

AGENDA

**TEHACHAPI CITY COUNCIL REGULAR MEETING,
TEHACHAPI REDEVELOPMENT SUCCESSOR AGENCY REGULAR MEETING,
TEHACHAPI PUBLIC FINANCING AUTHORITY REGULAR MEETING, AND
TEHACHAPI CITY FINANCING CORPORATION REGULAR MEETING
Monday, August 17, 2015 - 6:00 P.M.**

Persons desiring disability-related accommodations should contact the City Clerk no later than ten days prior to the need for the accommodation. A copy of any writing that is a public record relating to an open session item of this meeting is available at City Hall, 115 South Robinson Street, Tehachapi, California, 93561.

CALL TO ORDER

ROLL CALL

INVOCATION

Participation in the invocation is strictly voluntary. Each City Councilmember, city employee, and each person in attendance may participate or not participate as he or she chooses.

PLEDGE TO FLAG

CONSENT AGENDA/OPPORTUNITY FOR PUBLIC COMMENT

All items listed with an asterisk (*) are considered to be routine and non-controversial by city staff. Consent items will be considered first and may be approved by one motion if no member of the council or audience wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in listed sequence with an opportunity for any member of the public to address the city council concerning the item before action is taken. Staff recommendations are shown in caps. Please turn all cellular phones off during the meeting.

AUDIENCE ORAL AND WRITTEN COMMUNICATIONS

The City Council welcomes public comments on any items within the subject matter jurisdiction of the Council. We respectfully request that this public forum be utilized in a positive and constructive manner. Persons addressing the Council should first state their name and area of residence, the matter of City business to be discussed, and the organization or persons represented, if any. To ensure accuracy in the minutes, please fill out a speaker's card at the podium. Comments directed to an item on the agenda should be made at the time the item is called for discussion by the Mayor. Questions on non-agenda items directed to the Council or staff should be first submitted to the City Clerk in written form no later than 12:00 p.m. on the Wednesday preceding the Council meeting; otherwise response to the question may be carried over to the next City Council meeting. No action can be taken by the Council on matters not listed on the agenda except in certain specified circumstances. The Council reserves the right to limit the speaking time of individual speakers and the time allotted for public presentations.

1. General public comments regarding matters not listed as an agenda item.

TEHACHAPI CITY COUNCIL REGULAR MEETING,
TEHACHAPI REDEVELOPMENT SUCCESSOR AGENCY REGULAR MEETING,
TEHACHAPI PUBLIC FINANCING AUTHORITY REGULAR MEETING, AND
TEHACHAPI CITY FINANCING CORPORATION REGULAR MEETING

Monday, August 17, 2015- 6:00 P.M. - PG. 2

2. Mayor to present a Certificate of Recognition to Aleeya Cooper
3. Mayor to present a Certificate of Recognition to Mary Lou Corpus-Zamudio

CITY CLERK REPORTS

Tehachapi City Council Unassigned Res. No. 50-15
Tehachapi City Council Unassigned Ord. No. 15-08-727
Tehachapi Redevelopment Successor Agency Unassigned Res. No. 02-15
Tehachapi Public Financing Authority Unassigned Res. No. 01-15

- *4. **ALL ORDINANCES SCHEDULED FOR INTRODUCTION OR ADOPTION AT THIS MEETING SHALL BE READ BY TITLE ONLY**
- *5. Minutes for the Tehachapi City Council, Tehachapi Redevelopment Successor Agency, Tehachapi Public Financing Authority, and the Tehachapi City Financing Corporation regular meeting on August 3, 2015 – **APPROVE AND FILE**
- *6. Tehachapi Heritage League’s Kids Day – History is Fun! Special event to be held on September 12, 2015 – **APPROVE THE TEHACHAPI HERITAGE LEAGUES SPECIAL EVENT APPLICATION AND ASSOCIATED STREET CLOSURES SUBJECT TO APPROVAL BY CITY ATTORNEY**

FINANCE DIRECTOR REPORTS

- *7. Disbursements, bills, and claims for July 29, 2015 through August 12, 2015 – **AUTHORIZE PAYMENTS**
- *8. City of Tehachapi Treasurer’s Report through July, 2015 – **RECEIVE REPORT**

DEVELOPMENT SERVICES DIRECTOR REPORTS

9. Annexation No. 85 and associated pre-zone request – **ADOPT A RESOLUTION APPROVING A PRE-ZONE DESIGNATION OF M-1 (LIGHT INDUSTRIAL), C-3 (GENERAL COMMERCIAL) AND O-S (OPEN SPACE); ADOPT A RESOLUTION RECOMMENDING PROCEEDINGS FOR ANNEXATION OF TERRITORY TO THE CITY OF TEHACHAPI IDENTIFIED AS ANNEXATION NO. 85; ADOPT A NEGATIVE DECLARATION FOR ANNEXATION NO. 85 AND PRE-ZONE TO M-1, C-3 AND OPEN SPACE**
10. Curry and Valley Intersection Improvements Project change order approval – **AUTHORIZE STAFF TO MOVE FORWARD WITH RESOLVING THE CROSSING CONFLICT CHANGE ORDER REQUEST AND PURSUE THE INSTALLATION OF ADDITIONAL CURB AND GUTTER AS WELL AS AUTHORIZE THE CITY MANAGER TO SIGN THE CHANGE ORDER ASSOCIATED WITH THE PREVIOUSLY DESCRIBED CHANGES**
- *11. Extension of geotechnical services agreement with BSK Associates – **APPROVE THE TWO-YEAR EXTENSION OF THE ENGINEERING SERVICES AGREEMENT BETWEEN THE CITY OF TEHACHAPI AND BSK ASSOCIATES**
12. Congestion mitigation and air quality program funding grant application resolution – **ADOPT A RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION FOR CONGESTION MITIGATION AND AIR QUALITY PROGRAM FUNDING AND COMMITTING THE NECESSARY LOCAL MATCH AND STATING THE ASSURANCE TO COMPLETE THE PROJECT**

**TEHACHAPI CITY COUNCIL REGULAR MEETING,
TEHACHAPI REDEVELOPMENT SUCCESSOR AGENCY REGULAR MEETING,
TEHACHAPI PUBLIC FINANCING AUTHORITY REGULAR MEETING, AND
TEHACHAPI CITY FINANCING CORPORATION REGULAR MEETING**

Monday, August 17, 2015- 6:00 P.M. - PG. 3

CITY MANAGER REPORTS

- *13. Amendment to rodeo grounds agreement – **APPROVE THE FIRST AMENDMENT TO RODEO GROUNDS AGREEMENT BETWEEN THE CITY OF TEHACHAPI AND TEHACHAPI MOUNTAIN RODEO ASSOCIATION AND AUTHORIZE THE MAYOR TO SIGN**

14. Report to Council regarding current activities and programs – **VERBAL REPORT**

On their own initiative, a Councilmember may ask a question for clarification, make a brief announcement, provide a reference to staff or other resources for factual information, take action to have staff place a matter of business on a future agenda, request staff to report back at a subsequent meeting concerning any matter, or make a brief report on his or her own activities. (Per Gov't. Code §54954.2(a))

CLOSED SESSION

1. Approve the closed session minutes of August 3, 2015
2. Conference with real property negotiator (City Manager) regarding first right of refusal of Airport property described as Hangar D, per Government Code Section 54956.8
3. Conference with legal counsel re Kern County Superintendent of Schools, et al v. City of Tehachapi, et al per Government Code Section 54956.9(d)(1)
4. Conference with legal counsel re: claim filed by the Kern Community College District per Government Code Section 54956.9(d)(2)

ADJOURNMENT

MINUTES

**TEHACHAPI CITY COUNCIL REGULAR MEETING,
TEHACHAPI REDEVELOPMENT SUCCESSOR AGENCY REGULAR MEETING,
TEHACHAPI PUBLIC FINANCING AUTHORITY REGULAR MEETING, AND
TEHACHAPI CITY FINANCING CORPORATION REGULAR MEETING
Monday, August 3, 2015 – 6:00 P.M.**

NOTE: Sm, Gr, Wi, Ni and Wa are abbreviations for Council Members Smith, Grimes, Wiggins, Nixon and Wahlstrom, respectively. For example, Gr/Sm denotes Council Member Grimes made the motion and Council Member Smith seconded it. The abbreviation Ab means absent, Abd abstained, Ns noes, and NAT no action taken.

ACTION TAKEN

<p><u>CALL TO ORDER</u></p> <p>Meeting called to order by Mayor Wiggins at 6:05 p.m.</p> <p><u>ROLL CALL</u></p> <p>Roll call by City Clerk Tori Marsh</p> <p>Present: Mayor Wiggins, Mayor Pro-Tem Nixon, Councilmembers Grimes, Smith and Wahlstrom</p> <p>Absent: None</p> <p><u>INVOCATION</u></p> <p>By Mayor Pro Tem Nixon</p> <p><u>PLEDGE TO THE FLAG</u></p> <p>Led by Councilmember Grimes</p> <p><u>CONSENT AGENDA</u></p> <p>Approved consent agenda</p> <p><u>AUDIENCE ORAL COMMUNICATIONS</u></p> <ol style="list-style-type: none"> 1. General public comments regarding matters not listed as an agenda item were received from: <ol style="list-style-type: none"> a. LeAnn Williams, City resident, commented on Old Timer’s Reunion. b. David Butler, City resident, commented on Camp Kiya and requested economic report on WalMart. c. Carl Gehricke, City resident, introduced the Moose Lodge cowboys and sold Mountain Festival buttons. 	<p>Approved Consent Agenda Gr/Ni All Ayes</p>
---	---

CITY CLERK REPORTS

- *2. **ALL ORDINANCES SCHEDULED FOR INTRODUCTION OR ADOPTION AT THIS MEETING SHALL BE READ BY TITLE ONLY.**
- *3. Minutes for the Tehachapi City Council, Tehachapi Redevelopment Successor Agency, Tehachapi Public Financing Authority, and the Tehachapi City Financing Corporation regular meeting on July 20, 2015 - **APPROVED AND FILED.**
- *4. Authorization to prepare and publish ordinance summaries – **ADOPTED RESOLUTION 50-15 AUTHORIZING DEPARTMENT DIRECTORS AND/OR THE CITY ATTORNEY TO PREPARE ORDINANCE SUMMARIES FOR PUBLICATION PURSUANT TO GOVERNMENT CODE SECTION 36933**

All Ord. Read By Title Only

Approved & Filed
Gr/Ni Ayes All

Adopted Resolution 50-15
Authorizing Department
Directors And/Or The City
Attorney To Prepare Ordinance
Summaries For Publication
Pursuant To Government Code
Section 36933
Gr/Ni Ayes All

FINANCE DIRECTOR REPORTS

- *5. Disbursements, bills and claims for July 16, 2015 through July 29, 2015 – **AUTHORIZED PAYMENTS**

Authorized Payments
Gr/Ni Ayes All

POLICE CHIEF REPORTS

- 6. Memorandum of Understanding with the Tehachapi Unified School District regarding the position of grant funded School Resource Officer for the 2015- 2016 school year – **POLICE CHIEF KENT KROEGER GAVE REPORT; APPROVED THE MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF TEHACHAPI/TEHACHAPI POLICE DEPARTMENT AND THE TEHACHAPI UNIFIED SCHOOL DISTRICT AND AUTHORIZED THE MAYOR TO SIGN SUBJECT TO APPROVAL BY THE CITY ATTORNEY**
- 7. Report to Council on code enforcement actions related to 202 Bartlett Street – **VERBAL REPORT; RECEIVED COMMENTS FROM BARTLETT NEIGHBORS VIRGINIA BABB AND CHARLIE BABB**

Approved The Memorandum Of
Understanding Between The City
Of Tehachapi/Tehachapi Police
Department And The Tehachapi
Unified School District And
Authorized The Mayor To Sign
Subject To Approval By The City
Attorney
Sm/Ni Ayes All

CITY MANAGER REPORTS

- 8. Airport lease agreement – **CITY MANAGER GREG GARRETT GAVE REPORT; APPROVED THE LEASE AGREEMENT FOR HANGAR GROUND 06E AND TIE DOWN B5 BETWEEN THE CITY OF TEHACHAPI AND THE CIVIL AIR PATROL, UNITED STATES AIR FORCE AUXILIARY**
- 9. Federation of Public Service Employees Memorandum of Understanding – **ASSISTANT CITY MANAGER CHRIS KIRK GAVE REPORT; APPROVED THE LABOR AGREEMENT BETWEEN THE CITY OF TEHACHAPI AND THE FEDERATION OF PUBLIC SERVICE EMPLOYEES LOCAL 1850**

Approved The Lease Agreement
For Hangar Ground 06e And Tie
Down B5 Between The City Of
Tehachapi And The Civil Air
Patrol, United States Air Force
Auxiliary
Ni/Gr Ayes All

Approved The Labor Agreement
Between The City Of Tehachapi
And The Federation Of Public
Service Employees Local 1850
Gr/Sm Ayes All

ACTION TAKEN

10. Salary plan amendment – **CITY MANAGER GREG GARRETT GAVE REPORT; ADOPTED RESOLUTION 51-15 ESTABLISHING THE SALARY PLAN FOR EACH POSITION CLASSIFICATION IN CITY SERVICE AND REPEALING RESOLUTION NO 47-15**

Adopted Resolution 51-15
Establishing The Salary Plan For
Each Position Classification In
City Service And Repealing
Resolution No 47-15
Sm/Ni All Ayes

11. Contribution to the Tehachapi Valley Recreation and Parks District for the construction of a bicycle pump track Meadowbrook Park – **CITY MANAGER GREG GARRETT; AUTHORIZED THE CITY MANAGER TO CONTRIBUTE UP TO \$10,000 OF PARK FEES TO THE MEADOWBROOK PARK PUMP TRACK PROJECT; RECEIVED COMMENT FROM BRIAN RAILS OF TEHACHAPI MOUNTAIN TRAILS**

Authorized The City Manager To
Contribute Up To \$10,000 Of
Park Fees To The Meadowbrook
Park Pump Track Project
Ni/Gr Ayes All

12. Report to Council regarding current activities and programs – **VERBAL REPORT.**

COUNCIL MEMBER ANNOUNCEMENTS OR REPORTS

1. Councilmember Wahlstrom commented on the improvement of the rail road crossing.
2. Mayor Pro Tem Nixon invited the community to National Night Out
3. Councilmember Grimes commented on the success of the Old Timer's Picnic.
4. Mayor Wiggins commented on the success of the Old Timer's Picnic.

CLOSED SESSION

1. Approve the closed session minutes of July 20, 2015
2. Conference with real property negotiator (City Manager) regarding price and terms of payment for leased property at the Tehachapi Municipal Airport, per Government Code Section 54956.8
3. Conference with legal counsel regarding claims filed by Glen Price per Government Code Section 54956.9(d)(2).

Authorized the City Manager to
obtain an appraisal if possible of
a 55-year lease extension and
what amount of a lump sum
payment would that generate.
Wi/ Wa Ayes All

NAT

ADJOURNMENT

The City Council/Boards adjourned at 7pm to a Tehachapi City Council, Tehachapi Redevelopment Successor Agency, Tehachapi Public Financing Authority and Tehachapi City Financing Corporation Regular Meeting to be held on Monday, August 17, 2015, at 6:00p.m.

Approved this 17th day
Of August, 2015.

SUSAN WIGGINS
Mayor, City of Tehachapi

TORI MARSH
City Clerk, City of Tehachapi



APPROVED
DEPARTMENT HEAD: *AW*
CITY MANAGER: *[Signature]*

COUNCIL REPORTS

MEETING DATE: AUGUST 17, 2015 **AGENDA SECTION:** CITY CLERK

TO: HONORABLE MAYOR WIGGINS AND COUNCIL MEMBERS
FROM: ASHLEY WHITMORE, DEPUTY CITY CLERK
DATE: AUGUST 11, 2015
SUBJECT: KID'S DAY – HISTORY IS FUN!

APPLICANT AND ORGANIZATION

Charles White, Tehachapi Heritage League

EVENT DESCRIPTION

The Heritage League's Kid's Day – History is Fun! will be held on Saturday, September 12th, 2015 starting at 11 am and ending at 4 pm. This event will be held on Green Street from E Street to the alley between E Street and D Street and is open to the public.

APPLICANT REQUESTS

- Closure of Green Street from C Street to D Street and the associated alley.

STAFF CONDITIONS

Administration: 1) Event applicant will be responsible for making sure city property is properly cleaned after the close of the event.

RECOMMENDATION

APPROVE THE HERITAGE LEAGUE'S KID'S DAY – HISTORY IS FUN! SPECIAL EVENT APPLICATION AND ASSOCIATED STREET CLOSURES, SUBJECT TO CITY CONDITIONS



SPECIAL USE/EVENT APPLICATION

Organization Tehachapi Heritage League

Event Contact Charles White Phone Number +1 (661) 972-0958

Address P.O. Box 54

City Tehachapi State CA Zip Code 93581

E-mail Address charlesewhite@sbcglobal.net

Event Name Kid's Day - History is Fun!

Event Location Tehachapi Museum and Errea House Museum - 310 & 311 South Green Street

Event Date(s) September 12, 2015 Event Time(s) 11 am to 4 pm

Describe Event: (Street Closures, Activities, Participation, Etc.)

Closure requested on South Green Street from D to E Street, including alleys. Activities will include children's games, craft demonstrations, Skate Boarding (TVRPD), gold panning demonstration, antique cars, rescue animals, and service organizations.

Is the event open to the Public? Yes No

Is event for money raising purposes? Yes No

If Yes, what will the proceeds be used for? _____

Will alcoholic beverages be served? Yes No

Will alcoholic beverages be sold? Yes No

If Yes, what is A.B.C. Permit No? _____

*emailed
8/11/15*

Event Name Kid's Day - History is Fun!

Event Date(s) September 12, 2015

Please Describe How The Following Will Be Accomplished:

Street Barricades We will move into place if Public Works leaves them at the curb

Traffic Control Signs at street closures.

Crowd Control Museum Staff

Utility Services: Water, Sewer, Electric Not Needed

Lights Not Needed

Dust Control Not Needed

Site Clean-up & Maintenance Museum Staff

Security Museum Staff

Site Facilities Rest rooms provided in Museum, trash cans provided by THL.

Health Dept. N/A

I understand that if I am utilizing a city-owned facility I am responsible to clean the above requested facility, by removing all rubbish, debris, etc., and restore the grounds/facility back to a clean and orderly condition. I further understand I may be required to pay a deposit, at the cities discretion, for clean-up of the grounds/facility, and upon inspection of the grounds/facility, the deposit, may be fully or partially refunded, depending upon the condition the facility is left in by the user.

I also understand that this application is not a guarantee of event approval.

I, the undersigned, have read the above statements, general regulations and insurance requirements attached to this contract, and understand them and agree fully.

Applicant Signature

Charles E. White

Date 08-04-2015

Office Use Only

Insurance Certificate

List Of Vendors

Meeting

Deposit

Plot Plan

Date

Time

<input type="checkbox"/> CM	<input type="checkbox"/> PW	<input type="checkbox"/> A	<input type="checkbox"/> HD
<input type="checkbox"/> CPM	<input type="checkbox"/> CD	<input type="checkbox"/> P	<input type="checkbox"/> BL
<input type="checkbox"/> LC	<input type="checkbox"/> BI	<input type="checkbox"/> F	<input type="checkbox"/> C

Notes _____

GENERAL REGULATIONS

Facility use agreements are issued in accordance with the policies outlined below as established by the City of Tehachapi. All reservation forms must be signed and returned, along with fees and deposits, before consideration of use approval. SUBMISSION OF RESERVATION REQUEST DOES NOT CONSTITUTE APPROVAL.

1. Any authorization and usage is understood to be at the City's discretion. The City will not be responsible for special condition, accommodations or other improvements for any granted request for use. Any special needs are the responsibility of the user with prior approval of the Public Works Director.
2. Groups or persons using a facility are responsible to pay for any damage to property or loss of property.
3. The City of Tehachapi is not liable for accidental injury to persons or loss or damage of group or individual property. The City requires proof of insurance coverage.
4. When, in the opinion of the City, activity conditions warrant the presence of one or more security personnel, the cost of such service shall be borne by the group or organization sponsoring the activity.
5. Permission to use City of Tehachapi facilities is granted subject to observance of regulations, and permits may be revoked for violation of regulations.
6. Permits may not be transferred, assigned or sublet.
7. Users of the facilities shall observe, obey and comply with all applicable City, County, State and Federal Laws, rules and regulations.

FOOD AND ALCOHOL REGULATIONS

1. The use of alcoholic beverages is by written permit only and must be requested at the time the facility use application is made. The City reserves the right to place restrictions on the use of alcoholic beverages in accordance with State Law.
2. The alcoholic beverage permittee will remove all beverages from the premises immediately following the approved function.
3. Food and refreshments, including alcoholic beverages, may be permitted in certain designated areas as determined by the City, or the designated representative.
4. Any function that is to be catered will be catered by an approved licensed caterer. All caterer's names and addresses will be provided upon request.
5. Any function where alcoholic beverages will be permitted shall require an additional (\$50.00) deposit.

ANY EXCEPTION TO THE ABOVE POLICIES WILL BE REFERRED TO THE CITY MANAGER.

FEE AND DEPOSIT SCHEDULE

The following guidelines and rules will govern the costs and procedures for City approvals.

1. Any part of an hour will be considered a full hour in determining City costs.
2. All fees must be paid to the City of Tehachapi located at 115 South Robinson Street.
3. All refunds will be mailed as soon as possible following conclusion of the activity.
4. No arrangements can be made for a time extension with personnel on duty the day of the activity.

SECURITY PERSONNEL

If, in the opinion of the City Manager or a designated representative an activity condition warrants the presence of one or more security personnel, the cost of such service shall be borne by the group or person sponsoring the activity. Proof of obtaining the required security personnel must be in the City Hall no later than ten (10) working days prior to the activity. Proof should be in the form of a receipt and/or contract from a bonded security agency. If proof is not in the City Hall by the required date, use of the facility may be denied.

IF AFTER PROOF OF SECURITY HAS BEEN SUBMITTED TO CITY, SAID SECURITY IS NOT PRESENT ON DATE OF ACTIVITY, THE CITY EMPLOYEE IN CHARGE MAY REQUEST THE GROUP TO DISCONTINUE ACTIVITY AND ASK THE GROUP TO LEAVE THE AREA.

LIABILITY INSURANCE REQUIREMENTS

Insurance requirements for persons or organizations wishing to use City facilities should be as follows:

The party requesting to use the facility ("applicant") shall secure and keep in force during the entire term of applicant's use of the facility and covering all of applicant's activities with respect to the facility a comprehensive general liability insurance policy with bodily injury, property damage, and contractual coverage of not less than \$1 million per occurrence and including a comprehensive coverage form, and coverages for premises/operation, operations hazard, complete operations, and products liability, and containing special endorsements providing substantially the following:

(1) That the City of Tehachapi, its agents, officers, employees and governing body and each member thereof are declared to be an additional named insured under the terms of the policy with reference to the activity described in the policy, whether such additional insured be actively or passively negligent or liable by operation of law;

(2) Contractual liability coverage underwriting the obligations of applicant to hold harmless, indemnify and defend each of the insureds provided herein;

(3) "Cross liability" or "Severability of Interest" coverage for all named insureds;

(4) That such insurance is primary, and that any other insurance maintained by the additional named insureds is excess and not contributing insurance with respect to the subject insurance policy;

(5) That the insurer waives all rights of subrogation against the additional named insureds;

(6) That the coverage afforded by such policy to the additional named insureds shall not be prejudiced in any way by any failure of the principal insured to comply with any notice requirements of such policy; and

(7) That such policy may not be canceled, coverage reduced or terms altered in any manner detrimental to the coverage except after delivery to the City of written notice not less than 15 days prior to the effective date of such cancellation, reduction or alteration. No such cancellation provisions in any such insurance policy shall be construed in derogation of the continuous duty of applicant to furnish insurance during the term of applicant's use of the facility. The lapse for any reason of insurance as required herein shall constitute breach of this requirement.

The facility shall not be used until applicant has provided City with a duly certificated certificate of insurance issued by an insurance company approved by City and evidencing that the policy has been issued, is effective, and complies with the foregoing requirements. Applicant must also provide City with a facsimile of the insurance policy and no use of the facility can be made until City has approved the policy.

INDEMNIFICATION

Applicant hereby agrees to indemnify, defend, and hold harmless the City, its Councilpersons, boards, commissions, officers, employees and agents from any and all claims, demands, suits, judgements, liability, damages, costs, and expenses arising out of or related to applicant's use or occupation of City's streets or facilities, including but not limited to, any act or omission to act on the part of City, its Councilpersons, boards, commissions, officers, employees, or agents, whether active or passive.

