be a respectful and considerate member of the neighborhood, I agree that:

- *I will respect the maximum driveway and parking lot speed of 10 mph*
- *I will either park in a designated parking space within the school site to drop-off and pick-up students or use a designated drop-off/pick-up zone*
- *I will not park on University Ave, and other neighboring streets.*
- *I will not block the drive aisle: If the drop-off/pick-up zone is full, I will make another transit of the parking loop until there is space available in the drop-off/pick-up zone.*
- *I will not cross the street where there is not and ensure my child(ren) will do so as well.*
- *I will follow the instructions of staff helping with Drop-off and Pick-up and instruct my child(ren) to do so as well.*
- *When exiting The Schools site, I will always turn right after exiting the drop-off /pick-up drive aisle.*
- *I will not park in such a way as to block any neighbors.*
- *I will not park in any of the marked fire lanes or stop in the fire loop.*
- *I understand that a first violation of these guidelines will result in meeting with the school's Assistant Principal / Dean (TDM Coordinator); a second violation will result in the guardian/staff/student drafting a compliance plan for themselves that addresses the reasons for non-compliance.*

LUCKY SEVEN RULES

The school values its neighbors and respects the community. As evidence of its commitment to the neighborhood, all school members agree to abide to the following seven Good Neighbor policies:

1. Keep the neighborhood clean.
2. Do not trespass.
3. Avoid unnecessary loud noises in and near the school's neighborhood.
4. Obey traffic rules.
5. Do not park in the neighborhood at any time.
6. Do not jaywalk.
7. If in doubt, be respectful and ask a faculty member for advice.

Consequences

The school has monitors during drop off and pick up to report violations and also receives complaints from neighbors. Violations will be treated as follows:

- First offense: Violators will be required to speak with the TDM Coordinator and/or Assistant Principal/Dean

- Second offense: Guardians/staff/students will work with the school to create a plan that addresses the reasons for the challenges and proposes solutions. Guardians/staff/students will provide regular updates about their plan until the Assistant Principal/Dean determines the problem is resolved.

- Third offense: Violators will be required to speak with the Principal to determine appropriate next steps and any appropriate consequences.

Parent and Student Agreement

Compliance with these rules is imperative. If the school fails, it could be subject to losing its operating permit. Accordingly, compliance is extremely important. Moreover, if a parent or student violates these rules just once, our neighbors will see us as collectively failing our neighborhood agreement, regardless of how many other times we have complied. For these reasons, the school has made compliance with the Good Neighbor policies mandatory for all staff, guardians, and students.

Good Neighbor Handbook Revisions

Over time, the Good Neighbor Handbook may need updates. Prior to making any changes, the school shall hold a neighborhood meeting to discuss potential revisions.

With any revisions, parents, guardians, students and employees will be required to provide one signed copy of the final revisions to the front desk of the school.

PARENT/GUARDIAN/STUDENT/EMPLOYEE ACKNOWLEDGEMENT

I/we, the undersigned, have read Aspire Langston Hughes Academy and Aspire Port City Academy's Good Neighbor Handbook. I/we understand my/our obligation to be responsible and courteous neighbors to the community around Aspire Langston Hughes Academy and Aspire Port City Academy. I/we understand that this obligation requires me/us to refrain from behavior that is allowed by law, but not allowed in the school rules. I/we agree to abide by all of the school's rules and policies governing driving, traffic, queuing, parking, litter, trespass, noise, and the Lucky Seven rules. Further, I/we agree to abide by any special rules or guidelines that may be imposed by the school from time to time.

Each student, parent, guardian, and employee should print his or her name, and sign and return one copy of this single page to the front desk.

Parent/Employee/Student Printed Name & Signature Date

Other Parent/Employee/Student Printed Name & Signature Date

Other Parent/Employee/Student Printed Name & Signature Date

Other Parent/Employee/Student Printed Name & Signature Date