Charles E. White
Applicant Signature

8/4/15
Date

C Street

Skate Boards

Bear Bag
Toss

Alley

gold panning

Museum

Back of
Ball Hoops

Green Street

wool
sales

Camel

Alley

Erna's House

rescues & games
in garden

Antique
cars

Accounts Payable

To Be Paid Proof List

User: swier
 Printed: 08/12/2015 - 10:07AM
 Batch: 10912.08.2015



Account Number	Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
ACWA/PIA 0832										
0364789-1		8/3/2015	72,374.95	0.00	08/18/2015				False	0
001-000-2380-000 Medical Insurance						Medical Sept 2015				
	0364789-1 Total:		72,374.95							
0364789-2		8/3/2015	8,075.17	0.00	08/18/2015				False	0
001-000-2381-000 Dental Insurance						Dental Sept 2015				
	0364789-2 Total:		8,075.17							
0364789-3		8/3/2015	1,083.24	0.00	08/18/2015				False	0
001-000-2382-000 Vision Insurance						Vision Sept 2015				
	0364789-3 Total:		1,083.24							
0364789-4		8/3/2015	1,293.64	0.00	08/18/2015				False	0
001-000-2340-000 Life Insurance Employees						Life Sept 2015				
	0364789-4 Total:		1,293.64							
0364789-5		8/3/2015	-76.05	0.00	08/18/2015				False	0
001-000-2340-000 Life Insurance Employees						Life Adj Sept 2015				
	0364789-5 Total:		-76.05							
	0832 Total:		82,750.95							
	ACWA/PIA Total:		82,750.95							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
Alpha Landscape Maintenance 1729	7/22/2015	700.00	0.00	08/18/2015				False	0
12394				Srts/Trim trees on Mill St					
121-121-7137-000 Street Landscape Maintenance									
12394 Total:		700.00							
12413-1	7/30/2015	50.00	0.00	08/18/2015				False	0
001-010-6730-000 Contract Services				GG/City Office 8/15					
12413-1 Total:		50.00							
12413-10	7/30/2015	82.00	0.00	08/18/2015				False	0
001-010-6730-000 Contract Services				GG/Downtown Planters 8/15					
12413-10 Total:		82.00							
12413-11	7/30/2015	505.00	0.00	08/18/2015				False	0
001-035-6730-000 Contract Services				Land/Railroad Park 8/15					
12413-11 Total:		505.00							
12413-12	7/30/2015	28.00	0.00	08/18/2015				False	0
001-010-6730-000 Contract Services				GG/Parking Lot & Wall 8/15					
12413-12 Total:		28.00							
12413-13	7/30/2015	105.00	0.00	08/18/2015				False	0
001-010-6730-000 Contract Services				GG/Senior Center 8/15					
12413-13 Total:		105.00							
12413-14	7/30/2015	128.00	0.00	08/18/2015				False	0
001-140-6730-000 Contract Services				Depot/Railroad Depot 8/15					
12413-14 Total:		128.00							
12413-15	7/30/2015	35.00	0.00	08/18/2015				False	0
001-010-6730-000 Contract Services				GG/Tehachapi Blvd Phase 4 8/15					
12413-15 Total:		35.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
12413-16	7/30/2015	25.00	0.00	08/18/2015				False	0
001-010-6730-000 Contract Services				GG/Robinson St parking lot 8/15					
	12413-16 Total:	25.00							
12413-17	7/30/2015	35.00	0.00	08/18/2015				False	0
001-010-6730-000 Contract Services				GG/Police Dept 8/15					
	12413-17 Total:	35.00							
12413-18	7/30/2015	10.00	0.00	08/18/2015				False	0
121-121-7137-000 Street Landscape Maintenance				Strs/Voyager St trees 8/15					
	12413-18 Total:	10.00							
12413-19	7/30/2015	40.00	0.00	08/18/2015				False	0
001-010-6730-000 Contract Services				GG/Centennial Plaza 8/15					
	12413-19 Total:	40.00							
12413-2	7/30/2015	25.00	0.00	08/18/2015				False	0
001-010-6730-000 Contract Services				GG/Marketplace 8/15					
	12413-2 Total:	25.00							
12413-20	7/30/2015	860.00	0.00	08/18/2015				False	0
601-601-7137-000 Landscape Maintenance				LLD/Heritage Oaks 8/15					
	12413-20 Total:	860.00							
12413-21	7/30/2015	321.00	0.00	08/18/2015				False	0
602-602-7137-000 Landscape Maintenance				LLD/Clear View Estates 8/15					
	12413-21 Total:	321.00							
12413-22	7/30/2015	1,235.00	0.00	08/18/2015				False	0
603-603-7137-000 Landscape Maintenance				LLD/Autumn Hills 8/15					
	12413-22 Total:	1,235.00							
12413-23	7/30/2015	7,790.00	0.00	08/18/2015				False	0
604-604-7137-000 Landscape Maintenance				LLD/Alta Homes 8/15					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	12413-23 Total:	7,790.00							
12413-24	7/30/2015	3,632.00	0.00	08/18/2015				False	0
606-606-7137-000	Landscape Maintenance			LLD/Orchard Glen 8/15					
	12413-24 Total:	3,632.00							
12413-25	7/30/2015	25.00	0.00	08/18/2015				False	0
608-608-7137-000	Landscape Maintenance			LLD/Mill St Cottages 8/15					
	12413-25 Total:	25.00							
12413-26	7/30/2015	95.00	0.00	08/18/2015				False	0
615-615-7137-000	Landscape Maintenance			LLD/Red Barn 8/15					
	12413-26 Total:	95.00							
12413-3	7/30/2015	85.00	0.00	08/18/2015				False	0
001-010-6730-000	Contract Services			GG/Union Pacific 8/15					
	12413-3 Total:	85.00							
12413-4	7/30/2015	425.00	0.00	08/18/2015				False	0
121-121-7137-000	Street Landscape Maintenance			Strs/Mill St 8/15					
	12413-4 Total:	425.00							
12413-5	7/30/2015	270.00	0.00	08/18/2015				False	0
121-121-7137-000	Street Landscape Maintenance			Strs/Capitol Hills 8/15					
	12413-5 Total:	270.00							
12413-6	7/30/2015	227.00	0.00	08/18/2015				False	0
121-121-7137-000	Street Landscape Maintenance			Strs/South Curry 8/15					
	12413-6 Total:	227.00							
12413-7	7/30/2015	11.00	0.00	08/18/2015				False	0
121-121-7137-000	Street Landscape Maintenance			Strs/Street Trees 8/15					
	12413-7 Total:	11.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
12413-8	7/30/2015	720.00	0.00	08/18/2015				False	0
121-121-7137-000 Street Landscape Maintenance				Srts/Dennison St 8/15					
	12413-8 Total:	720.00							
12413-9	7/30/2015	553.00	0.00	08/18/2015				False	0
001-035-6730-000 Contract Services				Land/Pioneer Park 8/15					
	12413-9 Total:	553.00							
12414-1	7/30/2015	3.85	0.00	08/18/2015				False	0
001-010-6730-000 Contract Services				GG/mar pl/un pac/trash dump 7/15					
	12414-1 Total:	3.85							
12414-10	7/30/2015	38.55	0.00	08/18/2015				False	0
601-601-7137-000 Landscape Maintenance				LLD/Heritage Oaks trash dump 7/15					
	12414-10 Total:	38.55							
12414-11	7/30/2015	107.95	0.00	08/18/2015				False	0
606-606-7137-000 Landscape Maintenance				LLD/KB Dennison trash dump 7/15					
	12414-11 Total:	107.95							
12414-12	7/30/2015	11.57	0.00	08/18/2015				False	0
121-121-7137-000 Street Landscape Maintenance				Srts/Dennison St trash dump 7/15					
	12414-12 Total:	11.57							
12414-13	7/30/2015	3.85	0.00	08/18/2015				False	0
602-602-7137-000 Landscape Maintenance				LLD/Clear View trash dump 7/15					
	12414-13 Total:	3.85							
12414-14	7/30/2015	11.57	0.00	08/18/2015				False	0
001-035-6730-000 Contract Services				Land/Pioneer Park trash dump 7/15					
	12414-14 Total:	11.57							
12414-15	7/30/2015	3.86	0.00	08/18/2015				False	0
001-010-6730-000 Contract Services				GG/Old Town planter trash dump 7/15					

Invoice Number Account Number	Invoice Date	Amount	Quantity	Payment Date Description	Task Label	Type Reference	PO #	Close PO	Line #
12414-16	12414-15 Total:	3.86							
12414-16	7/30/2015	1.93	0.00	08/18/2015					
121-121-7137-000 Street Landscape Maintenance					Land/Mill St Cottages trash dump 7/15				0
	12414-16 Total:	1.93							
12414-17	7/30/2015	3.85	0.00	08/18/2015					
001-010-6730-000 Contract Services					GG/Tehachapi Police St trash dump 7/15				0
	12414-17 Total:	3.85							
12414-18	7/30/2015	3.86	0.00	08/18/2015					
001-035-6730-000 Contract Services					Land/Robinson Park trash dump 7/15				0
	12414-18 Total:	3.86							
12414-19	7/30/2015	3.85	0.00	08/18/2015					
001-010-6730-000 Contract Services					GG/Taco Sandwich trash dump 7/15				0
	12414-19 Total:	3.85							
12414-2	7/30/2015	11.57	0.00	08/18/2015					
121-121-7137-000 Street Landscape Maintenance					Strs/mill st island/trash dump 7/15				0
	12414-2 Total:	11.57							
12414-20	7/30/2015	3.86	0.00	08/18/2015					
001-010-6730-000 Contract Services					GG/Senior Center trash dump 7/15				0
	12414-20 Total:	3.86							
12414-21	7/30/2015	7.71	0.00	08/18/2015					
001-140-6730-000 Contract Services					Depot/RR Depot trash dump 7/15				0
	12414-21 Total:	7.71							
12414-22	7/30/2015	1.93	0.00	08/18/2015					
001-010-6730-000 Contract Services					GG/Robinson Parking Lot trash dump 7/15				0
	12414-22 Total:	1.93							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
12414-3	7/30/2015	7.71	0.00	08/18/2015				False	0
121-121-7137-000 Street Landscape Maintenance				Srts/Capital Hills trash dump 7/15					
	12414-3 Total:	7.71							
12414-4	7/30/2015	11.57	0.00	08/18/2015				False	0
603-603-7137-000 Landscape Maintenance				LLD/Manzanita Park trash dump 7/15					
	12414-4 Total:	11.57							
12414-5	7/30/2015	3.86	0.00	08/18/2015				False	0
603-603-7137-000 Landscape Maintenance				LLD/KB Tract - Highland trash dump 7/15					
	12414-5 Total:	3.86							
12414-6	7/30/2015	88.67	0.00	08/18/2015				False	0
604-604-7137-000 Landscape Maintenance				LLD/Alta Tract Warrior Park trash dump 7/15					
	12414-6 Total:	88.67							
12414-7	7/30/2015	7.71	0.00	08/18/2015				False	0
604-604-7137-000 Landscape Maintenance				LLD/Alta Parkway lawns trash dump 7/15					
	12414-7 Total:	7.71							
12414-8	7/30/2015	38.55	0.00	08/18/2015				False	0
604-604-7137-000 Landscape Maintenance				LLD/Alta planters - Highline & tract trash dump 7/15					
	12414-8 Total:	38.55							
12414-9	7/30/2015	7.71	0.00	08/18/2015				False	0
121-121-7137-000 Street Landscape Maintenance				Srts/South Curry trash dump 7/15					
	12414-9 Total:	7.71							
	1729 Total:	18,402.54							
	Alpha Landscape Maintena	18,402.54							

American Business Machines

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
0017									
242243	7/17/2015	8.00	0.00	08/18/2015				False	0
001-010-6010-000 Office Supplies				GG/GPR-30 toner black					
	242243 Total:	8.00							
	0017 Total:	8.00							
	American Business Machin	8.00							
Argo Chemical									
2200									
1507118	7/16/2015	1,405.14	0.00	08/18/2015				False	0
442-403-7430-000 Chemicals				Wtr/#800 Argo-Chol Sol 12.5 NSF%					
	1507118 Total:	1,405.14							
	2200 Total:	1,405.14							
	Argo Chemical Total:	1,405.14							
AT&T									
1851									
08012015	8/1/2015	13.87	0.00	08/18/2015				False	0
001-010-7320-000 Telephone & Internet				GG/white page acct 8/2015					
	08012015 Total:	13.87							
	1851 Total:	13.87							
	AT&T Total:	13.87							

Bakersfield Californian, The
0030

Invoice Number	Account Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
					Description		Reference			
13895569-0701		7/31/2015	2,062.08	0.00	08/18/2015	14004-2301	Misc		False	0
	329-329-8160-000 Construction				Freedom Plaza/NI Scaled Bids D Jones					
		13895569-0701 Total:	2,062.08							
		0030 Total:	2,062.08							
		Bakersfield Californian, Th	2,062.08							
Banks Pest Control Inc.										
1724										
456754		7/17/2015	95.00	0.00	08/18/2015				False	0
	001-100-7300-000 Utilities				PD/Bimonthly 220 C St ant roach 7/17/15					
		456754 Total:	95.00							
		1724 Total:	95.00							
		Banks Pest Control Inc. To	95.00							
BC Laboratories Inc.										
0035										
B207395-1		7/22/2015	50.00	0.00	08/18/2015				False	0
	442-401-6780-000 Laboratory Fees				Wtr/Mojave & Pinon Wells 7/1 E Coli					
		B207395-1 Total:	50.00							
B207395-2		7/22/2015	36.00	0.00	08/18/2015				False	0
	442-403-6780-000 Laboratory Fees				Wtr/408 Oakwood/110 Brentwood/1341 Tanglewood 7/1 E C					
		B207395-2 Total:	36.00							
B207594		7/13/2015	15.00	0.00	08/18/2015				False	0
	442-403-6780-000 Laboratory Fees				Wtr/Curry Resv Nitrate 6/24					
		B207594 Total:	15.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
B207595	7/13/2015	30.00	0.00	08/18/2015				False	0
442-401-6780-000 Laboratory Fees				Wtr/Dennison Well/Mojave Well 6/24 Nitrate					
	B207595 Total:	30.00							
B207750	7/13/2015	15.00	0.00	08/18/2015				False	0
442-403-6780-000 Laboratory Fees				Wtr/Curry Resv Nitrate 7/1					
	B207750 Total:	15.00							
B207751	7/13/2015	30.00	0.00	08/18/2015				False	0
442-401-6780-000 Laboratory Fees				Wtr/Dennison Well/Mojave Well 7/1 Nitrate					
	B207751 Total:	30.00							
B207848	7/30/2015	325.00	0.00	08/18/2015				False	0
444-403-6780-000 Laboratory Fees				Swr/Influent W.WTP Headworks/Effluent W.WTP Clarifier/1					
	B207848 Total:	325.00							
B207852-1	7/20/2015	50.00	0.00	08/18/2015				False	0
442-401-6780-000 Laboratory Fees				Wtr/Dennison & Wahlstrom Wells 7/8 E Coli					
	B207852-1 Total:	50.00							
B207852-2	7/20/2015	36.00	0.00	08/18/2015				False	0
442-403-6780-000 Laboratory Fees				Wtr/221 S Hayes/1317 Fair Oak/1305 Alder 7/8 E Coli					
	B207852-2 Total:	36.00							
B208050	7/14/2015	325.00	0.00	08/18/2015				False	0
444-403-6780-000 Laboratory Fees				Swr/Influent Headworks/Effluent Clarifier/Nitrate Ammonia					
	B208050 Total:	325.00							
B208426-1	7/24/2015	50.00	0.00	08/18/2015				False	0
442-401-6780-000 Laboratory Fees				Wtr/Minton Well Highline Resv 7/15 E Coli					
	B208426-1 Total:	50.00							
B208426-2	7/24/2015	36.00	0.00	08/18/2015				False	0
442-403-6780-000 Laboratory Fees				Wtr/309 E J/222 W D/1199 Canyon Dr W 7/15 E Coli					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
B208438	B208426-2 Total:	36.00							
B208438	7/20/2015	15.00	0.00	08/18/2015				False	0
442-403-6780-000	Laboratory Fees			Wtr/Curry Resv 7/8 Nitrate					
	B208438 Total:	15.00							
B208439	7/20/2015	30.00	0.00	08/18/2015				False	0
442-401-6780-000	Laboratory Fees			Wtr/Dennison & Mojave Well 7/8 Nitrate					
	B208439 Total:	30.00							
B208731	7/22/2015	325.00	0.00	08/18/2015				False	0
444-403-6780-000	Laboratory Fees			Swr/Influent Headwords/Effluent Clarifier 7/8 Nitrate Amm					
	B208731 Total:	325.00							
	0035 Total:	1,368.00							
	BC Laboratories Inc. Total	1,368.00							
BioHumaneNetics Inc									
3902									
15.0664	7/15/2015	4,891.65	0.00	08/18/2015				False	0
444-403-7430-000	Chemicals			Swr/#110 Bio Genesis 55 gal					
	15.0664 Total:	4,891.65							
15.0667	7/15/2015	1,665.41	0.00	08/18/2015				False	0
444-403-7430-000	Chemicals			Swr/#15 Bioenergizer 2.5 gal/#10 Microplex HS 5 gal					
	15.0667 Total:	1,665.41							
	3902 Total:	6,557.06							
	BioHumaneNetics Inc Total:	6,557.06							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
BSE Rents 0543	7/10/2015	19.97	0.00	08/18/2015	15022-5201	E		False	0
59557				Wtr/Carpet Knee Kicker/Turf Replacement					
442-403-8220-000 Improvement Misc									
59557 Total:		19.97							
60890	7/23/2015	109.06	0.00	08/18/2015	PW/Rodeo Gr Bleachers/Sander/Sandpaper/Floor Pad			False	0
001-030-7102-000 Repairs & Maint Event Center									
60890 Total:		109.06							
61302	7/28/2015	68.12	0.00	08/18/2015	15022-5201	E		False	0
442-403-8220-000 Improvement Misc				Wtr/Compactor/Turf Replacement					
61302 Total:		68.12							
61535	7/30/2015	68.12	0.00	08/18/2015	15022-5201	E		False	0
442-403-8220-000 Improvement Misc				Wtr/Compactor/Turf Replacement					
61535 Total:		68.12							
0543 Total:		265.27							
BSE Rents Total:		265.27							
BSK Associates 0061	7/29/2015	150.00	0.00	08/18/2015				False	0
A515643				Swr/Effluent 7/15 Chloride EC Nitrate Sodium Phosphorus					
444-403-6780-000 Laboratory Fees									
A515643 Total:		150.00							
0061 Total:		150.00							
BSK Associates Total:		150.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
Burke Ford, Jim 0745 463643	7/29/2015	954.45	0.00	08/18/2015				False	0
001-010-7110-000 Vehicle Maintenance				GG/Explorer tires/mount balance 4 tires alignment					
463643 Total:		954.45							
0745 Total:		954.45							
Burke Ford, Jim Total:		954.45							
Cardmember Service 2893 07142015	7/14/2015	20.00	0.00	08/18/2015				False	0
001-010-6320-000 Community Promotions				GG/AV Board of Trade Luncheon					
07142015 Total:		20.00							
07282015	7/28/2015	21.00	0.00	08/18/2015				False	0
001-010-6630-000 Admin Fees				GG/Bank Service Charges/Late Fee					
07282015 Total:		21.00							
2893 Total:		41.00							
Cardmember Service Total		41.00							
Central Valley Occupational Med Grp 3855 5717-4	7/16/2015	72.00	0.00	08/18/2015				False	0
444-403-5020-000 Physical Exam				Swr/DOT Recert exam A Gamble					
5717-4 Total:		72.00							
5717-5	8/5/2015	88.00	0.00	08/18/2015				False	0
001-015-5160-000 Employee Recruitment				Fin/Preplacement exam/drug screen/P Lang					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	5717-5 Total:	88.00							
	3855 Total:	160.00							
	Central Valley Occupationa	160.00							
Coffee Break Service Inc.									
2147									
0222193	7/2/2015	51.80	0.00	08/18/2015					0
001-010-6010-000 Office Supplies					GG/Coffee Fr Rst/Cream/Sugar/Glass Bowl Orange				
	0222193 Total:	51.80							
	2147 Total:	51.80							
Coffee Break Service Inc. T		51.80							
Consolidated Electrical Dist.									
2776									
351-491827	7/15/2015	190.41	0.00	08/18/2015					0
001-030-8220-000 Improvement Misc					PW/Easton 2P 60A Bolt-on CB/#3 3 prt ins tap conn				
	351-491827 Total:	190.41							
	2776 Total:	190.41							
Consolidated Electrical Dis		190.41							
Corelogic Information Solutions, Inc.									
3277									
81556851	7/31/2015	241.67	0.00	08/18/2015					0
001-050-7125-000 Computer Maint					CD/realquest.com 7/2015				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	81556851 Total:	241.67							
	3277 Total:	241.67							
	CoreLogic Information Sol	241.67							
DataProse Inc. 2478									
DP1502182-1	7/31/2015	105.86	0.00	08/18/2015				False	0
441-441-6100-000 Contract Services				Refuse/July 2015 bill printing					
	DP1502182-1 Total:	105.86							
DP1502182-2	7/31/2015	211.72	0.00	08/18/2015				False	0
442-403-6730-000 Contract Services				Wtr/July 2015 bill printing					
	DP1502182-2 Total:	211.72							
DP1502182-3	7/31/2015	211.73	0.00	08/18/2015				False	0
444-403-6730-000 Contract Services				Swr/July 2015 bill printing					
	DP1502182-3 Total:	211.73							
DP1502182-4	7/31/2015	222.16	0.00	08/18/2015				False	0
441-441-6100-000 Postage				Refuse/July 2015 postage					
	DP1502182-4 Total:	222.16							
DP1502182-5	7/31/2015	444.32	0.00	08/18/2015				False	0
442-403-6100-000 Postage				Wtr/July 2015 postage					
	DP1502182-5 Total:	444.32							
DP1502182-6	7/31/2015	444.32	0.00	08/18/2015				False	0
444-403-6100-000 Postage				Swr/July 2015 postage					
	DP1502182-6 Total:	444.32							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	2478 Total:	1,640.11							
	DataProse Inc. Total:	1,640.11							
Department of Agriculture & Measurement Standards, County of Kern									
1743									
MGP-9-200	8/3/2015	142.20	0.00	08/18/2015				False	0
447-447-7450-000 Misc. Fees & Permits				Air/Annual DMS Admin Fees/#2 retail motor fuel meters					
	MGP-9-200 Total:	142.20							
	1743 Total:	142.20							
Department of Agriculture									
		142.20							
Department of Consumer Affairs									
3905									
08032015	8/3/2015	115.00	0.00	08/18/2015				False	0
001-080-6300-000 Dues & Publications				Eng/Civil Eng Certificate Renewal J Schlosser					
	08032015 Total:	115.00							
	3905 Total:	115.00							
Department of Consumer A									
		115.00							
Diamond Technologies									
3807									
14934	7/28/2015	594.53	0.00	08/18/2015	14011-3101	C		False	0
330-330-8160-000 Construction				Ch Anx/4 Buton RF KEYFOBMODE I Wiegand RE receiv					
	14934 Total:	594.53							
14935	7/28/2015	25,000.00	0.00	08/18/2015				False	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
001-070-7125-000	Computer Maintenance			IT/Agreement Block Retainer Renewal					
	14935 Total:	25,000.00							
	3807 Total:	25,594.53							
	Diamond Technologies Tot	25,594.53							
Franchise Tax Board									
3844									
2162-2	7/28/2015	91.25	0.00	08/18/2015					0
001-010-6320-000	Community Promotions			GG/#312613192904136373/INV#2162 25% of \$365.00					
	2162-2 Total:	91.25							
2167-2	8/3/2015	46.25	0.00	08/18/2015					0
001-010-6320-000	Community Promotions			GG/#312613192904136373/INV#2167 25% of \$185.00					
	2167-2 Total:	46.25							
	3844 Total:	137.50							
	Franchise Tax Board Total:	137.50							
Fred C. Gilbert Co.									
2047									
108670	8/3/2015	590.18	0.00	08/18/2015					0
444-403-7100-000	Repairs & Maint			Swr/Pump w/4FV 15053989453-14					
	108670 Total:	590.18							
608938	7/24/2015	944.11	0.00	08/18/2015					0
444-403-7100-000	Repairs & Maint			Swr/Pump w/4FV 15053989453-11 Tank 50 gln/valve/adapi					
	608938 Total:	944.11							

Invoice Number Account Number	Invoice Date	Amount	Quantity	Payment Date Description	Task Label	Type Reference	PO #	Close PO	Line #
2047 Total:		1,534.29							
Fred C. Gilbert Co. Total:		1,534.29							
Fuel Controls Inc. 2113 84657	7/15/2015	12,251.07	0.00	08/18/2015 Air/#2466 Gln 100 Octane FET/SET					0
447-447-6610-000 Fuel Concession									
84657 Total:		12,251.07							
2113 Total:		12,251.07							
Fuel Controls Inc. Total:		12,251.07							
Gas Company, The 0395 08072015	8/7/2015	14.30	0.00	08/18/2015 Eng/117 S Robinson 7/7-8/5/2015					0
001-080-7300-000 Utilities									
08072015 Total:		14.30							
0395 Total:		14.30							
Gas Company, The Total:		14.30							
Got Weeds? 3355 0906	8/4/2015	1,000.00	0.00	08/18/2015 Air/mowing weeds 7/15					0
447-447-6734-000 Weed Abatement									
0906 Total:		1,000.00							

Invoice Number Account Number	Invoice Date	Amount	Quantity	Payment Date Description	Task Label	Type Reference	PO #	Close PO	Line #
3355 Total:		1,000.00							
Got Woods? Total:		1,000.00							
Greater Tehachapi Chamber of Commerce									
0424	7/27/2015	15.00	0.00	08/18/2015					0
8474				GG/#1 July 2015 Chamber Luncheon					
001-010-6150-000 Meals & Lodging									
8474 Total:		15.00							
0424 Total:		15.00							
Greater Tehachapi Chambe									
		15.00							
Gutierrez, Benjamin									
3901									
08052015	8/5/2015	40.00	0.00	08/18/2015	15012-7101	Misc			0
001-000-2190-004 Gran Fondo Event				Gran Fondo/Refund for Fun Fondo					
08052015 Total:		40.00							
3901 Total:		40.00							
Gutierrez, Benjamin Total:									
		40.00							
IID Supply Waterworks LTD									
1801									
E076512	7/16/2015	154.59	0.00	08/18/2015					0
442-403-7130-000 Repairs & Maint - Water Lines				Wtr/#2 2-1/2x7-1/2 CLM S/Band 2.70-3.00 OD					
E076512 Total:		154.59							
E156636	7/13/2015	97.11	0.00	08/18/2015					0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
442-403-7130-000	Repairs & Maint - Water Lines								
	E156636 Total:	97.11			Wtr/Wire Pulling Sock F3/4-1 Pipe				
E172461	7/22/2015	512.78	0.00	08/18/2015					0
442-403-7140-000	Maintenance-meters								
	E172461 Total:	512.78			Wtr/#12 1x3-1/2 Meter CPL Bid Seq #90				
E179327	7/31/2015	1,062.83	0.00	08/18/2015					0
442-403-7130-000	Repairs & Maint - Water Lines								
	E179327 Total:	1,062.83			Wtr/#12 PFPXMIN Angle Mtr Vlv/#12-1 Strt Cplg/#12-3/4 S				
E179549	7/30/2015	123.99	0.00	08/18/2015					0
442-403-7130-000	Repairs & Maint - Water Lines								
	E179549 Total:	123.99			Wtr/Snatch Block Northern Tool				
E218238	7/22/2015	254.52	0.00	08/18/2015					0
442-403-7130-000	Repairs & Maint - Water Lines								
	E218238 Total:	254.52			Wtr/#12 3/4 Brass 90 Ell/#300 CTS PE Tubing/Stainless Pr				
1801 Total:		2,205.82							
	HD Supply Waterworks LT	2,205.82							
Independent Fire and Safety Inc.									
3429	7/21/2015	122.45	0.00	08/18/2015					0
22792	001-030-7103-000	Repairs & Maint-Senior Ctr							
	22792 Total:	122.45			PW/Pyro Chem System Maint Sys/system cartridge maint/h				
3429 Total:		122.45							
	Independent Fire and Safet	122.45							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
Inland Potable Services, Inc.									
2935									
A76-071815	7/19/2015	8,830.00	0.00	08/18/2015				False	0
442-403-7120-000 Equipment Maint				Wtr/Clean & Inspect #4 tanks Curry NW/NE/Highline SW ;					
A76-071815 Total:		8,830.00							
2935 Total:		8,830.00							
Inland Potable Services, In									
		8,830.00							
Kern Bros. Trucking Inc.									
0241									
733	7/8/2015	793.95	0.00	08/18/2015	15022-5101	M		False	0
442-403-8220-000 Improvement Misc				Wtr/#24.59 Plaster Sand/trucking/turf replacement					
733 Total:		793.95							
0241 Total:		793.95							
Kern Bros. Trucking Inc. T									
		793.95							
Kern County Waste Management Dept.									
1860									
105385	7/16/2015	87.25	0.00	08/18/2015				False	0
001-100-6005-000 Special Supplies				PD/Hazardous Waste Disposal					
105385 Total:		87.25							
1860 Total:		87.25							
Kern County Waste Manag									
		87.25							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
Kem Turf Supply Inc.									
1413	7/29/2015	276.95	0.00	08/18/2015	15022-5101	M		False	0
097763				Wtr/Root watering system w/1401 Turf Replacement					
442-403-8220-000 Improvement Misc									
	097763 Total:	276.95							
	1413 Total:	276.95							
	Kem Turf Supply Inc. Total	276.95							
Lebeau Thelen LLP									
0263	7/31/2015	3,518.55	0.00	08/18/2015	16002-6101	Misc		False	0
1				PD/legal fees 202 Bartlett Ct 7/2015					
001-100-6775-001 Code Enforce -202 Bartlett Ct									
	1 Total:	3,518.55							
	7/31/2015	84.00	0.00	08/18/2015	13017-6101	Misc		False	0
34				GG/legal fees Broome Family Trust 7/2015					
001-010-6741-000 Legal Services-extra Ordinary									
	34 Total:	84.00							
	7/31/2015	16,567.00	0.00	08/18/2015				False	0
50				CD/legal fees Walmart CEQA 7/2015					
001-050-6730-001 Environmtl Impact Rep-Walma									
	50 Total:	16,567.00							
	0263 Total:	20,169.55							
	Lebeau Thelen LLP Total:	20,169.55							
M&M's Sports Uniforms & Embroidery									
1286	7/30/2015	976.66	0.00	08/18/2015				False	0
34384				GG/#12 ea hats-duck camo/military/twill-flag/beanies #24 v					
001-010-6320-000 Community Promotions									

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	34384 Total:	976.66							
	1286 Total:	976.66							
	M&M's Sports Uniforms &	976.66							
Microflex 0567									
IN1584125-1	7/14/2015	388.18	0.00	08/18/2015				False	0
444-403-7106-000 Safety Supplies						Swr/#4 Safegrip PF Latex Exam Lg/X-1g #2 Evo One PF Le			
	IN1584125-1 Total:	388.18							
IN1584125-2	7/14/2015	388.18	0.00	08/18/2015				False	0
444-403-7106-000 Safety Supplies						Swr/#4 Safegrip PF Latex Exam Lg/X-1g #2 Evo One PF Le			
	IN1584125-2 Total:	388.18							
	0567 Total:	776.36							
	Microflex Total:	776.36							
Mission Linen & Uniform Service 0300									
500556877	7/21/2015	44.46	0.00	08/18/2015				False	0
444-403-6730-000 Contract Services						Swr/Dust Mop #2 Mat Hnycomb 3x4 #3 Mat Hnycomb 3x10			
	500556877 Total:	44.46							
500599435	7/28/2015	44.46	0.00	08/18/2015				False	0
444-403-6730-000 Contract Services						Swr/Dust Mop #2 Mat Hnycomb 3x4 #3 Mat Hnycomb 3x10			
	500599435 Total:	44.46							
500644732	8/4/2015	44.46	0.00	08/18/2015				False	0
444-403-6730-000 Contract Services						Swr/Dust Mop #2 Mat Hnycomb 3x4 #3 Mat Hnycomb 3x10			

Invoice Number Account Number	Invoice Date	Amount	Quantity	Payment Date Description	Task Label	Type Reference	PO #	Close PO	Line #
	500644732 Total:	44.46							
	0300 Total:	133.38							
	Mission Linen & Uniform	133.38							
Mojave's #1 Service Center 0897	7/9/2015	409.36	0.00	08/18/2015					
1308953	442-403-7120-000 Equipment Maint			Wtr/19 Backhoe JD310G repair					0
	1308953 Total:	409.36							
1308994	444-403-7120-000 Equipment Maint	167.06	0.00	08/18/2015					
	1308994 Total:	167.06		Swr/20 Fork 42SF G25/Tube & Flap					0
	0897 Total:	576.42							
	Mojave's #1 Service Cente	576.42							
Praxair Distribution Inc., 211 0015	7/17/2015	725.64	0.00	08/18/2015					
53190517	001-030-7120-000 Equipment Maint			PW/#2 Stargold C25 Arg-Co2 25% Haz Mtlis Energy & Fu					0
	53190517 Total:	725.64							
53216525	001-030-7120-000 Equipment Maint	153.08	0.00	08/18/2015					
	53216525 Total:	153.08		PW/Industrial Acetylene/Hi Press 100cf/Safety & Environm					0
	0015 Total:	878.72							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	Praxair Distribution Inc., 2	878.72							
RSI Petroleum Products									
0362									
0284810	7/14/2015	1,050.49	0.00	08/18/2015				False	0
001-030-7400-000 Gas & Oil				PW/#155 Car FG3 Reg Unlead Gas/#150 Carb ULSD D/F #					
	0284810 Total:	1,050.49							
0285105	7/21/2015	1,234.96	0.00	08/18/2015				False	0
001-030-7400-000 Gas & Oil				PW/#250 Car FG3 Reg Unlead Gas/#100 Carb ULSD D/F #					
	0285105 Total:	1,234.96							
0285298	7/28/2015	587.35	0.00	08/18/2015				False	0
001-030-7400-000 Gas & Oil				PW/#155 Car FG3 Reg Unlead Gas					
	0285298 Total:	587.35							
	0362 Total:	2,872.80							
	RSI Petroleum Products To	2,872.80							
Safety-Kleen Systems Inc.									
0509									
67669731	7/21/2015	37.15	0.00	08/18/2015				False	0
001-030-7120-000 Equipment Maint				PW/#50 waste oil service					
	67669731 Total:	37.15							
67676270	7/23/2015	37.15	0.00	08/18/2015				False	0
001-030-7120-000 Equipment Maint				PW/#100 waste oil service					
	67676270 Total:	37.15							
	0509 Total:	74.30							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	Safety-Kloen Systems Inc.	74.30							
Slick Fish Marketing Co. 3199									
2162-1	7/28/2015	365.00	0.00	08/18/2015				False	0
001-010-6320-000 Community Promotions				GG/ 7/15 Chamber Directory Ad/Talk It Up/Bz Card Tmplv					
2162-2	7/28/2015	-91.25	0.00	08/18/2015				False	0
001-010-6320-000 Community Promotions				GG/FTB withholding 25% of \$365					
2162-2 Total:		365.00							
2162-2 Total:		-91.25							
2167-1	8/3/2015	185.00	0.00	08/18/2015				False	0
001-010-6320-000 Community Promotions				GG/ 8/15 Talk It Up/Loop Ad					
2167-1 Total:		185.00							
2167-2	8/3/2015	-46.25	0.00	08/18/2015				False	0
001-010-6320-000 Community Promotions				GG/FTB withholding 25% of \$185					
2167-2 Total:		-46.25							
3199 Total:		412.50							
Slick Fish Marketing Co. T		412.50							
Solemis LLC 3503									
130983078	7/30/2015	3,886.53	0.00	08/18/2015				False	0
444-403-7430-000 Chemicals				Swr/Praestol K 148 L ibe 1000L					
130983078 Total:		3,886.53							
3503 Total:		3,886.53							

Invoice Number Account Number	Invoice Date	Amount	Quantity	Payment Date Description	Task Label	Type Reference	PO #	Close PO	Line #
Solenis LLC Total:		3,886.53							
Soto Tire & Wheels 3173 0278	7/2/2015	20.00	0.00	08/18/2015	Land/Flat Repair Landscape Trailer			False	0
001-035-7110-000 Vehicle Maint									
0278 Total:		20.00							
0504	8/3/2015	15.00	0.00	08/18/2015	Land/Flat Repair			False	0
001-035-7110-000 Vehicle Maint									
0504 Total:		15.00							
3173 Total:		35.00							
Soto Tire & Wheels Total:		35.00							
Sparklets 0399	8/1/2015	271.15	0.00	08/18/2015				False	0
4365880 080115									
444-403-6080-000 Laboratory Supplies					Swr/ 7/2015 800 Enterprise				
4365880 080115 Total:		271.15							
0399 Total:		271.15							
Sparklets Total:		271.15							
Stahl Companies Inc 3810	7/31/2015	906.25	0.00	08/18/2015	15001-9201	Misc		False	0
35893									
001-080-6730-000 Contract Services					Eng/Oshpod Dialysis Ctr				

Invoice Number Account Number	Invoice Date	Amount	Quantity	Payment Date	Description	Task Label	Type Reference	PO #	Close PO	Line #
	35893 Total:	906.25								
	3810 Total:	906.25								
	Stahl Companies Inc Total:	906.25								
Statewide Traffic Safety & Signs Inc.										
3281										
12001174	7/9/2015	744.74	0.00	08/18/2015					False	0
	121-121-7100-000 Street Signs & Markings				Strs/#10 Ylw Fast Dry/#2 tip spray/#2 guard rac S/#2 fluid					
	12001174 Total:	744.74								
12001194	7/13/2015	32.25	0.00	08/18/2015					False	0
	121-121-7100-000 Street Signs & Markings				Strs/#5 24" Misc Paper Blk/Org Fr Oil					
	12001194 Total:	32.25								
12001270	7/27/2015	290.25	0.00	08/18/2015					False	0
	001-030-7120-000 Equipment Maint				PW/#4 light 12V halogen perm mount					
	12001270 Total:	290.25								
	3281 Total:	1,067.24								
	Statewide Traffic Safety &	1,067.24								
Swift Napa Auto Parts										
2111										
849371	8/4/2015	26.47	0.00	08/18/2015					False	0
	442-403-7110-000 Vehicle Maint				Wtr/wiper blade accufit from 2011 Ram 3500HD					
	849371 Total:	26.47								
	2111 Total:	26.47								

Invoice Number Account Number	Invoice Date	Amount	Quantity	Payment Date Description	Task Label	Type Reference	PO #	Close PO	Line #
	Swift Napa Auto Parts Total	26.47							
Tehachapi Sanitation 0434 2570455	7/6/2015	100.00	0.00	08/18/2015				False	0
001-000-2191-000 Hotdog Festival				Hot Dog Festival/Central Park 2015 cart delivery					
2570455 Total:		100.00							
2570529	7/6/2015	100.00	0.00	08/18/2015				False	0
001-000-2191-000 Hotdog Festival				Hot Dog Festival/Coy Burnett Field 2015 cart delivery					
2570529 Total:		100.00							
0434 Total:		200.00							
Tehachapi Sanitation Total		200.00							
Tehachapi-Cummings County Water District 0426									
13008700	8/4/2015	190.46	0.00	08/18/2015				False	0
442-401-6729-000 Contract-Water Supply				Wtr/wtr usage svs chg benz sanitation 7/2015					
13008700 Total:		190.46							
160300	8/4/2015	21.98	0.00	08/18/2015				False	0
606-606-7300-000 Utilities				LLD/wtr usage svs chg median 7/2015					
160300 Total:		21.98							
3028600	8/4/2015	4.50	0.00	08/18/2015				False	0
442-401-6729-000 Contract-Water Supply				Wtr/svs chg henway 7/2015					
3028600 Total:		4.50							
30483100	8/4/2015	573.02	0.00	08/18/2015				False	0
606-606-7300-000 Utilities				LLD/wtr usage svs chg landscaping 7/2015					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	30483100 Total:	573.02							
46436500	8/4/2015	369.28	0.00	08/18/2015				False	0
442-401-6729-000	Contract-Water Supply			Wtr/wtr usage svcs chg chemtool 7/2015					
	46436500 Total:	369.28							
49240700	8/4/2015	1,165.74	0.00	08/18/2015				False	0
604-604-7300-000	Utilities			LDD/wtr usage svcs chg warrior park 7/2015					
	49240700 Total:	1,165.74							
969.997	8/4/2015	9,045.16	0.00	08/18/2015				False	0
442-401-6729-000	Contract-Water Supply			Wtr/wtr usage svcs chg trsd 7/2015					
	969.997 Total:	9,045.16							
	0426 Total:	11,370.14							
	Tehachapi-Cummings Cou	11,370.14							
The Garage									
3747									
3456	7/17/2015	355.39	0.00	08/18/2015				False	0
001-030-7110-000	Vehicle Maint			PW/Duct Assembly/fuel injection diagnosis/haz mtrls					
	3456 Total:	355.39							
3591	8/5/2015	453.26	0.00	08/18/2015				False	0
442-403-7110-000	Vehicle Maint			Wtr/Brake pad set & rotor assembly front remove/replace bi					
	3591 Total:	453.26							
	3747 Total:	808.65							
	The Garage Total:	808.65							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
Underground Service Alert a California Corporation 0447									
15070322	7/20/2015	215.76	0.00	08/18/2015				False	0
442-403-6300-000 Dues & Publications				Wtr/Annual Membership					
	15070322 Total:	215.76							
	0447 Total:	215.76							
	Underground Service Alert	215.76							
Union Bank Corporate Trust Division 0448									
935428	7/25/2015	1,060.00	0.00	08/18/2015				False	0
662-664-6630-000 Admin Fees				LLD/City of Tehachapi East Blvd 89-3 Annual Services					
	935428 Total:	1,060.00							
935574	7/25/2015	1,060.00	0.00	08/18/2015				False	0
664-664-6630-000 Admin Fees				LLD/Tehachapi 89-2 Summit Assess Dist Annual Services					
	935574 Total:	1,060.00							
	0448 Total:	2,120.00							
	Union Bank Corporate Tru	2,120.00							
USA Bluebook 0450									
690052-1	7/7/2015	50.55	0.00	08/18/2015				False	0
444-403-7100-000 Repairs & Maint				Swr/#2 Manhole Net 1/4' mesh w/pool connector					
	690052-1 Total:	50.55							
690052-2	7/7/2015	50.54	0.00	08/18/2015				False	0
001-030-7100-000 Repairs & Maint				PW/#2 Manhole Net 1/4' mesh w/pool connector					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	690052-2 Total:	50.54							
	0450 Total:	101.09							
	USA Bluebook Total:	101.09							
Van Lant & Fankhanel LLP									
3622									
08012015	8/1/2015	13,500.00	0.00	08/18/2015				False	0
001-015-6750-000 Auditing				Fin/2014-2015 annual audit					
	08012015 Total:	13,500.00							
	3622 Total:	13,500.00							
Van Lant & Fankhanel LLP		13,500.00							
WITTS Everything for the Office									
0476									
138124-0	7/23/2015	75.65	0.00	08/18/2015				False	0
001-100-6010-000 Office Supplies				PD/Disc DVD-R 4.7 G 100 CDR 100/spin 52x					
	138124-0 Total:	75.65							
138177-0	7/29/2015	116.05	0.00	08/18/2015				False	0
001-010-6010-000 Office Supplies				GG/#2 Inkcart blk/carton paper 20 lb/12 pk note/3 pk 1tr opt					
	138177-0 Total:	116.05							
138188-0	7/29/2015	21.80	0.00	08/18/2015				False	0
001-010-6010-000 Office Supplies				GG/#3 roll tape glossy bk					
	138188-0 Total:	21.80							
700856-0	7/30/2015	9.24	0.00	08/18/2015	15004-2101	ES		False	0
333-333-8160-000 Construction				Valley Blvd Bikeway Phase 2/#6 24x36 copies					

Invoice Number Account Number	Invoice Date	Amount	Quantity	Payment Date Description	Task Label	Type Reference	PO #	Close PO	Line #
	700856-0 Total:	9.24							
	0476 Total:	222.74							
	WITTS Everything for the	222.74							
Zec Medical Service 0478									
34-221995-1	7/22/2015	32.25	0.00	08/18/2015				False	0
442-403-6010-000 Office Supplies				Wtr/First Aid/Flushing Soln/Antacid/Cough Drops/Diatab					
	34-221995-1 Total:	32.25							
34-221995-2	7/22/2015	32.25	0.00	08/18/2015				False	0
444-403-6010-000 Office Supplies				Swr/First Aid/Flushing Soln/Antacid/Cough Drops/Diatab					
	34-221995-2 Total:	32.25							
34-221996	7/22/2015	49.18	0.00	08/18/2015				False	0
001-040-6010-000 Office Supplies				Constr/First Aid/Eye Drops/Ibuprofen					
	34-221996 Total:	49.18							
34-222002	7/22/2015	89.06	0.00	08/18/2015				False	0
001-030-6010-000 Office Supplies				PW/First Aid Bandage/Tape/Eye Drops/Wound Seal/Ibuprof					
	34-222002 Total:	89.06							
	0478 Total:	202.74							
	Zec Medical Service Total:	202.74							
	Report Total:	231,322.11							

Accounts Payable

To Be Paid Proof List

User: swier
 Printed: 08/12/2015 - 10:04AM
 Batch: 10918.06.2015



Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
Argo Chemical 2200	6/30/2015	386.42	0.00	08/18/2015				False	0
1506149				Wtr/Argo-Chlor 12.5% NSF #220 gln					
442-403-7430-000 Chemicals									
1506149 Total:		386.42							
2200 Total:		386.42							
Argo Chemical Total:		386.42							
Bakersfield Californian, The 0030	6/14/2015	819.95	0.00	08/18/2015				False	0
13891913-0614				Fin/Accountant J C Copus					
001-015-5160-000 Employee Recruitment									
13891913-0614 Total:		819.95							
13895569-0624	6/14/2015	713.36	0.00	08/18/2015	14004-2301	Misc		False	0
329-329-8160-000 Construction				Freedom Plaza NI sealed bids D Jones					
13895569-0624 Total:		713.36							
0030 Total:		1,533.31							
Bakersfield Californian, Th		1,533.31							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
Bakersfield Well & Pump Company 1912									
06302015	6/30/2015	13,000.00	0.00	08/18/2015	13016-5201	E		False	0
442-403-8210-000 Structure Improvement				Wtr/Rehab 100 HP Turbine Snyder Well Inter Progress Bill					
	06302015 Total:	13,000.00							
	1912 Total:	13,000.00							
Bakersfield Well & Pump C		13,000.00							
Gen-Cal Construction 3904									
R12010-1	7/23/2015	41,306.00	0.00	08/18/2015	12010-3101	C		False	0
121-121-8160-000 Tehachapi Blvd Rehab				Strs/Curry & Valley Intersection Progress Pay #1					
	R12010-1 Total:	41,306.00							
	3904 Total:	41,306.00							
Gen-Cal Construction Tota		41,306.00							
Coles Mechanical Systems Inc 3857									
G14011-H-3	7/16/2015	2,008.28	0.00	08/18/2015	14011-3101	C		False	0
330-330-8160-000 Construction				Ch Anx/HVAC Progress Pay #3 Retention					
	G14011-H-3 Total:	2,008.28							
	3857 Total:	2,008.28							
Coles Mechanical Systems		2,008.28							

Department of Justice Accounting Office

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
2874									
110010	6/30/2015	115.00	0.00	08/18/2015				False	0
001-000-4325-000 Misc Fees/Rev-Police				PD/June 2015 fingerprint apps/FBI child abuse index ck/pee					
	110010 Total:	115.00							
	2874 Total:	115.00							
	Department of Justice Acco	115.00							
Information Technology Service, County of Kern-									
3370									
5217	7/14/2015	630.00	0.00	08/18/2015				False	0
001-100-6730-000 Contract Services				PD/CJIS Access License Fee April May June 2015					
	5217 Total:	630.00							
	3370 Total:	630.00							
	Information Technology Se	630.00							
Kern Transit									
0842									
08102015-1	8/10/2015	12,822.13	0.00	08/18/2015				False	0
446-446-6737-000 Contract Serv-Kern Regional				Transit/June 2015 Operating Costs					
	08102015-1 Total:	12,822.13							
08102015-2	8/10/2015	-302.90	0.00	08/18/2015				False	0
446-000-4410-000 Passenger Fares				Transit/June 2015 Less Farebox Revenue					
	08102015-2 Total:	-302.90							
	0842 Total:	12,519.23							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	Kern Transit Total:	12,519.23							
Kern Water Bank Authority									
3835	8/4/2015	1,574.05	0.00	08/18/2015	13016-2101	ES		False	0
08042015				Wtr/1/15-6/15 Snyder Well Interlic/Integrated Regional Wtr					
442-403-8220-000	Improvement Misc								
	08042015 Total:	1,574.05							
	3835 Total:	1,574.05							
Kern Water Bank Authority									
		1,574.05							
Liberty Composting Inc.									
3179	6/30/2015	4,520.16	0.00	08/18/2015				False	0
14204				Swr/Tipping fees biosolids June 2015					
444-403-7291-000	Sludge Disposal								
	14204 Total:	4,520.16							
	3179 Total:	4,520.16							
Liberty Composting Inc. T									
		4,520.16							
Ruelgers & Schuler Civil Engineers									
3716	5/13/2015	10,213.58	0.00	08/18/2015	06010-2101	ES		False	0
05132015				Tehachapi Blvd Imp 3 consulting svcs thru 4/2015					
226-003-8150-001	Teha Bl Impr-Phase III (2006)								
	05132015 Total:	10,213.58							
	3716 Total:	10,213.58							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	Ruettgers & Schuler Civil	10,213.58							
Ruse, Charlotte L 3834									
06302015-1	6/30/2015	50.00	0.00	08/18/2015	14011-3201	m		False	0
330-330-8160-000 Construction				ChAnx/Notice of Completion City Hall Annex G Garrett					
	06302015-1 Total:	50.00							
06302015-2	6/30/2015	10.00	0.00	08/18/2015				False	0
001-080-6760-000 Engineering (Reimbursable)				Eng/Easement Grant Deed TEH-Cummings Water Dist S W					
	06302015-2 Total:	10.00							
06302015-3	6/30/2015	20.00	0.00	08/18/2015				False	0
001-100-6636-000 Code Enforcement Expenses				PD/Notice of Substandard Bldgs 209 E I St/907 Beech St					
	06302015-3 Total:	20.00							
	3834 Total:	80.00							
	Ruse, Charlotte L Total:	80.00							
South Street Digital, Inc 3903									
10069	6/24/2015	984.14	0.00	08/18/2015	15020-2201	Misc		False	0
001-050-6736-000 Contract Serv-annex 97-3 Cci				CD/#3 4x8 MDO signboards w/mounting posts installation					
	10069 Total:	984.14							
	3903 Total:	984.14							
	South Street Digital, Inc To	984.14							
Tehachapi Sanitation									

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
0434									
2361418	7/7/2014	100.00	0.00	08/18/2015				False	0
001-000-2191-000 Holdog Festival				#52838007 Hot Dog Festival 7 2014 Coy Burnett Cart Deliv					
	2361418 Total:	100.00							
2361427	7/7/2014	100.00	0.00	08/18/2015				False	0
001-000-2191-000 Holdog Festival				#52838007 Hot Dog Festival 7 2014 Central Park Cart Deliv					
	2361427 Total:	100.00							
	0434 Total:	200.00							
	Tehachapi Sanitation Total	200.00							
Tehachapi Unified School Dist.									
0446									
150285	5/29/2015	1,260.00	0.00	08/18/2015				False	0
001-000-2191-000 Holdog Festival				Hot Dog Festival 2014 facility reservation					
	150285 Total:	1,260.00							
	0446 Total:	1,260.00							
	Tehachapi Unified School	1,260.00							
The Tire Store									
0972									
104370	6/1/2015	63.00	0.00	08/18/2015				False	0
001-100-7110-000 Vehicle Maintenance				PD/TE-6/oil change & filter/air filter					
	104370 Total:	63.00							
85518	6/12/2015	660.00	0.00	08/18/2015				False	0
001-100-7110-000 Vehicle Maintenance				PD/TE-19/4 tires item #419-422-177					

Invoice Number Account Number	Invoice Date	Amount	Quantity	Payment Date Description	Task Label	Type Reference	PO #	Close PO	Line #
85518 Total:		660.00							
0972 Total:		723.00							
The Tire Store Total:		723.00							
WITTS Everything for the Office									
0476									
137396-0	5/19/2015	155.78	0.00	08/18/2015				False	0
001-010-6010-000 Office Supplies									
GG:ATP grants/index laser 5lb/11x17 paper/label 1/2"									
137396-0 Total:		155.78							
0476 Total:		155.78							
WITTS Everything for the									
		155.78							
Report Total:									
		91,208.95							

Accounts Payable

Checks by Date - Detail By Check Date

User: swier
Printed: 8/5/2015 - 10:45 AM



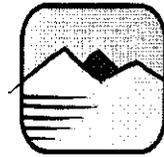
Check Amount

Check No:	43170	Check Date:	08/05/2015	
Vendor:	0404	State Controller's Office		
06222015		Strts/Annual Street Report Contract for Svs		2,500.00
				<hr/>
				2,500.00
				<hr/>
		Date Totals:		2,500.00
				<hr/>
				<hr/>
		Report Total:		2,500.00
				<hr/>
				<hr/>

Accounts Payable

Checks by Date - Detail By Check Date

User: swicr
 Printed: 8/5/2015 - 10:47 AM



CITY OF
TEHACHAPI
 CALIFORNIA

			Check Amount
Check No:	43166	Check Date: 08/04/2015	
Vendor:	2963	AT&T	
6782577		PD/Phone 9391040069	411.91
6782946		PD/Phone 9391009314	82.62
			494.53
Check No:	43167	Check Date: 08/04/2015	
Vendor:	0373	Thomas F. Schroeter Attorney @ Law	
07292015-1		Pers MI Contribution	-428.61
07292015-2		GG/Legal Fees	5,193.50
07292015-3		Air/Legal Fees	1,950.00
			6,714.89
Check No:	43168	Check Date: 08/04/2015	
Vendor:	0372	Southern California Edison	
07182015		Strts/800 S Curry St #A	38.96
07212015		Strts/Curry St/ S/O Pinon St	17.37
07222015-1		GG/115 S Robinson	1,507.97
07222015-10		Air/9999 1/2 Hayes	99.32
07222015-11		Air/316 S Mojave	42.58
07222015-12		Air/314 N Hayes St PAPI	29.38
07222015-13		Air/409 Bryan Ct	320.66
07222015-14		Air/West End Tehachapi Airport	32.88
07222015-15		Air/314 N Hayes St #B	343.21
07222015-16		Air/NE Cor Tehachapi Airport	590.21
07222015-17		Air/314 N Hayes St. #G3	42.90
07222015-18		Air/Dennison S/O Hwy 58	145.60
07222015-19		Air/314 N Hayes St	115.66
07222015-2		GG/303 E D St	-39.00
07222015-3		PW/100 Commercial Way	214.51
07222015-4		Eng/117 S Robinson St	489.48
07222015-5		PW/101 Commercial Way	136.98
07222015-6		PW/800 Enterprise	101.72
07222015-7		PW/800 Enterprise Shop	312.22
07222015-8		Swr/800 Enterprise	601.92
07222015-9		Air/314 N Hayes	103.23
07242015-1		GG/311 E D St	166.86
07242015-2		LLD/318 E E St	80.41
07242015-3		Land/114 S Green	145.07
07242015-4		CC/104 S Robinson	64.74
07252015-1		LLD/329 1/2 D St	88.46
07252015-2		GG/200 W Tehachapi Blvd	28.34
07252015-3		Strts/213 S Curry St A	19.50
07252015-4		PD/220 W C	3,089.76
07282015-1		Strts/113 S Mojave St	145.26
07282015-2		Strts/209 1/2 E Tehachapi Blvd	27.96
07282015-3		Strts/333 1/2 E Tehachapi Blvd	46.80
07282015-4		GG/111 W I St	53.15

07282015-5	GG/109 E Tehachapi Blvd	153.48
07282015-6	Swr/800 Enterprise	10,637.14
07282015-7	Swr/880 Enterprise	1,710.68
07282015-8	GG/1125 Capital Hills	27.24
07282015-9	LLD/119 Industrial Pkwy	28.67
07292015	PW/801 Mountain View Ave	66.36
07302015-1	Strts/Curry/D St	18.53
07302015-2	Wtr/358 E D St	3,457.81
07302015-3	Strts/Tehachapi Blvd W/O Green	18.53
07302015-4	Strts/103 Tehachapi Blvd	83.84
07302015-5	Strts/101 E Tehachapi Blvd #B	182.51
07302015-6	Strts/110 S Mill St	137.88

25,726.74

Check No: 43169 Check Date: 08/04/2015

Vendor: 3011 Verizon Wireless

9749296559-1 Wtr/Mobile Broadband J Curry

9749296559-2 Swr/Mobile Broadband J Curry

15.01

15.01

30.02

Date Totals: 32,966.18

Report Total: 32,966.18

Check Amount

07282015-5	GG/109 E Tehachapi Blvd	153.48
07282015-6	Swr/800 Enterprise	10,637.14
07282015-7	Swr/880 Enterprise	1,710.68
07282015-8	GG/1125 Capital Hills	27.24
07282015-9	LLD/119 Industrial Pkwy	28.67
07292015	PW/801 Mountain View Ave	66.36
07302015-1	Strts/Curry/D St	18.53
07302015-2	Wtr/358 E D St	3,457.81
07302015-3	Strts/Tehachapi Blvd W/O Green	18.53
07302015-4	Strts/103 Tehachapi Blvd	83.84
07302015-5	Strts/101 E Tehachapi Blvd #B	182.51
07302015-6	Strts/110 S Mill St	137.88

25,726.74

Check No: 43169 Check Date: 08/04/2015

Vendor: 3011 Verizon Wireless

9749296559-1 Wtr/Mobile Broadband J Curry

15.01

9749296559-2 Swr/Mobile Broadband J Curry

15.01

30.02

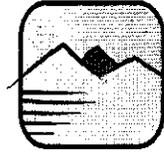
Date Totals: 32,966.18

Report Total: 32,966.18

Accounts Payable

Checks by Date - Detail By Check Date

User: swier
Printed: 7/29/2015 - 3:19 PM



CITY OF
TEHACHAPI
CALIFORNIA

			Check Amount
Check No:	43096	Check Date: 07/29/2015	
Vendor:	2893	Cardmember Service	
317213		GG/Gas for Escape	38.57
			<hr/>
			38.57
Check No:	43097	Check Date: 07/29/2015	
Vendor:	3571	Division of the State Architect	
07012015		Business License Tax SB1186 2nd qtr	108.30
			<hr/>
			108.30
			<hr/>
Date Totals:			146.87
			<hr/>
			<hr/>
Report Total:			146.87
			<hr/>
			<hr/>

**CITY OF TEHACHAPI
TREASURER'S REPORT
FY 2015-16**

MONTH END BANK STATEMENT BALANCE

			2/28/2015	3/31/2015	4/30/2015	5/31/2015	6/30/2015	7/31/2015
BANK ACCOUNTS								
General Checking	Bank of the Sierra	21002-06457	480,954.49	753,973.93	623,661.15	425,452.22	426,686.99	1,372,564.55
Water Deposit Trust	Bank of the Sierra	21002-08503	109,175.00	113,555.00	113,925.00	112,195.00	113,275.00	111,885.00
AD 83-1/87-1, Tucker	Bank of the Sierra	21004-80193	87,633.41	87,633.41	87,633.41	87,633.41	87,633.41	87,633.41
AD 89-3	Bank of the Sierra	21002-81054	828.82	828.82	828.82	828.82	828.82	828.82
Payroll	Bank of the West	709-031215	98,413.67	98,117.20	97,795.37	97,470.22	95,969.25	96,667.76
AFLAC Flex Spending	Bank of the West	709-039747	15,466.01	15,176.92	14,046.45	12,982.67	12,710.24	13,455.85
Airport key Deposit/Cr Card Purch	Bank of the West	709-029821	40,599.58	68,259.33	91,189.99	18,486.26	51,136.91	78,059.11
Ashtown Water Escrow	Bank of the West	CD 709-000-855969	107,978.09	107,978.09	107,978.09	107,978.09	107,978.09	107,978.09
1994/2004 Refunding Bond	Bank of New York	870513-870517	0.00	0.00	50,953.13	0.00	0.00	0.00
LAIF	State of California	98-15-914	11,274,857.70	11,074,857.70	7,938,313.75	8,638,313.75	9,038,313.75	8,446,589.49
	Total Funds in Banks		12,215,906.77	12,320,380.40	9,126,325.16	9,501,340.44	9,934,531.46	10,315,862.08

INVESTMENTS

CSJVRMA Investment Pool
Loaned to Wtr/Swr to pay-off COP2000

Chandler Asset Mgt 1113	2,054,325.00	2,062,701.00	2,062,753.00	2,064,389.00	2,061,202.00	2,064,311.00
Total Investments	289,622.70	289,622.70	289,622.70	289,622.70	289,622.70	289,622.70
	2,343,947.70	2,352,323.70	2,352,375.70	2,210,278.41	2,207,091.41	2,210,200.41

TOTAL PORTFOLIO

	14,559,864.47	14,672,704.10	11,478,700.86	11,711,618.95	12,141,622.87	12,525,862.49
--	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------

RDA SUCCESSOR AGENCY FUNDS

RDA 2007
RDA 2005
Successor Agency RDA

Bank of New York 870951/52/53/54
Bank of New York 870711-16
LAIF 98-15-914
Total RDA Successor Agency Funds

Bank of New York 870951/52/53/54	333,060.99	333,060.99	333,060.99	539,320.99	333,060.99	333,060.99
Bank of New York 870711-16	292,456.25	292,456.25	292,456.25	471,397.50	292,456.25	292,456.25
LAIF 98-15-914			3,143,650.05	3,143,650.05	3,143,650.05	3,143,650.05
Total RDA Successor Agency Funds	625,517.24	625,517.24	3,769,167.29	4,154,368.54	3,769,167.29	3,769,167.29

COUNCIL REPORTS

MEETING DATE: August 17, 2015 AGENDA SECTION: DEVELOPMENT SERVICES

TO: HONORABLE MAYOR WIGGINS AND COUNCIL MEMBERS

FROM: JAY SCHLOSSER, DEVELOPMENT SERVICES DIRECTOR

DATE: August 10, 2015

SUBJECT: ANNEXATION NO. 85 AND ASSOCIATED PRE-ZONE REQUEST

BACKGROUND:

The Planning Commission on July 13, 2015 recommended to the City Council the approval of a property owner initiated annexation (Annexation No. 85), a request to annex 153.8 acres of contiguous parcels under a single ownership (Loop Ranch, LLC). As a point of clarification it should be noted that while the subject site is part of the extensive Loop Ranch, LLC land holdings it is only the portion of the Loop Ranch property located south of Highway 58 that is under consideration for the subject annexation. More specifically the property in question is located east and west of Tucker Road (SR 202), north of the Union Pacific Rail line and south of Highway 58.

ANNEXATION FINDINGS AND CRITERIA:

With respect to the annexation in and of itself there are findings and criteria that must be met in support of the annexation as enumerated below:

1. The City is able to extend its municipal services to serve the area.
2. The subject properties are within the City of Tehachapi adopted sphere of influence.
3. A CEQA document was prepared in conjunction with Annexation No. 85 to determine the environmental consequences of the proposal and said CEQA document can be relied upon to initiate and complete the annexation process.
4. The annexation represents a logical extension of the City's legal boundary in that the subject site is contiguous to the City limits.

Staff and the Planning Commission are of the collective opinion that the subject annexation request meets the above referenced prerequisites for annexation.

PRE-ZONE:

The annexation includes a pre-zone request in combination of M-1 (Light Industrial) C-3 (General Commercial) and OS (Open Space) establishing zoning designations that are internally consistent with the subject sites underlying General Plan designation of Special District 1 (Freeway Corridor) and the areas established pattern of zoning and development. The pre-zone request will set the stage for future requests to develop the site into light industrial and commercial uses. The Open Space area would be restricted to passive open space for the expressed purpose of protecting biological and cultural resources.

OPTIONS:

- Approve Annexation No. 85 as recommended by Staff and the Planning Commission.
- Deny Annexation No. 85 with findings.
- Send Annexation No. 85 back to the Planning Commission with a request to modify the annexation boundary and/or pre-zone request.

RECOMMENDATION:

Staff and the Planning Commission recommends that the City Council adopt a Negative Declaration and approve associated pre-zone designations of M-1 (Light Industrial) C-3 (General Commercial) and OS (Open Space) per attached Resolution and approve Annexation No. 85 per attached Resolution.



**NOTICE OF PUBLIC HEARING
BEFORE THE TEHACHAPI CITY COUNCIL**

A Public Hearing will be held before the Tehachapi Planning Commission on Monday August 17, 2015, or soon thereafter at 6:00 P.M., at the Wells Education Center 300 South Robinson Street Tehachapi, California, for the purpose of considering the following request:

1. Application Case No: Annexation No. 85 and Pre-zone to M-1, C-3 and Open Space
2. Owner/Applicant: Loop Ranch, LLC
1 Caryl Drive
Oxnard, CA 93033
3. Property Location: The subject site is located east and west of Tucker Road (SR 202), north of the UP Railroad tracks, and south of HWY 58. (A portion of 223-030-03, a portion of 223-030-31, 223-110-05, 415-011-01, 223-030-05, and 223-030-17) South Loop Ranch.
4. Request: A request to annex 153.8-acres into the City limits and a pre-zone request of 34.9-acres M-1, 79.2-acres C-3 and 39.7-acres Open Space.
5. Assessor Parcel Number: 223-030-03, 223-030-31, 223-110-05, 415-011-01, 223-030-05 and 223-030-17.

The City Council will consider verbal and written comments by all interested persons.

The California Environmental Quality Act (CEQA) requires consideration of the potential effects of this project on the environment. The Planning Department has conducted an initial study and determined that the annexation in and of itself (the project) will not have a significant effect on the environment and a negative declaration has been prepared a copy of which is available at the Planning Department for review.

Anyone wishing to present evidence or be heard in said matter may appear at said hearing or any continuation thereof.

TEHACHAPI PLANNING COMMISSION

A handwritten signature in black ink, appearing to read "Roxanne Davis", is written over a horizontal line.

ROXANNE DAVIS, CMC, DEPUTY CITY CLERK
OF THE CITY OF TEHACHAPI

Dated: July 28, 2015
Posted: July 28, 2015
Published: August 5, 2015 – Tehachapi News



TEHACHAPI PLANNING COMMISSION

STAFF REPORT

Title: Annexation No. 85

Date of Report: June 24, 2015

I. **GENERAL INFORMATION:**

1. Applicant: Loop Ranch, LLC.
1 Caryle Drive
Oxnard, CA 93033
2. Engineer: Allan Henderson
Patrick & Henderson, Inc.
1965 Airport Drive
Bakersfield, CA 93308
3. Property Location: The subject site is located east and west of Tucker Road (SR 202), north of the UP Railroad tracks, and south of HWY 58. (South Loop Ranch).
4. Specific Request: A request to annex 153.8-acres into the City limits and a pre-zone request of 34.9 acres M-1 (Light Industrial), 79.2 acres C-3 (General Commercial) and 39.7 acres OS (Open Space).
5. APN: 223-030-03, 223-030-31, 223-110-05, 415-011 -01
6. Pre- Zoning Request: M-1 (Light Industrial), C-3 (General Commercial) O-S Open Space
7. Present Land Use: Vacant
8. General Plan Designation: Interim Agriculture
9. Surrounding Land Use: North: HWY 58
South: UP railroad tracks, Neighborhood Residential, Commercial, Waste Water Treatment Plant
West: County Neighborhood Residential

East: Home Depot, C-3 Commercial

10. Correspondence in opposition: Yes No
Correspondence in favor: Yes No

II. BACKGROUND:

The property owner of Assessor Parcel Numbers 223-030-03, 223-030-31, 223-110-05, 415-010-01 initiated an annexation request of 153.8-acres into the City and a pre-zone request of 34.9 acres M-1, 79.2 acres C-3 and 39.7 acres Open Space. A Negative Declaration was circulated to the required agencies per CEQA requirements on April 16, 2015. The City received correspondence from Caltrans (District 9) and the Sierra Club (Kern Kaweah Chapter). Agency comments are included in the attached CEQA document within the Response to Comments section at the end of the attached document.

III. PROJECT DESCRIPTION:

This proposal is a request to annex 153.8-acres of Loop Ranch into the City limits of Tehachapi. The site is located east and west of Tucker Road (SR 202), north of the UP Railroad tracks, and south of HWY 58. (Please refer to the location map as Attachment A).

IV. ANNEXATION:

With respect to the annexation in and of itself there are findings and criteria that must be met in support of the annexation as follows:

- The City is able to extend its municipal services to serve the area.
- The subject property is within the City of Tehachapi adopted sphere of influence.
- A CEQA document was prepared in conjunction with Annexation No. 85 to determine the environmental consequences of the annexation in and of itself and said CEQA document can be relied upon to initiate and complete the annexation process.
- The annexation represents a logical extension of the City's legal boundary in that the subject site is contiguous to the City limits.

Staff finds that the above referenced annexation criteria have been satisfied pursuant to the following findings:

- The City is able to extend municipal services.
- The subject property is within the sphere of influence.
- An environmental assessment leading to a Mitigated Negative Declaration was prepared and circulated per CEQA requirements.

- The subject property is contiguous to the City boundary.
- The General Plan Elements have included the subject parcels as a component of the overall study area and environmental review.
- The annexation represents a logical extension of the City's legal boundary in that the subject properties are contiguous to the City when taken as a collective unit.
- The subject site can be characterized as a market entrance to the City of Tehachapi and the annexation will give the City greater quality control over any future development that might occur on the subject site.

V. PRE-ZONE:

The annexation includes a pre-zone request 34.9 acres M-1, 79.2 acres C-3 and 39.7 acres Open Space establishing a zoning designation that is internally consistent with the subject sites underlying General Plan designation of Special District 1 (Freeway Corridor) and the established pattern of development evident and prevalent in the Tucker Road (SR 202) corridor. The pre-zone request will set the stage for future requests to develop the site into yet to be determined light industrial/commercial uses.

VI. STAFF RECOMMENDATION:

Staff recommends to the Planning Commission that a recommendation to the City Council be made to adopt a Negative Declaration based on findings that all impacts associated with the subject annexation in and of itself can be mitigated to a level of insignificance and adopt Resolution No. 15-04 recommending proceedings for annexation of territory to the City of Tehachapi identified as Annexation No. 85 and adopt Resolution No. 15-05 approving a pre-zone designation of M-1 (Light Industrial), C-3 (General Commercial) and Open Space based on the following findings;

1. The City is able to extend its municipal services to serve this area in which a concurrent pre-zone request for M-1 (Light Industrial), C-3 (General Commercial) and Open Space has been made.
2. The subject parcels are within the City's adopted sphere of influence.
3. The Annexation represents a logical extension of the City's legal boundary in that the subject properties are contiguous to the City.
4. Development of the subject site is in conformance with the City's General Plan and zoning regulations. Although the annexation and pre-zone request in and of itself will not have any impacts, a Negative Declaration was prepared assessing the potential impacts in conjunction with future commercial development.
 - a) Traffic and circulation and the need for traffic impact fees per the Regional Traffic Impact Fee mechanism.

- b) Water and sewer connection fees to offset the incremental impacts to the City's water distribution system and waste water treatment system.
 - c) Public Safety fees to off-set the incremental impact/demand on the City's public safety providers, i.e., police and fire.
 - d) The local schools may be indirectly impacted by future commercial development.
 - e) Evaluation of infrastructure needed to adequately serve the development proposal.
 - f) Fugitive noise and dust associated with development activity.
 - g) The potential impacts on archeological resources.
 - h) Potential for light, glare and sky glow associated with the installation of future street lights and safety/parking lot lighting applications.
5. The M-1 (Light Industrial) and C-3 (General Commercial) is appropriate to accommodate light industrial and commercial development consistent with the established pattern of area development. The open space designation will help protect archeological resources and wetland resources associated with Tehachapi Creek
6. The subject parcels are located within the City's sphere of influence contiguous to the existing City limits line; west of the City's Wastewater Treatment Plant Facility.
7. The topography, parcel size, configuration and surrounding uses are appropriate for the proposed M-1 and C-3 zones and open space designation to be applied to the subject site.

EXHIBITS/ATTACHMENTS:

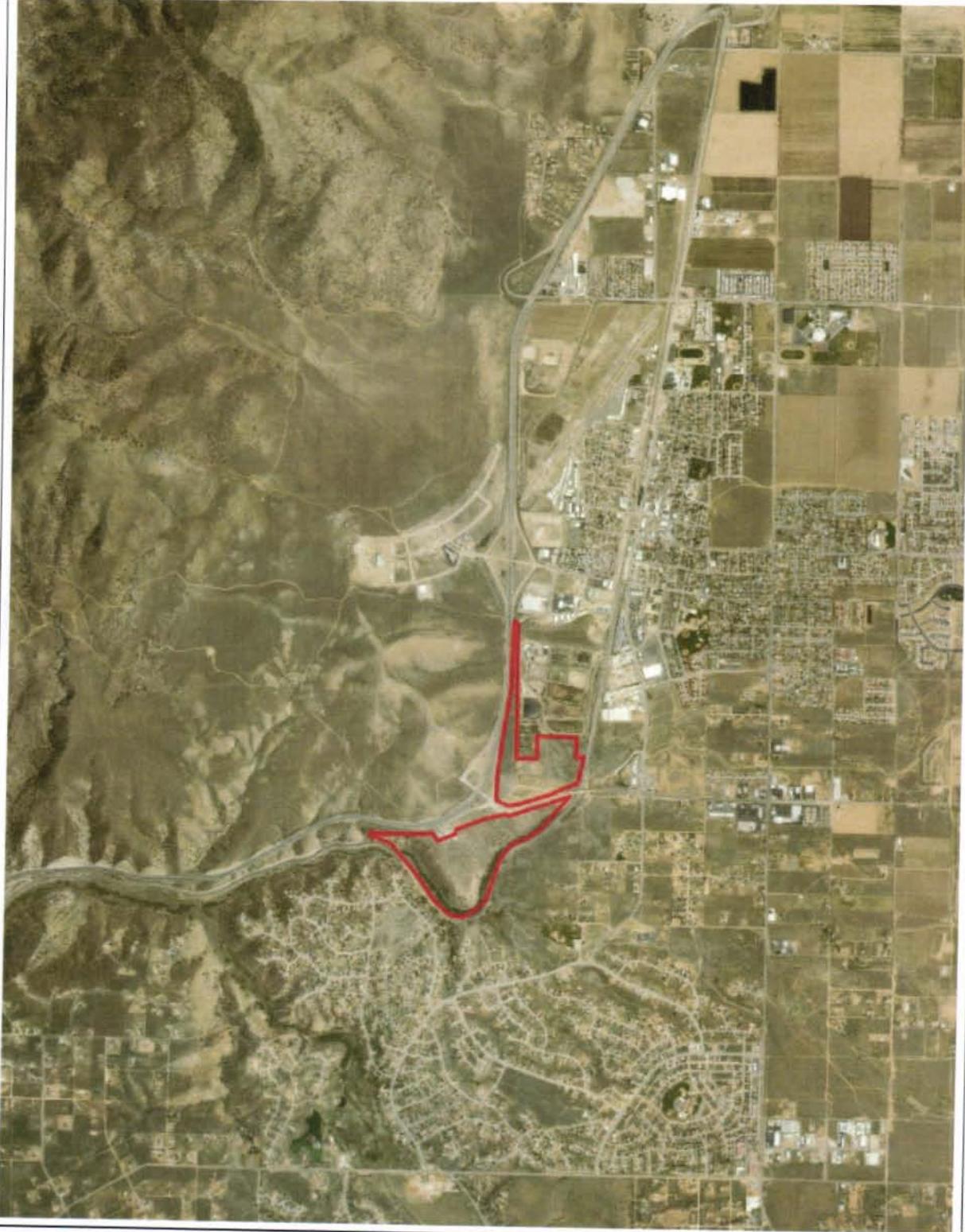
Exhibit A: Annexation Map
Attachment A: Location Map
Attachment B: CEQA Document



Vicinity Map Annexation No. 85 Loop Ranch



Legend



1:45,819



Notes

Add notes here

This map is a user generated static output from an Internet mapping site and is for general reference only. The County of Kern assumes no liability for damages, incurred by the user of this information, which occur directly or indirectly as a result of errors, omissions or discrepancies in the information.

1.4 Miles

0.72

0

1.4

WGS_1984_Web_Mercator_Auxiliary_Sphere
© Latitude Geographics Group Ltd.



NEGATIVE DECLARATION

STATE, COUNTY AND LOCAL AGENCY REVIEW

The City of Tehachapi Planning Department has prepared a Negative Declaration for the project identified below. As mandated by State law, the minimum public review period for this document is 30 days. The comment period for this document closes on May 19, 2015.

Project Title:	Annexation No. 85 and Pre-zone to M-1, C-3 and Open Space
Project Location:	Located east and west of Tucker Road (SR 202), north of Union Pacific railroad tracks, and south of HWY 58.
Project Description:	A request to annex 153.8-acres into the City limits and a pre-zone request of 34.9 acres M-1, 79.2 acres C-3 and 39.7 acres Open Space.

For further information, please contact David James, Community Development Director at (661) 822-2200 ext. 119.

DISTRIBUTION LIST

Annexation No. 85

Local Agencies

1. ___ Tehachapi Unified School Dist.
2. X City of Tehachapi Police Dept.
3. X Tehachapi Cummings County Water Dist.
4. X Tehachapi Recreation & Parks Dist.
5. ___ Tehachapi Hospital
6. X Benz Sanitation
7. X Kern County Library-Tehachapi Branch
8. ___ Brighthouse Cable
9. X Southern California Edison
10. X Southern California Gas Company
11. ___ SBC Telephone Planning Dept.
12. ___ Tehachapi Resource Conservation Dist.
13. X Local Agency Formation Commission
14. X City of Tehachapi Public Works Dept.
15. X City of Tehachapi Engineer
16. X City of Tehachapi Airport Dept.
17. ___ Other

Kern County Agencies

1. ___ Kern County Water Agency
2. X Kern County Fire Dept.
3. ___ Kern County Sheriff's Dept. (Kelly Allred-Tract Maps)
4. X Kern County Sheriff's Dept.
5. ___ Kern County Agriculture Commissions Office
6. ___ Kern Council of Government
7. ___ Kern County Public Works & Roads Dept.
8. ___ Kern County Building Dept.
9. X Kern County Office of Planning
10. X Kern County Environmental Health Dept.
11. X Kern County Waste Management Dept.
12. ___ Air Pollution Control Dist.
13. X Kern County Department of Airports

State/Federal

1. X State Office of Planning & Research/State Clearing House
2. ___ Soil conservation Service, US Dept. of Agriculture
3. X Supervisor Zack Scrivner
4. X CalTrans District 9 – Gayle Rosander
5. X Native American Heritage Council of Kern County
6. X California Regional Water Quality Control Board
7. X California Department of Fish and Game
8. X Southern San Joaquin Arch Information Center
9. ___ Fish and Wildlife
10. ___ Soil Conservation Service
11. ___ U.S. Army Corps of Engineers
12. X Native American Heritage League

Other

1. ___ Audobon Society-Sacramento
2. X Sierra Club
3. X CalTrans Aeronautical Division
4. X Federal Aviation Administration
5. X County of Kern Department of Airports
6. X Harold Williams Kawaiisu Rep.
7. X Applicant

Date Mailed 4/16/15

**City of Tehachapi
115 South Robinson Street
Tehachapi, California 93561**

TO WHOM IT MAY CONCERN:

Pursuant to California Environmental Quality Act of 1970 (CEQA), State EIR Guidelines, and the Regulations Governing the Evaluation of Project and the Preparation of Environmental Statements in the City of Tehachapi, the Responsible Official has made an Initial Study of possible environmental impacts of the following described project:

APPLICANT: Loop Ranch, LLC
1 Caryl Drive
Oxnard, CA 93033

ENGINEER: Allan P. Henderson
Patrick & Henderson, Inc.
1965 Airport Drive
Bakersfield, CA 93308

PROJECT DESCRIPTION: A request to annex 153.8-acres into the City limits and a pre-zone request of 34.9 acres M-1, 79.2 acres C-3 and 39.7 acres Open Space.

LOCATION: The subject site is located east and west of Tucker Road (SR 202), north of the UP Railroad tracks, and south of HWY 58. (A portion of 223-030-03, a portion of 223-030-31, 223-110-05, 415-011-01, 223-030-05, and 223-030-17) South Loop Ranch

MITIGATION MEASURES: Traffic/Circulation
At the development stage, the applicant will be subject to Regional Traffic Impact Fees in contributing to various regional improvements such as signal lights and road improvements.

Public Services
At the development stage, the applicant or successors will pay water and sewer connection fees to offset the incremental impacts to the City of Tehachapi's water distribution system and waste water treatment system per Resolution No. 38-04. In addition the applicant or successors will be required to pay school impact mitigation fees.

Public Facilities
At the development stage, to mitigate/off-set the incremental impact/demand on the City of Tehachapi's public safety providers, i.e. police and Kern County Fire Department, the project proponent or successors will be required to pay a Public Facilities Fee.

Environmental Checklist Form

1. **Project Title:** Annexation No. 85 and pre-zone to M-1, C-3 and Open Space
2. **Lead Agency Name and Address:** City of Tehachapi
115 South Robinson Street
Tehachapi, CA 93561
3. **Contact Person and Phone Number:** David James
(661) 822-2200 ext. 119
4. **Project Location:** The subject site is located west and east of Tucker Road (SR 202), north of the Union Pacific (UP) railroad tracks and south of HWY 58.
5. **Applicant:** Loop Ranch, LLC
6. **General Plan Designation:** SD-1 (Special District 1)
7. **Zoning:** Pre-zone of 34.9 acres to M-1 (Light Industrial), 79.2 acres to C-3 (General Commercial) and 39.7 acres to OS (Open Space).
8. **Project Description:** A request to annex 153.8-acres of vacant land into the City limits and a pre-zone request in combination of M-1, C-3 and Open Space.
9. **Surrounding Land Uses and Setting:**
North: Highway 58 Vacant Range Lands
South: Union Pacific Railroad Tracks, Neighborhood Residential, Commercial, Waste Water Treatment Plan
West: County Neighborhood Large Lot Residential
East: Home Depot, Tractor Supply and Various Commercial and Light Industrial Buildings.
10. **Other agencies whose approval is required:** Local Agency Formation Commission (LAFCO),

Environmental Factors Potentially Affected:

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

- | | | |
|---|--|---|
| <input type="checkbox"/> Land Use and Planning | <input checked="" type="checkbox"/> Transportation/Circulation | <input checked="" type="checkbox"/> Public Services |
| <input type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Utilities and Service Systems |
| <input checked="" type="checkbox"/> Geophysical | <input type="checkbox"/> Energy and Mineral Resources | <input type="checkbox"/> Aesthetics |
| <input checked="" type="checkbox"/> Water | <input type="checkbox"/> Hazards | <input checked="" type="checkbox"/> Cultural Resources |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Noise | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Airport Compatibility | <input type="checkbox"/> Mandatory Findings of Significance | |

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 the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.

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

I find that the proposed project MAY have a significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.



Signature of Community Development Director

4/15/15

Date Sent Out For Review

Would the proposal result in potential impacts involving:

Land or Mudslides?

I. LAND USE AND PLANNING.

Would the proposal:

- a) Conflict with general plan designation or zoning?
- b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?
- c) Be incompatible with existing land use in the vicinity?
- d) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?
- e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?

II. POPULATION AND HOUSING.

Would the proposal:

- a) Cumulatively exceed official regional or local population projections?
- b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?
- c) Displace existing housing, especially affordable housing?

III. GEOLOGICAL PROBLEMS.

Would the proposal result in or expose people to potential impacts involving:

- a) Fault rupture?
- b) Seismic ground shaking?
- c) Seismic ground failure, including liquefaction?
- d) Seich, Tsumani, or volcanic hazard?

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| e) Landslides or mudflows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Subsidence of the land? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expansive soils? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) Unique geologic or physical features? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

IV. WATER.

Would the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of people or property to water related hazards such as flooding? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Discharge into surface water or other alteration of surface water quality e.g. temperature, dissolved oxygen or turbidity)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Changes in the amount of surface water in any water body? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Changes in currents, or the course or direction of water movements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Altered direction or rate of flow of groundwater | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Impacts to groundwater quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) Substantial reduction in the amount of groundwater otherwise available for public water supplies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

V. AIR QUALITY.

Would the proposal:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Violate any air quality standard or contribute to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

- b) Expose sensitive receptors to pollutants?
- c) Alter air movement, moisture, or temperature, or cause any change in climate?
- d) Create objectionable odors?

VI. TRANSPORTATION/CIRCULATION.

Would the proposal result in.

- a) Increased vehicle trips or traffic congestion?
- b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?
- c) Inadequate emergency access or access to nearby users?
- d) Insufficient parking capacity on-site or off-site?
- e) Hazards or barriers for pedestrians or bicyclists?
- f) Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?
- g) Rail, waterborne or air traffic impacts?

VII. BIOLOGICAL RESOURCES.

Would the proposal result in impacts to:

- a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?
- b) Locally designated species (e.g. heritage trees)?
- c) Locally designated natural communities (e.g. oak forest, coastal habitat, etc.)?
- d) Wetland habitat (e.g. marsh, riparian and vernal pool)?
- e) Wildlife dispersal or migration corridors?

VIII. ENERGY AND MINERAL RESOURCES.

Would the proposal:

- a) Conflict with adopted energy conservation plans?

- b) Use non-renewable resources in a wasteful and inefficient manner?
- c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?

IX. HAZARDS.

Would the proposal involve:

- a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?
- b) Possible interference with an emergency response plan or emergency evacuation plan?
- c) The creation of any health hazard or potential health hazards?
- d) Exposure of people to existing sources of potential health hazards?
- e) Increased fire hazard in areas with flammable brush, grass, or trees?

X. NOISE.

Would the proposal result in:

- a) Increases in existing noise levels?
- b) Exposure of people to severe noise levels?

XI. PUBLIC SERVICES.

Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

- a) Fire protection?
- b) Police protection?
- c) Schools?
- d) Maintenance of public facilities, including roads?
- e) Other governmental services?

XII. UTILITIES AND SERVICE SYSTEM.

Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Power or natural gas? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Communications systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Local or regional water treatment or distribution facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Sewer or septic tanks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Storm water drainage? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Solid waste disposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Local or regional water supplies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

XIII. AESTHETICS.

Would the proposal:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Affect a scenic vista or scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a demonstrable negative aesthetic effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Create light or glare? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIV. CULTURAL RESOURCES.

Would the proposal.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Disturb paleontological resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Disturb archaeological resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Affect historical resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have the potential to cause a physical change which would affect unique ethnic cultural values? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Restrict existing religious or sacred uses within the potential impact area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XV. RECREATION.

Would the proposal.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increase the demand for neighborhood or regional parks or other recreational facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Affect Existing recreational opportunities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XVI. MANDATORY FINDINGS OF SIGNIFICANCE.

- 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 the potential to achieve short-term, to the disadvantage of long-term, environmental goals?
- c) 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)
- d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

**NARRATIVE DISCUSSION OF ENVIRONMENTAL IMPACTS
ANNEXATION NO. 85
ANNEXATION OF 153.8 ACRES AND
PRE-ZONE 34.9-ACRES M-1, 79.2-ACRES C-3 and 39.7-ACRES OPEN SPACE**

A. EARTH

The soil underlying the project area west of Tucker Road and south of Highway 58 is Tehachapi Sandy Loam. This soil type is very deep, well-drained and gently to strongly sloping and typically on old alluvial fans and terraces. It is a brown and grayish brown, sandy loam underlain by dark brown and yellowish brown sandy clay loam subsoil. A 4-acre section of the proposed annexation site was once utilized as a burn dump site. (Southwest corner of Section 17, T32S, R33E). The disposal operations occurred from 1943 until 1956 receiving municipal waste from the City of Tehachapi and the surrounding rural unincorporated area. Kern County Environmental Health Services Department conducted a site inspection on 1/27/04 commenting that no violation or areas of concern exist at the former burn dump site. (Please see Attachment A). The Kern County Environmental Health Services Department conducted an additional site inspection on 3/29/04 (Please see Attachment B) which restates the items in Attachment A. The former burn dump site will be restricted/utilized ultimately for parking and roadway improvements; no structures are planned or approved to be constructed over the burn dump site.

The applicant or successors in interest of this annexation shall be required to submit a geologic report at the development stage. Based on the results of future soil studies and other geotechnical considerations at the development stage the subject site may require some degree of over excavation and re-compaction particularly if liquefiable and/or expansive soil conditions are present. Other than the above, the project area does not appear to exhibit any unique geological features or topographic relief. Furthermore, subsequent projects will not create unstable earth conditions or changes in geological structures.

B. TRAFFIC/CIRCULATION

A Traffic Study was conducted on September 2, 2010 by Crenshaw Traffic Engineering and included herein as Appendix A. Regional access to the annexation area is provided via SR-58 freeway. Primary access to the site is provided by Tucker Road/SR 202 which is a north/south arterial that connects to the SR-58 freeway interchange. The proposed annexation of 153.8-acres and a pre-zone of 34.9-acres to M-1, 79.2-acres to C-3 and 39.7-acres as Open Space will not have a direct impact on traffic circulation within the proposed area. However, the approval and eventual recordation of the annexation will set the stage for potential development of commercial/light industrial related land uses that in the absence of the annexation would most likely not occur.

The estimated peak hour and daily traffic volumes expected to be generated by the potential future development were based on the data obtained from the Institute of Transportation Engineers (ITE), "Trip Generation", 2008, 8th Edition. The traffic study included as Appendix A states in accordance with the Caltrans policy, the daily traffic and peak hour volumes generated by the project's retail land uses were reduced by 15% to reflect the diversion of existing (i.e. pass by) traffic on the adjacent streets. The adjusted project traffic volumes were then reduced by an additional 5% to account for internal capture of trips (i.e. trips between the project's two land uses).

Based on the pre-zone designations of 34.9-acres to M-1, 79.2-acres to C-3 and 39.7-acres as passive Open Space, it is estimated that future light industrial will measure approximately 222,175 square feet and it is estimated that highway commercial development will measure approximately 432,115 square feet which will be accessed off new on-site roadways connecting to Tucker Road. New development may generate approximately 16,933 vehicle trips per day with an increase of 394 vehicles arriving and 349 leaving the site during the AM peak hour and an increase of 511 vehicles arriving and 617 departing during the PM peak hour per the following assumption; based on the type and intensity of future commercial uses on 79.2-acres, it is estimated that 75% of the commercial area will average 10% building coverage and the remaining acres will have approximately 20% building coverage. Future light industrial development on 34.9 acres may generate approximately 80% of the industrial area will be

covered by 12% building coverage and the remaining area is estimated to have approximately 25% building coverage. The mobility element of the General Plan identifies Tucker Road as a major arterial street, and as such, designed to carry the anticipated number of commercial/industrial related vehicles at full build out.

Mitigation Measures

Year 2015

Construct improvements at Tucker Road/Tehachapi Blvd

Conditions will require the provision of a 2nd westbound left turn lane on Tehachapi Boulevard and the conversion of both Tehachapi Boulevard approaches from one through and one right turn lane to one through and one through/right turn lane. The addition of project traffic will require the provision of a 2nd left turn lane on both Tucker Road approaches.

Construct improvements at Tucker Road/Valley Blvd

Conditions will require the conversion of both Valley Boulevard approaches from one left, one through and one right turn lane to one left, one through and one through/right turn lane. The addition of project traffic will require the provision of a 2nd eastbound left turn lane on Valley Boulevard.

Tehachapi Boulevard/Mountain View Avenue/Valley Boulevard

The addition of project traffic will require the installation of a traffic signal system.

Year 2035

Tucker Rd/SR-58 EB Ramps

Conditions will require the provision of a 2nd southbound lane (for a minimum of 500 feet) that allows the conversion of the eastbound right turn movement from the off ramp from the current Yield to a free right turn.

Tucker Rd/Tehachapi Blvd

Conditions will require the provision of signal overlaps for northbound and southbound Tucker Road right turns and widening for the westbound approach to provide for a right turn lane. The addition of project traffic will require a 3rd through lane in each direction on Tucker Road and a 2nd eastbound left turn lane on Tehachapi Boulevard.

Tucker Rd/Valley Blvd

Conditions will require the provision of a signal overlap for the southbound Tucker Road approach and for a 2nd northbound left turn lane on Tucker Road. The addition of project traffic will require the provision of a 2nd southbound left turn lane on Tucker Road and a 2nd westbound left turn lane on Valley Boulevard.

The following intersections are on the Regional Transportation Impact Fee list;

- Construct improvements at Tucker Road/SR-58 EB Ramps
- Install Traffic Signal at Tehachapi Blvd/Mountain View Avenue

This projects contribution to the construction cost of the off-site improvement not included in the Regional Transportation Impact fee list are computed as follows;

- Construct improvements at Tucker Road/Tehachapi Boulevard
33.4% proportionate share
(792/2,369 = 0.334 x 100 = 33.4%)
- Construct improvements at Tucker Road/Valley Blvd
18.5% proportionate share
(339/1,833 = 0.185 x 100 = 18.5%)

The transportation fee shall be paid at the development stage when more specific development proposals are submitted. As indicated the annexation of the subject site in and of itself will have no impact on area circulation. However, the annexation will set the stage for future potential development in combination of Light Industrial and Commercial and passive Open Space uses. The additional trips generated by the theoretical build-out/development of the subject site can be absorbed by the regional circulation network which will continue to operate at a Level of Service C or better providing the mitigation measures are implemented at the development stage. To that end, it should be noted that the theoretical impacts associated with the annexation area can be characterized as a worst case scenario given that the exact mix of land uses cannot be known at this time. Additionally the traffic study did not take into account the subject sites inherent development constraints such as topographic features that may reduce the overall building foot print (square footage) which in turn will have a corresponding reduction in trip generations. As the subject site transitions from the annexation phase to the development phase, traffic impacts will be revisited with a more precise analysis when more specific development proposals are available.

C. AIR

The approval and recordation of the annexation in and of itself will not have an impact on air quality. However, the approval and eventual recordation of the 153.8-acre site will set the stage for potential development of commercial and light industrial related land uses. The development of the project area will temporarily increase the level of "fugitive dust" (particulate matter) in the air primarily during the grading phase of the project. This impact associated with particulate matter is commonly referred to as P.M. 10. In accordance with the East Kern Air Pollution Control Board the project proponents at the development stage will be required as a condition of approval to "water down" the site and/or use soil binders to reduce dust emission and implement the Districts policies. In terms of traffic related air quality issues, the project at build out is expected to generate approximately 16,933 average daily trips (ADTs). The development activity and associated traffic generation will have an incremental impact on local air quality but will not individually or collectively cause a significant decrease in the region's air quality. In addition, the City of Tehachapi's inherent compact urban form will insure that traffic/auto related air born pollution will not exceed thresholds of significance if the area continues to build-out. The subject site will have light industrial and commercial zoning and as such, future land uses within the project area could discharge air pollutants in conjunction with a yet to be specified commercial process. At this juncture, it is impossible to predict the potential for commercial/light industrial generated airborne pollutants. As such this will have to be addressed on a case-by-case basis at the development stage.

D. WATER

The annexation and pre-zone request in and of itself will not have an impact on issues associated with water quality and/or availability of domestic water. However, the approval and eventual recordation of the proposed annexation will set the stage for future commercial/retail land uses. The precise mix of land uses cannot be predicted at this time. However, based on the pre-zone designations and assuming 75% of the commercial area will average 10% building coverage and the remaining acres will have approximately 20% building coverage. 80% of the industrial area will be covered by 12% building coverage and the remaining area will have approximately 25% building coverage. The parcels could theoretically support a total of 432,115 square feet of commercial structures and 222,173 square feet of light industrial structures. (This figure also assumes all structures will be single story). Build-out of these commercial structures could consume approximately 100,139 gallons per day (GPD) as calculated below:

432,115 square feet of commercial structure x 114 gallons of water per day/1,000 sq. ft. = 49,261 gallons/day
222,175 square feet of light industrial x 229 gallons of water per day/1,000 sq. ft. = 50,878 gallons/day

The amount of water anticipated to be consumed by the project at build out will not have a significant impact on the availability of domestic water to the public. Pursuant to the adjudication the "safe yield" of the ground water basin underlying the Tehachapi region has been established at 5,500-acre feet per year (AFY). As indicated the basin has been adjudicated and the City currently has a base right/pumping right of approximately 1,847-Acre

Feet (AF) exclusive of any carryover from previous years and/or exchange pool resources. The City of Tehachapi typically uses approximately 2,182 AFY. Based on a projected 2% growth rate and General Plan build out scenarios the City should have long term adequate access to domestic water to facilitate the build out of the parcels in question. In the event of a sewer and/or water capacity issue, the City reserves the right to withhold all building permits or otherwise limit the issuance of building permits until such time as its sewer and/or water system have been expanded to accommodate the existing and anticipated demand for those services. To mitigate/offset the cost of expanding the City of Tehachapi municipal system in terms of constructing new wells, additional storage facilities, etc., the developer(s) will be required to pay an impact fee per Resolution No. 38-04 at the development stage.

In terms of water supply the project proponents will be required to connect to the City water system to provide adequate water to the subject sites for both domestic water and fire flow purposes. The City Engineer will ultimately determine the size and placement of future water lines.

With respect to water conservation practices, future commercial and light industrial uses within the project area will be required to comply with Title 20 and Title 245 of the California Administration Code relative to appliance efficiency standards such as water-conservation water closets, flow restricted heads, etc. In addition, the project will be conditioned to utilize drought tolerant and native landscaping to the greatest extent possible pursuant to AB 325 and the City of Tehachapi Landscape Guidelines.

With respect to water quality related issues, impacts can be broken down into three (3) categories; grading, construction and project occupancy. At the development stage any non-point pollution and storm water discharge associated with grading activity and/or construction activity will be regulated under the Federal Clean Water Act Section 402. In addition future-grading activity must comply with the State Water Resources Control Board, Notice of Intent (NOI). Additionally, any permit level grading activity will necessitate a National Pollution Discharge Elimination System (NPDES) permit relative to non-profit pollution associated with construction activity, processed through the Regional Water Quality Control Board (Central Valley Region). This permit will require preparing a Storm Water Pollution Prevention Program (SWPP) employing "best management practices" (BMPs) relative to the long and short term control of erosion and sedimentation, and construction staging activity. In terms of drainage, increased run-off resulting from the proposed development will drain into an outlet approved by the City Engineer.

It should be noted that as of the preparation of this document, there are not domestic water lines present at the subject site. This circumstance has no particular CEQA ramification, however before or in conjunction with the development of the subject site, water lines will need to be extended to the subject site for domestic and fire flow purposes in order for future development to tap into the domestic system. To that end, one possible scenario would be to extend an existing 12 inch water line from its terminus which services the cemetery located approximately 1,000 feet east of the subject site. This line may ultimately need to extend along Tucker Road and tie into an existing 12 inch line that terminates in Tucker Road approximately 600 feet north of the intersection of Tucker Road and Valley Boulevard. This design solution would create a loop system and avoid any water line extensions that terminate to a blow off devise.

E. SEWER

The proposed annexation and pre-zone request in and of itself will not have an impact on the City of Tehachapi's municipal wastewater treatment system in terms of existing trunk lines and/or treatment capacity. However, completion of the annexation and pre-zone process will set the stage for future commercial/light industrial development that will require connection to a municipal system as opposed to the individual septic tank alternative.

Given the subject sites General Plan Designation of SD-1 (Special District 1) the project areas could theoretically support approximately 432,115 square feet of commercial structure land uses and 222,175 of light industrial uses. However, taken the aggregate of this basic land use designation the project area at build out could generate up to 91,375 gallons/day of waste water per day as calculated below:

432,115 square feet x 104 gallons wastewater/day/1,000 sq. ft. = 44,940 gpd
222,175 square feet x 209 gallons wastewater/day/1,000 sq. ft. = 46,435 gpd

The quantity of wastewater anticipated to be generated by the project in and of itself at build-out would not have a significant effect on the Wastewater Treatment Plant. The plant is designed with a capacity to process up to 1.25 million gallons per day (MGD) and is currently operating at 80% capacity of .25 MGD available for future growth. At the development stage, the project proponents will be required to pay a sewer connection/mitigation fee per Resolution No. 38-04 to mitigate/offset the incremental increase in wastewater. Additionally, subsequent projects will be conditioned to provide the individual parcels with a domestic sewer service. The City Engineer shall ultimately determine the size and placement of sewer lines.

It should be noted that as of the preparation of this document there are no sewer lines present at the subject site. This circumstance has no particular CEQA ramifications, however before or in conjunction with the development of the subject sites, sewer lines will need to be extended to the subject site border for future development to tap into the system. To that end, one possible scenario would be to extend a 10 to 15 inch sewer trunk line parallel to State Highway 58 within a future public utility easement or right-of-way. The details of this scenario would need to be sorted out at the development stage. The sewer treatment plant is located approximately 1,000 feet east of the subject site.

F. GEOLOGY/SEISMICITY

The subject site is considered seismically active, as is most of Kern County. All proposed structures and utility installations anticipated to occur at the development stage would be designed to withstand anticipated ground acceleration within an acceptable level of risk. It is assumed that the Garlock Fault located approximately (9) miles southeast of the project area will be the design fault by which construction parameters will be established in conjunction with other Uniform Building Code (UBC) seismic standards applicable to the project site. The Garlock Fault shows the characteristic features of high-angle faults with major strike-slip component. The Garlock Fault has a Richter Magnitude potential of 8.0 and a Peak Excretion range of .409 (g) to .904(g). A geotechnical report will be required at the development stage.

G. CULTURAL RESOURCES

The proposed annexation is located within the ancestral home of the Kawaiisu cultural group also known as Nuooah who are linguistically related to the Shoshonean language family. An archeological survey was conducted over the entire 1,600 acre Loop Ranch site by Mr. Robert A. Schiffman dated March 15, 1990 included herein as Appendix B. The study was conducted in association with an EIR and annexation request 1,471 acres that was ultimately tabled. The site has remained vacant and as such the archeological survey recommendations made by Mr. Schiffman are still relevant and will still apply.

Several sites were recorded over the 1,470 acre survey one of which, CA-Ker 2553 is located in the SE ¼ of Section 18 within the subject annexation area. The site is proposed to be pre-zoned as Open Space (OS) prohibiting any future development or disturbance of the site. The Archeological Survey describes a large village site consisting of several milling loci, lithic debris, ground stone tools, human remains, and a buried midden deposit. This site has been suggested to be the historic Indian Village site named Tehachapi. Recommendations made in the Archeological Survey include;

1. Partial, systematic surface collection, with each site loci collected.
2. Excavation of the test units for each loci.

As stated in the Archeological Survey, upon completion of the required field work, a report detailing this work and the results will be prepared. Suggestions were made in the Survey designed to reduce or eliminate impacts to any of the sites which include the following;

1. All remains should be left in situ, and not removed to other locations. This is in particular reference to the bedrock milling features which are often moved to the front yards of homes and businesses. This condition should be stipulated in any lands deeded to other persons.
2. Human remains buried on the property, whether Indian or Chinese, should not be disturbed or relocated without consent from the appropriate authorities or individuals.
3. Consultation with representatives from the local Native American community should take place prior to any test excavation or development on the property to insure that important cultural and religious concerns of the Indian community are considered.
4. While an on-site field survey allows researchers to draw conclusions about site presence or absence, there is always the possibility that other sites and buried remains could be found during development of the Loop Ranch. It is possible that erosional and depositional processes, and vegetation, may have obscured such resources. Therefore, should any additional site materials be found, work in the area of discovery should be stopped until the finds can be evaluated, and if necessary, mitigated prior to the resumption of construction.
5. Specifically, if any additional archaeological sites are found during the additional field work or development, appropriate actions, including surface collections, and testing, be considered.
6. Procedures should be developed to minimize impacts to cultural resources, so that once the initial development has been completed, resources present will continue to be considered and protected.

It should be noted that the annexation process in and of itself will have no impact on the above referenced archeological site. However, at the development stage when more specific information on the extend of development and associated grading are available the mitigation strategy suggested herein should be implemented to confirm that the archeological site will not be impacted directly or indirectly as a result of any future development activity.

H. PLANTLIFE/WILDLIFE

A Biological Resources Constraints Report (included herein as Appendix C) was conducted by AECOM to assess the potential for special-status species and sensitive habitats to occur on the project site. As stated in the report, land cover types on the project site include ruderal, annual grassland, oak savannah, linear aquatic features and riparian habitat. Portions of the site along the existing roadways of Highway 58 and Tucker Road are heavily and regularly disturbed by vehicles pulling off and parking along the roadway. From Highway 58, west of Tucker Road the project site slopes down to Tehachapi Creek which borders the property to the south. The creek is surrounded by riparian habitat dominated by Fremont cottonwoods. East of Tucker Road the project site slopes down to a cemetery and water treatment plant adjacent to the eastern boundary of the project site.

The Biological Resources Constraints Report further states that a total of eight (8) special-status plant species have been reported to the California Natural Diversity Database (CNDDDB) within 5 miles of the project site or have been recorded by the California Native Plant Society (CNPS) within USGS quadrangles encompassing and adjacent to the project site. No special-status plants were observed during the field visit in the project area. However the field

visit was conducted outside of the blooming period for special-status plants known to occur in the project vicinity. Two of the eight special-status plants have a low potential to occur in the annual grassland habitat present on the project site west of Tucker Road. Round-leaved filaree and pale-yellow layia have no federal or state ranking but are listed by CNPS as rare or endangered in California and elsewhere with over 80% of occurrences threatened. The project site is generally considered unsuitable for the reported special-status species due to lack of appropriate habitat and the general disturbed condition of the property.

The report further explains that a total of six special-status wildlife species have been reported to the CNDDDB within five (5) miles of the project alignment. Three special-status wildlife species have the potential to occur on or adjacent to the project site: Comstock's blue butterfly, tricolored blackbird and Tehachapi pocket mouse. There is a low likelihood that these three (3) species will be located on site as explained in the attached report. Furthermore, the site is generally considered unsuitable for the other special-status species due to lack of appropriate habitat.

Future development may be constrained by wetland habitats (linear aquatic feature, riparian, intermittent drainages) on the project site. Impacts to Tehachapi Creek and the riparian area along Tehachapi Creek are not anticipated due to that area being designated as open space as a pre-zone designation. Implementation of the Avoidance and Minimization Measures (AMM) listed in the Biological Report would be effective in reducing the project impacts that might otherwise be considered significant on wetlands and riparian habitat. Should impacts not be avoidable, the project proponent shall consult with the appropriate departments as listed in the Biological Report and secure any necessary permits to comply with current codes.

There are several plant and animal species in the Tehachapi region that are of special concern. However, the biological survey concluded there are no rare and/or endangered flora species, flora communities or fauna species on the subject site. The survey further states that the project applicant is encouraged to consult with the U.S. Fish and Wildlife Service and California Department of Fish and Game prior to future development to ensure that they concur with this determination.

I. DRAINAGE/HYDROLOGY

With respect to drainage, future development of the sites will increase the amount of impervious surfaces and as such create a corresponding increase in storm water run-off. At the development stage, the applicant will be required to convey the storm water run-off into a development driven storm system and ultimately into Tehachapi Creek. As such, there is no need and/or requirement to retain the subject sites incremental increase in run-off associated with the creation of impervious surfaces to be collected and retained on site. While hydrology/drainage is an issue it can be mitigated by design and storm water can be conveyed through the subject site and in a manner that will not impact down stream properties and/or cause an increase of surface flows on public streets. The applicant shall submit a drainage study for review and approval by the City Engineer prior to site grading at the development stage.

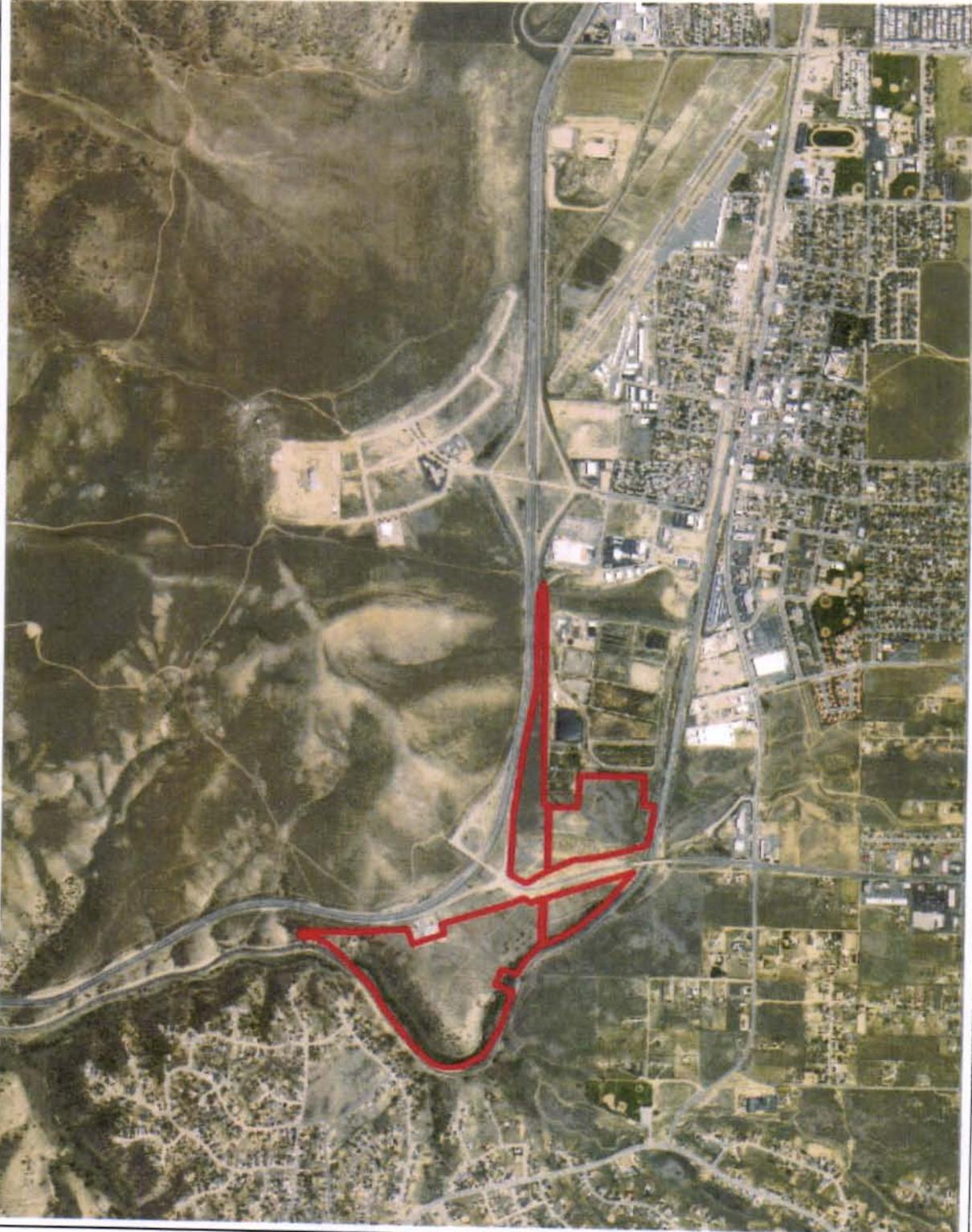
J. PUBLIC SERVICES

The annexation and pre-zone in and of itself will not have an impact on law enforcement and fire protection facilities. However, completion of the annexation process will set the stage for future development to occur in the project area regarding potential industrial and commercial land use intensities that will require an increase in public services. This incremental level of need is not significant in relation to the overall population growth in the region and will be partially offset by the increase in sales tax and property tax revenue to the City of Tehachapi produced by the future development of the commercial and industrial sites. The project area will place an incremental increase on water and sewer facilities and at the development stage, the project proponents will be required to pay an impact fee per Resolution No. 38-04 to mitigate/off-set the incremental impact/demand on the City of Tehachapi's municipal water and sewer system. The project may also have an indirect impact on local schools and as such school impact fees will be paid prior to the issuance of building permits.

K. AIRPORT COMPATIBILITY

A small section of the subject site located north of the City's Waste Water Treatment Plant is located within Flight Zone C and the portion of the subject site located south of HWY 58 and north of Enterprise Way (approximately 400 feet) is located within Flight Zone B of the Kern County Airport Compatibility map. Kern County's Airport Land Use Compatibility Plan has established criteria in terms of uses that are considered to be "prohibitive", "normally acceptable", or "not normally acceptable". (Please refer to the Tehachapi Airport Compatibility Map as Attachment C and the Kern County Airport Land Use Compatibility Plan as Attachment D). In terms of airport mitigation, future projects will be subject to complying with the City's standard conditions of approval including the submittal of Form 7460-1 to the Federal Aviation Administration for review and approval, as determined by the Airport Manager, use of non-reflective materials on all building surfaces, and on-site lighting shall be shielded and directed downwards meeting the dark skies technology.

Vicinity Map Annexation No. 85 Loop Ranch



0.9
0.44
0
0.9 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere
© Latitude Geographics Group Ltd.

This map is a user generated static output from an Internet mapping site and is for general reference only. The County of Kern assumes no liability for damages, incurred by the user of this information, which occur directly or indirectly as a result of errors, omissions or discrepancies in the information.

Legend

1: 27,763



Notes

Add notes here



**Annexation No. 85 and Pre-Zone Request of 34.9 acres to M-1(Light Industrial), 79.2 acres to C-3
(General Commercial) and 39.7 acres to OS (Open Space)
Summary of Potential Impacts and Proposed Mitigation Measures
And Mitigation Monitoring Program**

Impact	Mitigation Measure	Level of Significance After Mitigation	Monitoring Program Agency Responsibility
LAND USE AND PLANNING			
Potential conflict with applicable land use plan, policy or regulation of the City of Tehachapi.	The project is consistent with the policies of the General Plan which provide for orderly growth and development in the City in a manner that prevents this impact.	Less than significant	City of Tehachapi Community Development Department in conjunction with the development review process.
GEOLOGY/SEISMIC/SAFETY			
The subject is located in a seismically active area. The Garlock Fault is the design fault by which construction parameters are established in conjunction with the Uniform Building Code.	The project proponent is required to submit a geotechnical report for review by the City Engineer at the project submittal phase.	Less than significant	City of Tehachapi, City Engineer and City of Tehachapi Building Department.

Impact	Mitigation Measure	Level of Significance After Mitigation	Monitoring Program Agency Responsibility
<p>WATER</p> <p>The annexation in and of itself will not have an impact on issues associated with water quality and/or availability of domestic water. However, the approval and eventual recordation of the proposed annexation will set the stage for future light industrial/commercial development. Build-out of these theoretical commercial uses could consume 100,139 gallons per day. The project individually or collectively when considered in conjunction with other known projects will exceed the City of Tehachapi's pumping rights of 1,847 af/year. However in addition to pumping rights, the City also has banked water reserves, carry overs and water transfers that when taken in the aggregate will provide sufficient water resources to accommodate future developments.</p>	<p>The applicant will be required to pay water connection fees per Resolution No. 38-04 to offset the cost of providing domestic water service and pay an equivalent in-lieu fee to offset water pumping right. Common areas will be irrigated using non-potable water and the use of drought tolerant and/or native plant species. The use of drought tolerant landscaping per the City standards will reduce water consumption related to irrigation.</p>	<p>Less than significant</p>	<p>City of Tehachapi Community Development Department. Payment of water connection fees at the building permit stage. Staff will review and approve landscape plans. City Staff to review all landscape plans for common area landscaping to confirm that appropriate plant materials are utilized. City of Tehachapi Building Department to enforce Title 24 regulations in conjunction with the building permit process to insure the use of low flush toilets and low flow showerheads.</p>

Impact	Mitigation Measure	Level of Significance After Mitigation	Monitoring Program Agency Responsibility
<p>SEWER</p> <p>The annexation in and of itself will not have an impact on issues associated with the generation of wastewater. However, the approval and eventual recordation of the proposed annexation will set the stage for future commercial development. Build-out of these theoretical uses could generate an estimated 91,375 gallons of wastewater per day. Treatment capacity is 1.25 million gallons per day advance secondly.</p>	<p>The applicant will pay a sewer connection fee per Resolution No. 38-04 to offset the incremental increase in wastewater generation at the building permit stage. In the event of a sewer and/or water capacity issue, the City reserves the right to withhold all building permits or otherwise limit the issuance of building permits until such time as its sewer and/or water system have been expanded to accommodate the existing and anticipated demand for those services.</p>	<p>Less than significant</p>	<p>City of Tehachapi Community Development Department Sewer connection fees to be paid at the building permit stage. Plant operator to monitor plant capacity on an ongoing basis. In the event of a sewer and/or water capacity issue, the City reserves the right to withhold all building permits.</p>
<p>TRANSPORTATION AND CIRCULATION</p>			
<p>The annexation request will not in and of itself impact traffic circulation within the proposed area. However the approval of the annexation will set the stage for future commercial development. At full build out the project may generate approximately 16,933 vehicle trips per day.</p>	<p>The applicant will be subject to Regional Traffic Impact Fees in contributing to various regional improvements such as signal lights and road improvements at the development stage. Additionally, the applicant will be responsible for paying their fare share towards the construction cost of two (2) intersections off-site improvements.</p>	<p>Less than significant</p>	<p>City of Tehachapi Community Development Department.</p>

Impact	Mitigation Measure	Level of Significance After Mitigation	Monitoring Program Agency Responsibility
BIOLOGICAL RESOURCES			
The proposed project could have an impact on known sensitive flora and fauna species in the region.	A Biological Resources Constraints Report dated February 2012 determined that there are no sensitive flora or fauna species on the proposed site.	No mitigation required	No monitoring required
PUBLIC SERVICES			
Future growth associated with the annexation could exceed the ability of the City to fund urban service and facilities such as fire, law enforcement, water and sewer demand and school facilities.	Impacts to fire and law will be mitigated through the payment of fees per Resolution No. 01-05. Impacts to sewer and water will be mitigated through the payment of fees per Resolution No. 38-04. Impacts to area schools will be paid through school impact fees in the amount to be determined by the Tehachapi Unified School District. Public Service mitigation fees are applicable at the development stage.	Less than significant	City of Tehachapi Community Development Department, City of Tehachapi Building Department and Tehachapi Unified School District.

Impact	Mitigation Measure	Level of Significance After Mitigation	Monitoring Program Agency Responsibility
<p>CULTURAL RESOURCES</p> <p>The subject site is located within the ancestral home of the Kawaiisu cultural group. The development of the site could impact archaeological resources.</p>	<p>Several sites were recorded in the Archeological Survey dated 1990 however these sites are located in the area zoned as Open Space prohibiting any future development or disturbance of the site. Mitigation measures listed in the Archeological Survey are required to be implemented to eliminate any potential impacts to these sites. Additionally, if resources are excavated during the construction phase, the project would be conditioned to cease grading and other construction activity until such time as the resources can be recovered and properly documented.</p>	<p>Less than significant</p>	<p>City of Tehachapi Community Development Department and Native American Heritage Commission if subsurface resources are discovered.</p>
<p>STORM WATER</p> <p>The annexation request will not impact the ground water. However, the approval of the annexation request will set the stage for future light industrial/commercial related land uses. Long term impacts associated with grading and the creation of impervious surfaces will increase the quantity of run off and potentially decrease water quality associated with urban pollutants.</p>	<p>In conjunction with the grading plan the applicant will be required to procure a National Pollution Discharge Elimination System Permit from the Regional Water Quality Control Board. The permit will require Storm Water Pollution Prevention Program (SWPP) for the control of erosion and sedimentation. Techniques to control erosion are often temporary sumps, sand bags and other devices that check and hold runoff. Excess run-off shall be conveyed to a regional storm drain system.</p>	<p>Less than significant</p>	<p>City of Tehachapi Community Development Director, Regional Water Quality Control Board and City Engineer.</p>

Impact	Mitigation Measure	Level of Significance After Mitigation	Monitoring Program Agency Responsibility
<p>AIR QUALITY</p> <p>The future development of the subject site for commercial and light industrial uses may cause a temporary increase in dust during grading activity. Long term air quality issues are associated with the incremental increase in traffic generation.</p>	<p>The project proponents will be required to water the sites down during the grading activity to keep fugitive dust to a minimum. The project proponents shall abide by the East Kern Air Pollution Control District requirements.</p>	<p>Less than significant</p>	<p>Future grading approval will be conditioned to keep site watered down during grading activity. City Engineer will monitor in conjunction with grading management.</p>
<p>AIRPORT COMPATIBILITY</p> <p>A small section of the project site is located within Flight Zones B1 and C of the Kern County Airport Compatibility Map</p>	<p>In terms of airport mitigation, the project applicant shall submit Form 7460-1 to the FAA as for review and approval prior to construction determined by the Airport Manager. Non-reflective materials are required on all building surfaces. Lighting on site shall be shielded and directed downward.</p>	<p>Less than significant</p>	<p>City of Tehachapi Community Development Department and the City's Airport Manager.</p>

Enforcement Agency: Kern County Environmental Health Services Department

FACILITY FILE NUMBER 15-CR-0084	PROGRAM CODE LOCAL=L STATE=S L	INSPECTION DATE MM DO YY 1 27 04	TIME IN TIME OUT	INSPECTION TIME 1	
FACILITY NAME West Tehachapi Burn Dump			RECEIVED BY (OPERATOR)		
FACILITY LOCATION T33S R33E Sec 17, Hwy 58 X RTE 202 LAT. 35.1396N LON. 118.4665W			OWNER Loop Ranch & KCWMD		
INSPECTOR William O'Rullivan REHS		INSPECTOR SIGNATURE <i>William O'Rullivan</i>	ALSO PRESENT		

THE ABOVE FACILITY WAS INSPECTED FOR COMPLIANCE WITH APPLICABLE SECTIONS OF DIVISION 30 OF THE PUBLIC RESOURCES CODE (PRC) AND TITLE 27 CALIFORNIA CODE OF REGULATIONS (CCR).

THE STANDARDS BELOW ARE CONSIDERED IN COMPLIANCE UNLESS OTHERWISE MARKED WITH ONE OF THE FOLLOWING: V = VIOLATION A = AREA OF CONCERN NA = NOT APPLICABLE

SITES NOT SUBJECT TO ARTICLE 2 STANDARDS				
	V	A	NA	
20530 - SITE SECURITY				
20650 - GRADING OF FILL SURFACES				
20750 - SITE MAINTENANCE				
20790 - LEACHATE CONTROL				
20820 - DRAINAGE / EROSION CONTROL				
20830 - LITTER CONTROL				
20919 - GAS CONTROL				
21190(c) - POSTCLOSURE LAND USE				
OTHER				

RECEIVED
 FEB - 2 2004
 CITY OF TEHACHAPI

COMMENTS (SEE 5000-43 FOR ADDITIONAL SPACE)

NO VIOLATIONS OR AREAS OF CONCERN

Comments:

- Burn ash was consolidated in 2002. Ash is buried 8 feet + deep and is not subject to erosion, scavenging or drainage.
- The site has been regraded in 2002, and drainage structures were installed. No evidence of ponding in 2004 over waste consolidation area.
- The consolidation and grading project concerning the West Tehachapi Burn dump is part of a large scale commercial use project, wherein the consolidation area will be ultimately paved over for parking. No structures over ash consolidation is planned or approved.
- The site is undergoing annexation by the City of Tehachapi.

SPACE FOR ADDITIONAL COMMENTS, DIAGRAMS, OR NOTES.

DISTRIBUTION:

TOP - CWMIB

MIDDLE - EA

BOTTOM - OPERATOR

Enforcement Agency: Kern County Environmental Health Services Department

JUN - 1 2004

Page 1 of 1

FACILITY FILE NUMBER 15-CR-0084	PROGRAM CODE LOCAL #1 STATE #2	INSPECTION DATE file 3 29 04	TIME IN CITY OF TEHACHAPI	INSPECTION TIME 1
FACILITY LOCATION 1335 R 33E, S 17, Hwy 58 & Rte 202			RECEIVED BY (OPERATOR)	
INSPECTOR William O'Rullivan REHS	INSPECTOR SIGNATURE William O'Rullivan	OWNER John S. Broome	ALSO PRESENT	

THE ABOVE FACILITY WAS INSPECTED FOR COMPLIANCE WITH APPLICABLE SECTIONS OF DIVISION 30 OF THE PUBLIC RESOURCES CODE (PRC) and TITLE 27 CALIFORNIA CODE OF REGULATIONS (CCR).
THE STANDARDS BELOW ARE CONSIDERED IN COMPLIANCE UNLESS OTHERWISE MARKED WITH ONE OF THE FOLLOWING: V = VIOLATION A = AREA OF CONCERN NA = NOT APPLICABLE

SITES NOT SUBJECT TO ARTICLE 2 STANDARDS

	V	A	NA
20530 - SITE SECURITY			
20650 - GRADING OF FILL SURFACES			
20750 - SITE MAINTENANCE			
20790 - LEACHATE CONTROL			
20820 - DRAINAGE / EROSION CONTROL			
20830 - LITTER CONTROL			
20919 - GAS CONTROL			
21190(c) - POSTCLOSURE LAND USE			
OTHER			

COMMENTS (USE SPACES FOR ADDITIONAL SPACE)

NO VIOLATIONS OR AREAS OF CONCERN

Comments:

- Burn ash was consolidated and covered at a depth of 8 feet. (2002)
- No evidence of scavenging, erosion or ponding has occurred since the closure/regarding project in 2002.
- A settlement agreement was entered between the County of Kern and John S. Broome trustee of the Broome Family Trust on March 2, 2004, concerning the West Tehachapi Burn Dump Remediation Project.
- The LEA will prepare a Site Identification Project and request annual inspection of this facility.

SPACE FOR ADDITIONAL COMMENTS, DIAGRAMS, OR NOTES.

DISTRIBUTION:

TOP - CWRMB

MIDDLE - EA

BOTTOM - OPERATOR

TEHACHAPI MUNICIPAL AIRPORT

14

23

CITY LIMITS

16

CAPITAL HILLS

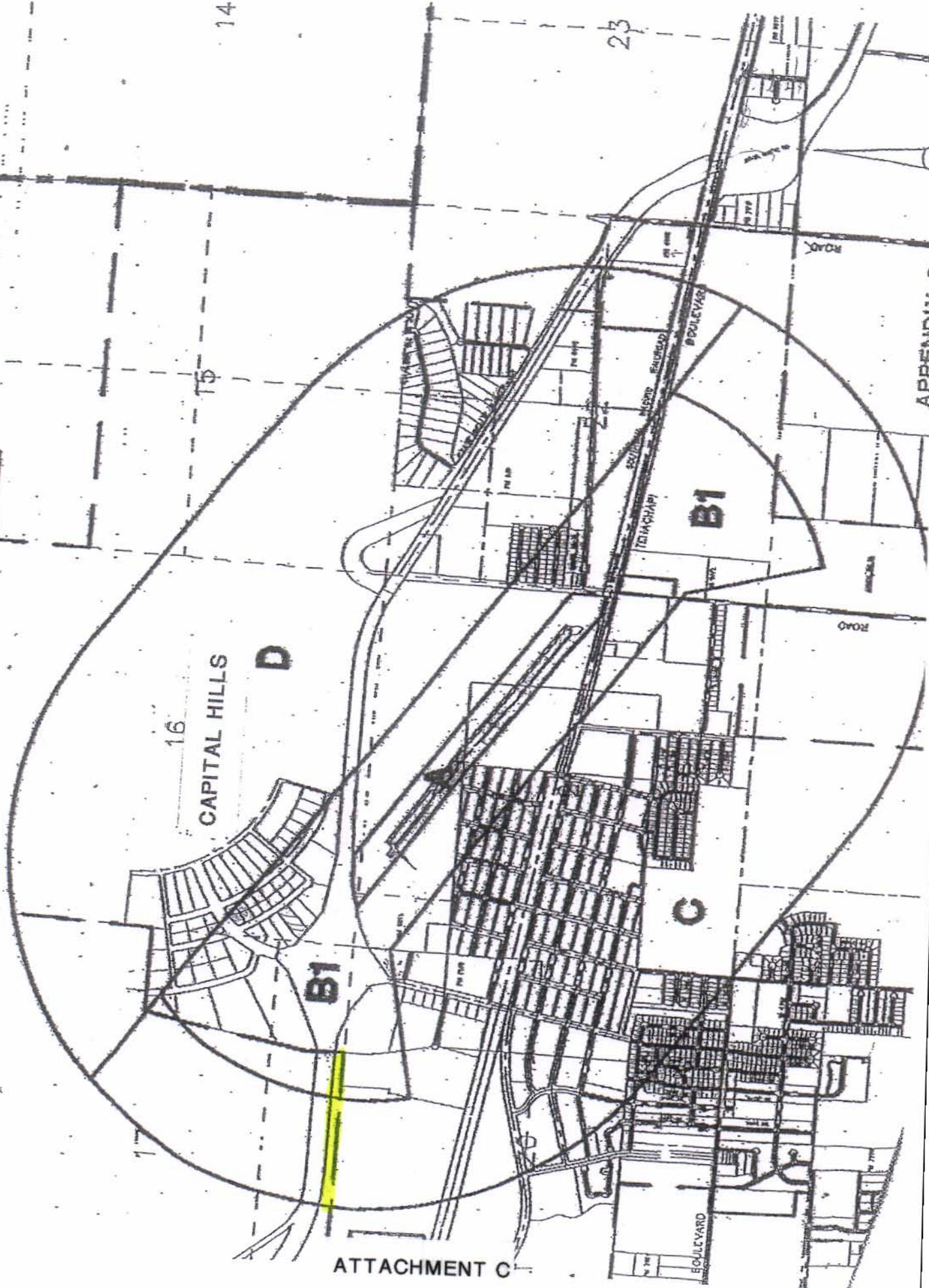
D

B1

C

B1

ATTACHMENT C



APPENDIX C

Table 2A
Compatibility Criteria
Kem County Airport Land Use Compatibility Plan

Zone	Location	Impact Elements	Maximum Densities		Required Open Land
			Residential (d/u/ac)	Other Uses (people/ac)	
A	Runway Protection Zone or within Building Restriction Line	<ul style="list-style-type: none"> High risk High noise levels 	0	10	All Remaining
B1	Approach/Departure Zone and Adjacent to Runway	<ul style="list-style-type: none"> Substantial risk — aircraft commonly below 400 ft. AGL or within 1,000 ft. of runway Substantial noise 	0.1	60	30%
B2	Extended Approach/Departure Zone	<ul style="list-style-type: none"> Significant risk — aircraft commonly below 800 ft. AGL Significant noise 	0.5	60	30%
C	Common Traffic Pattern	<ul style="list-style-type: none"> Limited risk — aircraft at or below 1,000 ft. AGL Frequent noise intrusion 	15	150	15%
D	Other Airport Environs	<ul style="list-style-type: none"> Negligible risk Potential for annoyance from overflights 	No Limit	No Limit	No Requirement

Zone	Additional Criteria		Examples	
	Prohibited Uses	Other Development Considerations	Normally Acceptable Uses	Less Than Normally Acceptable
A	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Hazards to flight^a 	<ul style="list-style-type: none"> Dedication of aviation easement 	<ul style="list-style-type: none"> Aircraft tiedown apron Pastures, field crops, vineyards Automobile parking 	<ul style="list-style-type: none"> Heavy poles, signs, large trees, etc.
B1 and B2	<ul style="list-style-type: none"> Schools, day care centers, libraries Hospitals, nursing homes Highly noise-sensitive uses (e.g. amph-theaters) Storage of highly flammable materials^b Hazards to flight^a 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Dedication of aviation easement 	<ul style="list-style-type: none"> Uses in Zone A Any agricultural use except ones attracting bird flocks Warehousing, truck terminals Two-story offices Single-family homes on an existing lot 	<ul style="list-style-type: none"> Residential subdivisions Intensive retail uses Intensive manufacturing or food processing uses Offices with more than two stories Hotels and motels
C	<ul style="list-style-type: none"> Schools Hospitals, nursing homes Hazards to flight^a 	<ul style="list-style-type: none"> Dedication of over-flight easement for residential uses 	<ul style="list-style-type: none"> Uses in Zone B Parks, playgrounds Most retail uses Duplexes and medium-density apartments Two-story motels 	<ul style="list-style-type: none"> Large shopping malls Theaters, auditoriums Large sports stadiums Hi-rise office buildings with more than four stories
D	<ul style="list-style-type: none"> Hazards to flight^a 	<ul style="list-style-type: none"> Deed notice required for residential development 	<ul style="list-style-type: none"> All except ones hazardous to flight 	

Source: Comprehensive Airport Land Use Plan (1996)

Zones	Land Use	Compatibility			
		A	B1/B2	C	D
Residential and Institutional					
	Rural Residential - 10 acres or more	-	+	+	+
	Low Density Residential - 2 to 10 acre lots	-	0/+	+	+
	Single Family Residential - lots under 2 acres	-	-	0	+
	Multi Family Residential	-	-	0	+
	Mobile Home Parks	-	-	0	+
	Schools, Colleges and Universities	-	-	-	+
	Day Care Centers	-	-	0	+
	Hospitals and Residential Care Facilities	-	-	-	+
Recreational					
	Golf Course	0	+	+	+
	Parks - low intensity; no group activities	0	+	+	+
	Playgrounds and Picnic Areas	-	0	+	+
	Athletic Fields	-	0	+	+
	Riding Stables	-	0	+	+
	Marinas and Water Recreation	-	0	+	+
	Health Clubs and Spas	-	-	0	+
	Tennis Courts	-	0	+	+
	Swimming Pools	-	0	0	+
	Fairgrounds and Race Tracks	-	-	-	+
	Resorts and Group Camps	-	-	0	+
Industrial					
	Research and Development Laboratories	-	0	+	+
	Warehouses and Distribution Facilities	-	0	+	+
	Manufacturing and Assembly	-	0	0	+
	Cooperage and Bottling Plants	-	0	+	+
	Printing, Publishing and Allied Services	-	0	+	+
	Chemical, Rubber and Plastic Products	-	-	0	+
	Food Processing	-	-	0	+

- Incompatible
- 0 Potentially compatible with restrictions
- + Compatible

Zones	Land Use	Compatibility			
		A	B1/B2	C	D
Commercial Uses					
	Large Shopping Malls (500,000+ sq.ft.)	-	-	0	+
	Retail Stores (one story)	-	0	0	+
	Retail Stores (two story)	-	-	0	+
	Restaurants and Drinking Establishments (no take out)	-	0	0	+
	Food Take-Outs	-	-	0	+
	Auto and Marine Services	-	0	+	+
	Building Materials, Hardware and Heavy Equipment	-	0	+	+
	Office Buildings (one story)	-	0	+	+
	Multiple-story Retail, Office, and Financial	-	-	0	+
	Banks and Financial Institutions	-	0	+	+
	Repair Services	-	0	+	+
	Gas Stations	-	0	+	+
	Government Services/Public Buildings	-	0	+	+
	Motels (one story)	-	0	0	+
	Hotels and Motels (two story)	-	-	0	+
	Theaters, Auditoriums, and Assembly Halls	-	-	0	+
	Outdoor Theaters	-	-	0	+
	Memorial Parks/Cemeteries	-	+	+	+
	Truck Terminals	-	+	+	+
Transportation, Communications, and Utilities					
	Automobile Parking	0	+	+	+
	Highway & Street Right-of-ways	0	+	+	+
	Railroad and Public Transit Facilities	0	+	+	+
	Taxi, Bus & Train Terminals	-	0	+	+
	Reservoirs	-	0	0	+
	Power Lines	-	0	0	+
	Water Treatment Facilities	-	0	+	+
	Sewage Treatment and Disposal Facilities	-	0	0	+
	Electrical Substations	-	0	0	+
	Power Plants	-	-	0	+
	Sanitary Landfills	-	-	-	0

- Incompatible
 0 Potentially compatible with restrictions
 + Compatible

TRAFFIC IMPACT STUDY

Tehachapi Loop Ranch

**East and West of Tucker Road
South of the SR-58 Freeway**

City of Tehachapi, California

September 2, 2010

PREPARED FOR:

**City of Tehachapi
115 South Robinson Street
Tehachapi, CA 93561**



CRENSHAW TRAFFIC ENGINEERING

Traffic and Transportation Consulting

6025 Crestmore Street

Bakersfield, CA 93308

Bus (661) 399-3027

Fax 661 399-0151

e-mail crenshaweng@hotmail.com

TRAFFIC IMPACT STUDY

Tehachapi Loop Ranch

**East and West of Tucker Road
South of the SR-58 Freeway**

City of Tehachapi, California

September 2, 2010

PREPARED FOR:

**City of Tehachapi
115 South Robinson Street
Tehachapi, CA 93561**

PREPARED BY:

Crenshaw Traffic Engineering

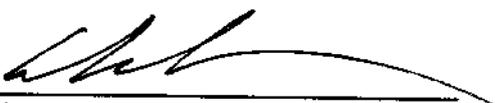

Wallace W. Crenshaw, P.E. TR # 0366



Table of Contents

		PAGE
I.	INTRODUCTION	1
II.	EXISTING CONDITIONS	2
	Site Location	2
	Traffic and Circulation	2
	Streets and Highways	5
	Recent Area Traffic Counts	6
III.	TRAFFIC GENERATION AND DISTRIBUTION	8
	Other Known Projects and Growth Rate	13
IV.	TRAFFIC ANALYSIS AND IMPACT	18
	Intersection Analysis	18
	Level of Service	19
	Traffic Signal Warrant Analysis	21
	Street Segment Analysis	23
V.	MITIGATION MEASURES	26
	Year 2015	26
	Year 2035	27
VI.	CONCLUSIONS	29

APPENDIX: TRAFFIC COUNTS AND WORKSHEETS

List of Tables

NO.		PAGE
1	Project Trip Generation	9
2	PM Peak Hour Levels of Service-Intersections	20
3	Traffic Signal Warrants	22
4	PM Peak Hour Levels of Service-Street Segments	25

List of Exhibits

NO.		PAGE
1	Location Map	3
2	Plot Plan	4
3	PM Peak Hour Distribution-Existing Volumes	7
4	PM Peak Hour Percentage Regional Distribution	11
5	PM Peak Hour Distribution-Project Traffic	12
6	PM Peak Hour Distribution-2015 w/o Project	14
7	PM Peak Hour Distribution-2015 withProject	15
8	PM Peak Hour Distribution-2035 w/o Project	16
9	PM Peak Hour Distribution-2035 with Project	17

TRAFFIC IMPACT STUDY

Tehachapi Loop Ranch

East and West of Tucker Road
South of the SR-58 Freeway

City of Tehachapi, California

September 2, 2010

I. INTRODUCTION

This traffic study has been prepared to determine the impact on the local roadway system from traffic generated by the proposed development of retail and industrial land uses on the east and west sides of Tucker Road, south of the SR-58 Freeway in the City of Tehachapi, California. The traffic (trips) estimated to be generated by this project has been added to the existing on-street traffic volumes and its impact has been analyzed on the existing and proposed street network at key intersections in the general vicinity of the site. Any future known traffic volumes from other developments have also been added to this scenario. The following material sets forth existing traffic counts, estimated trip generation, distribution of project related traffic and capacity analysis at the key intersections and street segments for projected conditions before and after the proposed mixed land use development is constructed.

II. EXISTING CONDITIONS

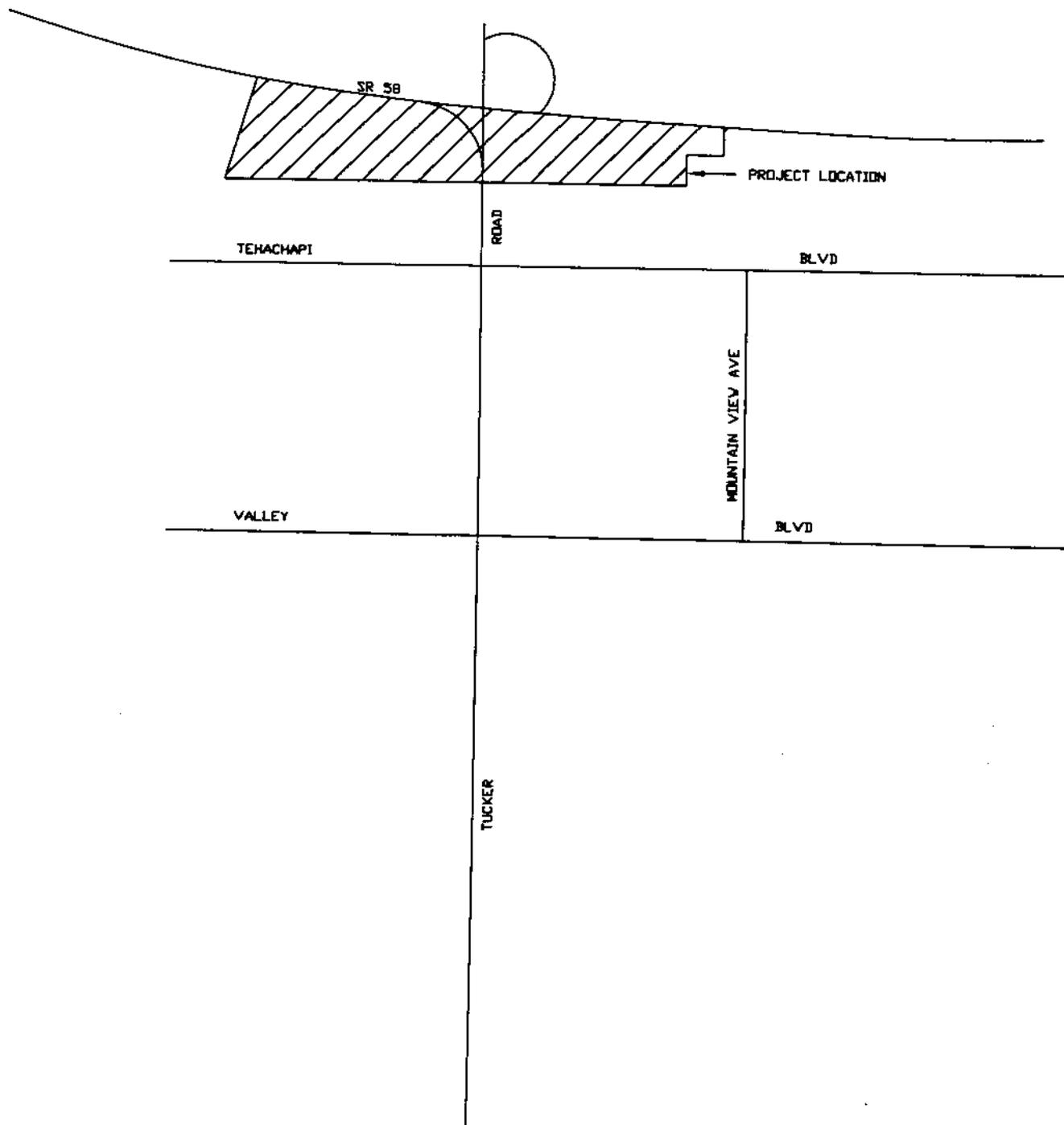
The project will accommodate retail and industrial park land uses. The site is presently undeveloped and vacant of structures.

Site Location

The proposed development is located in the City of Tehachapi, California on the east and west sides of Tucker Road, south of the SR-58 Freeway. Primary access to the site is expected to be via new on-site roadways connecting to Tucker Road. See Exhibits 1 and 2.

Traffic and Circulation

Regional access to this area is provided via the SR-58 freeway. The primary access to the site will be provided by Tucker road which has an interchange with the SR-58 freeway just north of the project site. Access to Tucker Road is also provided by Tehachapi Boulevard and Valley Boulevard. Tehachapi Boulevard and Valley Boulevard in turn, provide access to nearby commercial, educational, residential and employment centers.



CRENSHAW TRAFFIC ENGINEERING
TRAFFIC AND TRANSPORTATION CONSULTING
21960 NORTH LOWER VALLEY ROAD
TEHACHAPI, CA. 93561
661-339-3027
JNE0-011

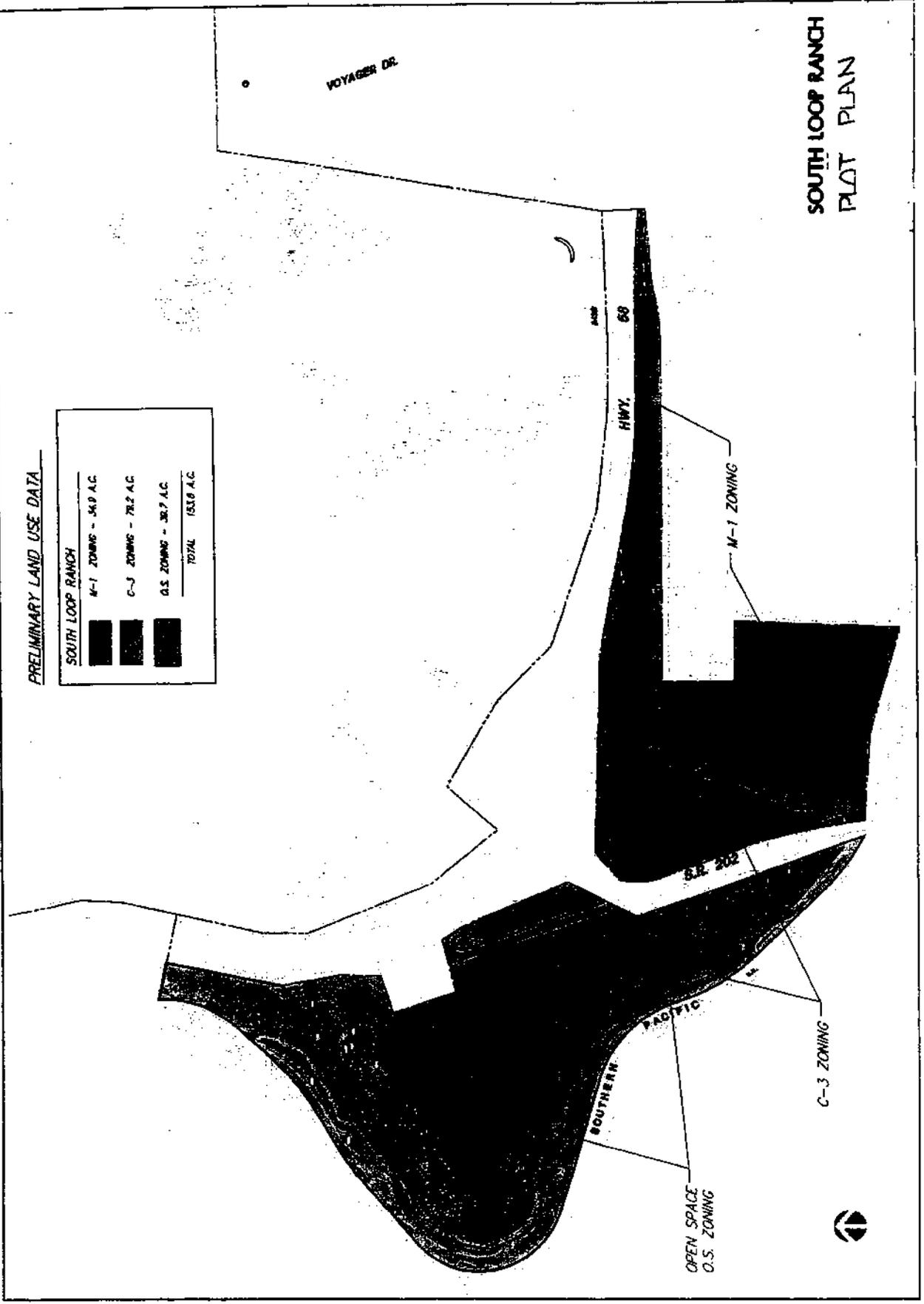
LOCATION PLAN

EXHIBIT 1

**SOUTH LOOP RANCH
PLAT PLAN**

PRELIMINARY LAND USE DATA

SOUTH LOOP RANCH	
	M-1 ZONING - 54.9 A.C.
	C-3 ZONING - 78.2 A.C.
	O.S. ZONING - 38.7 A.C.
TOTAL 153.8 A.C.	



Streets and Highways

The following is a summary description of the streets and highways which will serve the proposed project, and which could be affected by project traffic.

State Route 58 (SR-58) is an east-west 4 lane freeway in the Tehachapi area. It provides access to Mojave to the east and to the Bakersfield area to the west.

Tucker Road is a two/four lane north-south arterial that provides access to the SR-58 freeway to the north and to the many commercial land uses between Tehachapi Boulevard and Valley Boulevard.

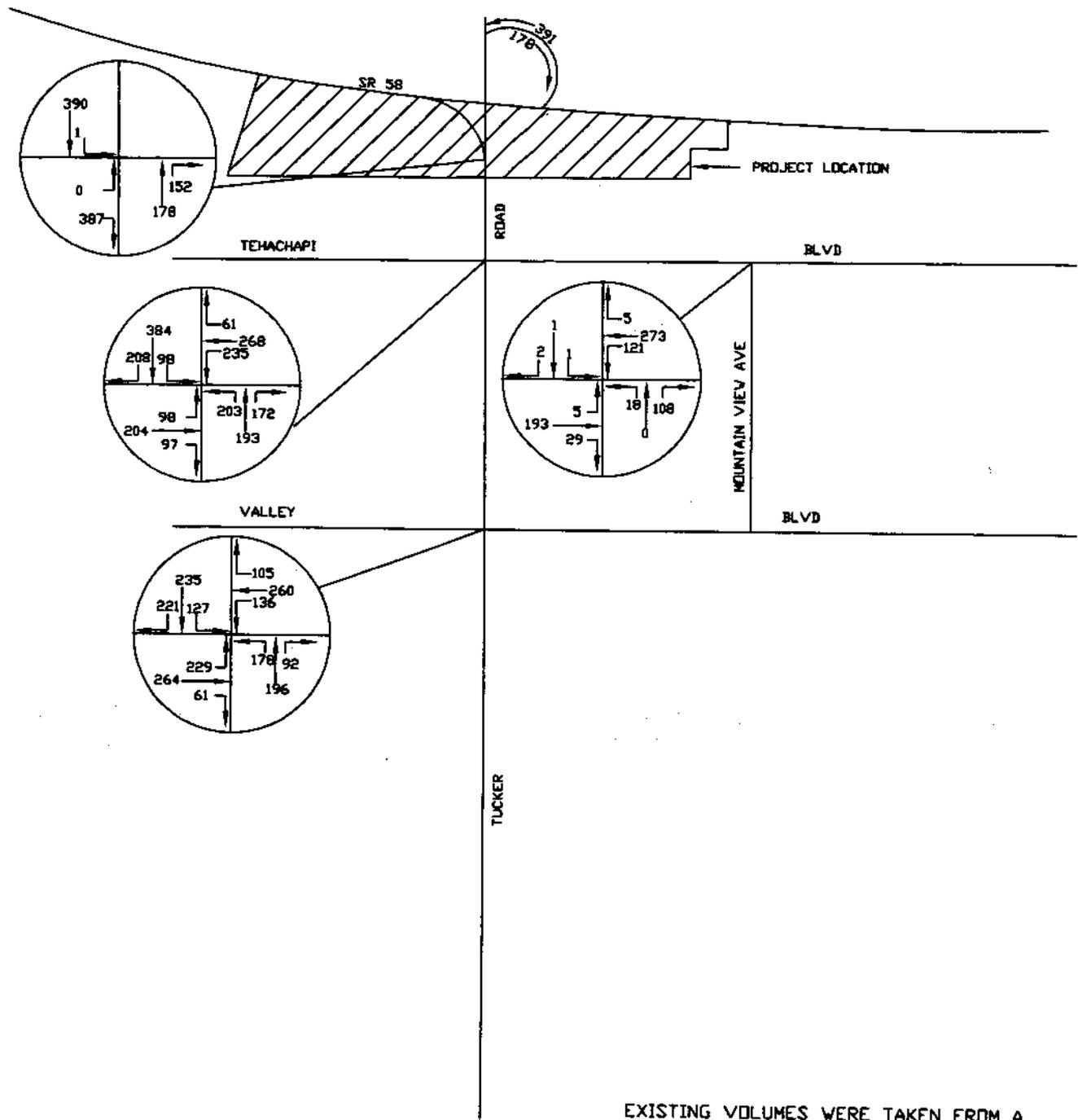
Tehachapi Boulevard is an east-west two lane divided arterial street in the vicinity of the site. It provides access to Golden Hills to the west and to the City of Tehachapi to the east.

Valley Boulevard is an east-west two lane divided arterial street in the vicinity of the site. It provides access to Bear Valley Springs to the west and to the City of Tehachapi to the east.

Recent Area Traffic Counts

Traffic volumes on major arterial thoroughfares in the area show typical peak periods associated with major streets in the Tehachapi area. The volumes show a peak during the morning commuter period, another peak during the noon hour, and a third peak during the evening commuter period.

Manual counts were conducted in December 2008 and January 2009 during the PM (i.e. 4-6 pm) peak period at the four study intersections to determine the peak hour turning movement volumes. These volumes are shown on Exhibit 3 and were used in the intersection operation, street segment and traffic signal warrant analyses.



EXISTING VOLUMES WERE TAKEN FROM A RECENT STUDY DONE IN THIS VICINITY WITH THE PERMISSION OF THE CITY OF TEHACHAPI

CRENSHAW TRAFFIC ENGINEERING
 TRAFFIC AND TRANSPORTATION CONSULTING
 21960 NORTH LOWER VALLEY ROAD
 TEHACHAPI, CA. 93561
 661-339-3027
 JN10-011

PM PEAK HOUR DISTRIBUTION
 EXISTING VOLUMES

EXHIBIT 3

III. TRAFFIC GENERATION AND DISTRIBUTION

The proposed project includes 432,115 square feet (s.f.) of retail and 222,175 s.f. of industrial park land uses. The estimated peak hour and daily traffic volumes expected to be generated by the project were based on the data obtained from the Institute of Transportation Engineers (ITE), "Trip Generation", 2008, 8th Edition.

Table 1 lists the daily and peak hour generation factors and resulting trip ends for the several types of land uses in the proposed project. In accordance with the current Caltrans current policy, the traffic daily and peak hour volumes generated by the project's retail land uses were reduced by 15 percent to reflect the diversion of existing (i.e. pass by) traffic on the adjacent streets. The adjusted project traffic volumes were then reduced by an additional 5 percent to account of internal capture of trips (i.e. trips between the project's two land uses). Table 1 shows that at full build out, it is estimated that this project will generate a total of 16,933 new vehicular trip ends per day. Table 1 also shows an increase of 394 vehicles arriving and 349 leaving the site during the AM peak hour and an increase of 511 vehicles arriving and 617 departing during the PM peak hour.

The expected project-related traffic volumes were distributed onto the local roadway system based on manual count data, observations of peak hour traffic movements, the characteristics of the nearby road system, and the population distribution of the region. Exhibit 4 shows percentage of regional distribution of project traffic. Exhibit 5 shows the project related traffic distribution on the local roadway system during the PM peak hour.

**TABLE 1
TRIP GENERATION-MIXED LAND USE**

Specialty Retail (ITE Land Use Code # 814)

432,115 Square Feet		
Average Total Daily Trips:	Factor	44.32 Trips/TSF
	Volume	19,151 Trips per Day
(Reduce by 15% for Pass By)		16,278 Trips per Day
AM Peak Hour Trips:	Factor	1.62 Trips/TSF
(44% in; 56% out)	Total Volume	700 Trips AM Peak Hour
	Volume In	308 (262)
	Volume Out	392 (333)
(Reduce by 15% for Pass By)		
PM Peak Hour trips:	Factor	2.71 Trips/TSF
(50% in; 50% out)	Total Volume	1,171 Trips PM Peak Hour
	Volume In	586 (498)
	Volume Out	585 (498)
(Reduce by 15% for Pass By)		

Industrial Park (ITE Land Use Code # 130)

222,175 Square Feet		
Average Total Daily Trips:	Factor	6.96 Trips/TSF
	Volume	1,546 Trips per Day
AM Peak Hour Trips:	Factor	0.84 Trips/TSF
(82% in; 18% out)	Total Volume	187 Trips AM Peak Hour
	Volume In	153
	Volume Out	34
PM Peak Hour trips:	Factor	0.86 Trips/TSF
(21% in; 79% out)	Total Volume	191 Trips PM Peak Hour
	Volume In	40
	Volume Out	151

**TABLE 1 (Continued)
TRIP GENERATION-MIXED LAND USE**

PROJECT TOTALS

	Total	Adjusted for Pass By*	Adjusted for Internal Capture
Average Total Daily Trips	29,697	17,884	16,933
AM Peak Hour In	461	415	394
AM Peak Hour Out	426	367	349
PM Peak Hour In	626	538	511
PM Peak Hour Out	736	649	617

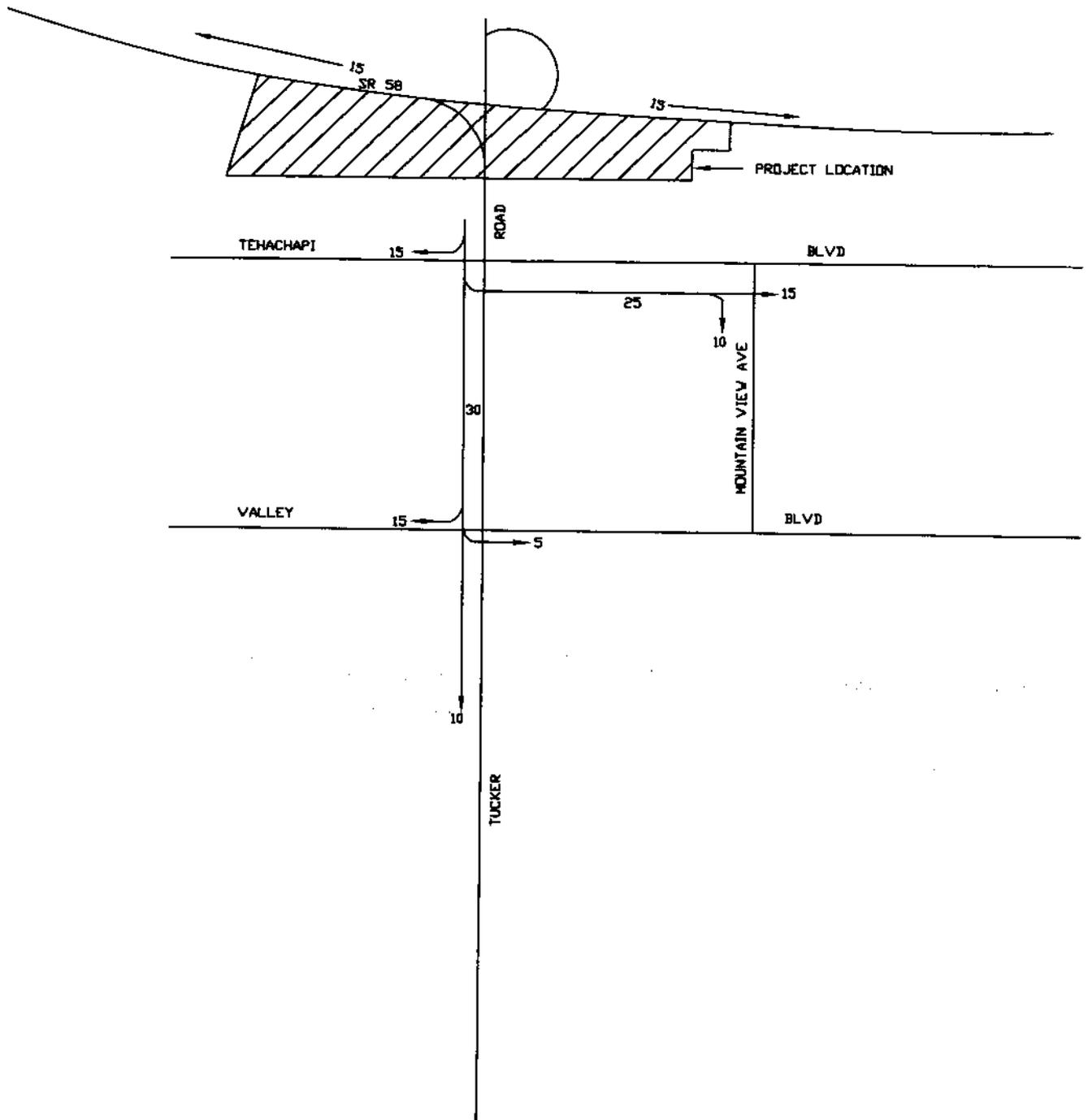
Notes: Based on rates in ITE's "Trip Generation", 8th Edition, 2008

TSF-thousand square feet of floor area

In accordance with Caltrans policies, retail daily and peak hour trip generation volumes were reduced by 15 percent to reflect pass by traffic.

The adjusted total was then reduced by 5 percent to reflect internal capture of trips (i.e. trips between the several land uses in the project).

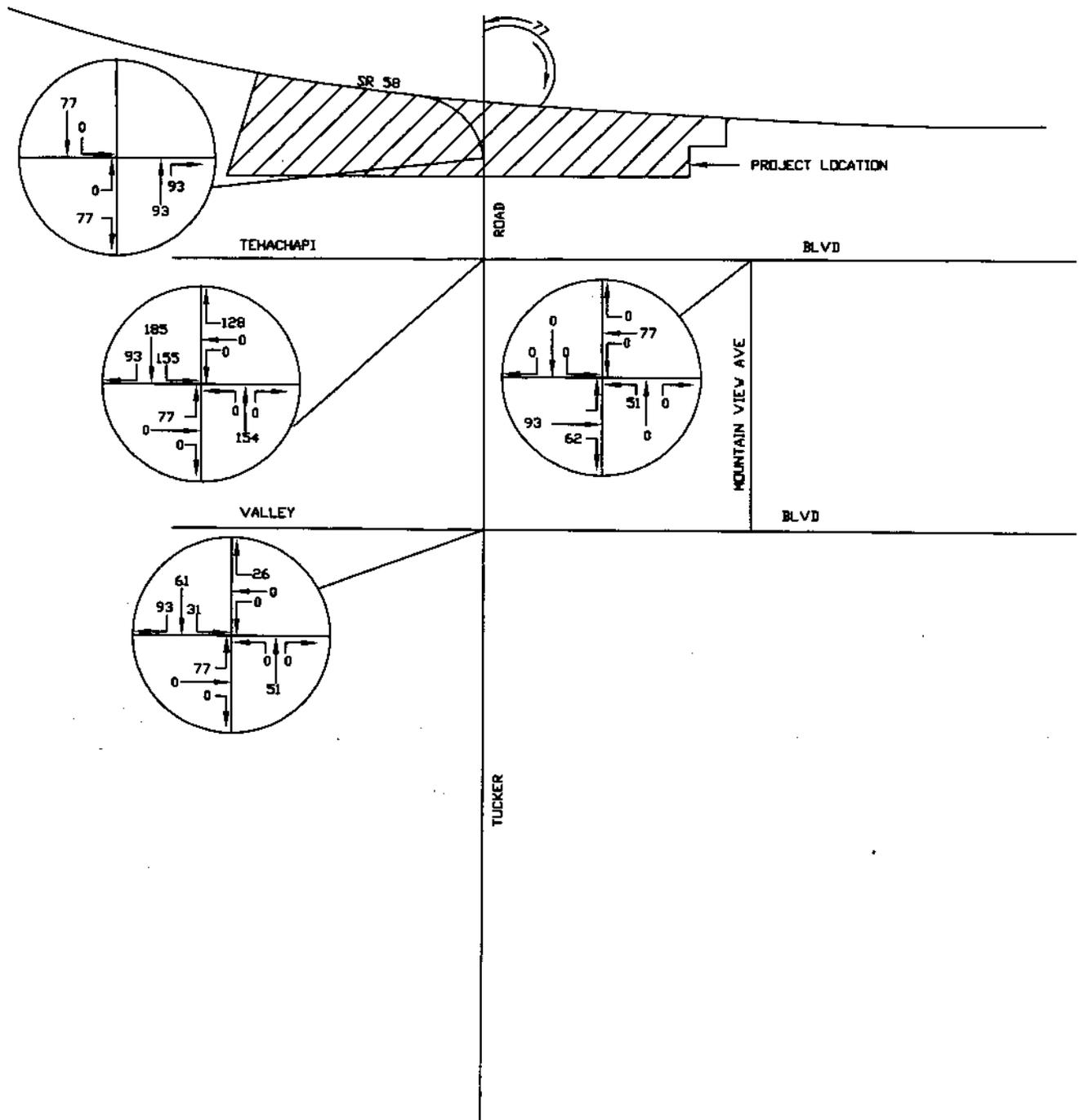
* Specialty Retail trips only



CRENSHAW TRAFFIC ENGINEERING
TRAFFIC AND TRANSPORTATION CONSULTING
21960 NORTH LOWER VALLEY ROAD
TEHACHAPI, CA. 93561
661-339-3027
JN10-011

PM PEAK HOUR PERCENT PROJECT DISTRIBUTION

EXHIBIT 4



CRENSHAW TRAFFIC ENGINEERING
 TRAFFIC AND TRANSPORTATION CONSULTING
 21960 NORTH LOWER VALLEY ROAD
 TEHACHAPI, CA. 93561
 661-339-3027
 JN10-011

PM PEAK HOUR DISTRIBUTION
 PROJECT VOLUMES

EXHIBIT 5

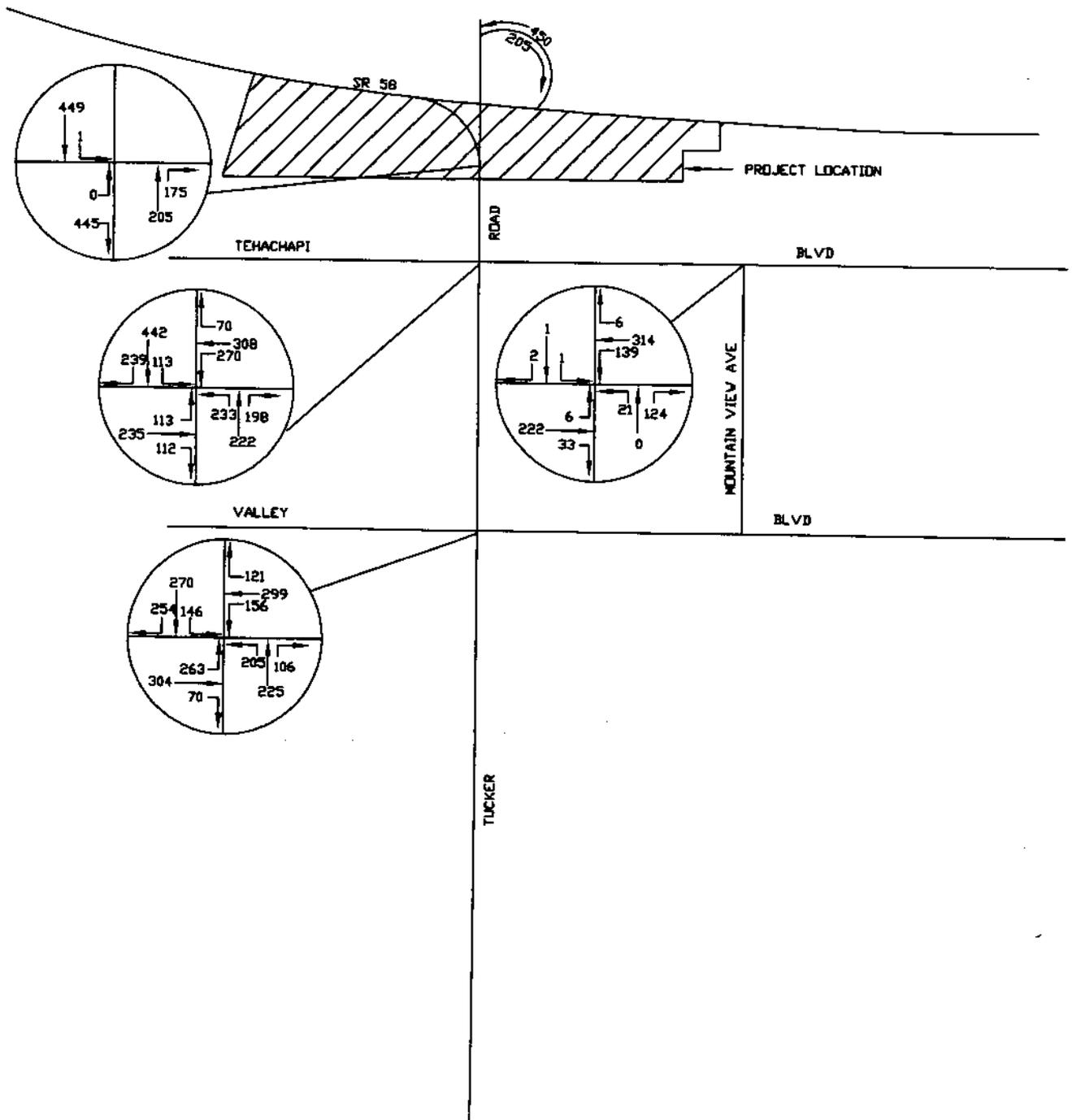
Other Known Projects and Growth Rate

In accordance with the City of Tehachapi requirements, the impact of project generated traffic was evaluated in the year 2015 (the expected year of project build out) and in the year 2035.

To reflect future development in the vicinity of the project an ambient growth rate (i.e. 2.0 percent per year) was used to establish the year 2015 and year 2035 background volumes (i.e. without the project traffic).

The future PM peak hour trips generated with the growth factor are titled “Future Year 2015 Without Project” (Exhibit 6) and “Future Year 2035 Without Project” (Exhibit 8).

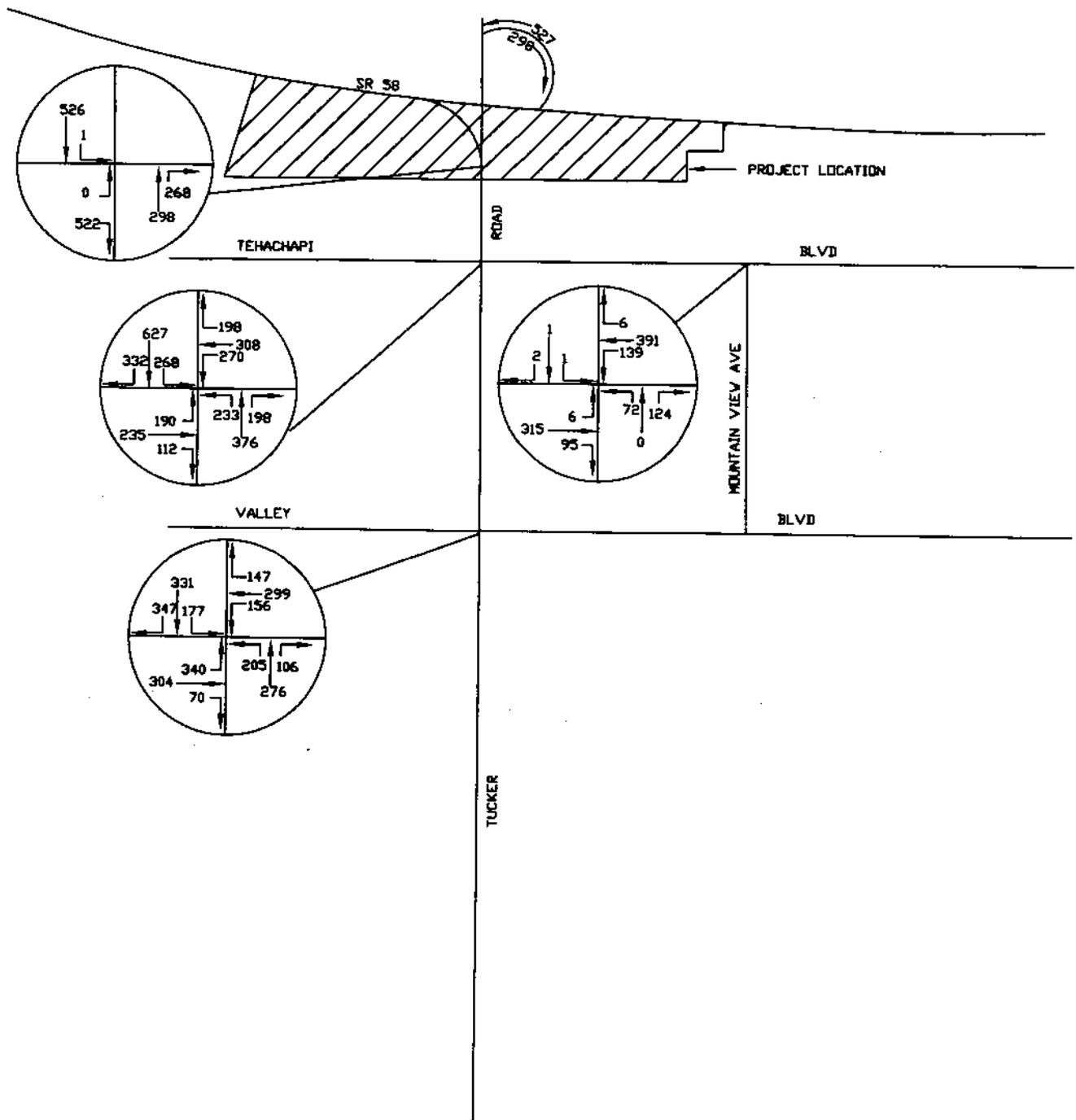
The future PM peak hour volumes with project added are shown on Trip Distribution maps, Exhibit 7 for year 2015 and Exhibit 9 for 2035.



CRENSHAW TRAFFIC ENGINEERING
 TRAFFIC AND TRANSPORTATION CONSULTING
 21960 NORTH LOWER VALLEY ROAD
 TEHACHAPI, CA. 93561
 661-339-3027
 JN10-011

PM PEAK HOUR DISTRIBUTION
 2015 WITHOUT PROJECT

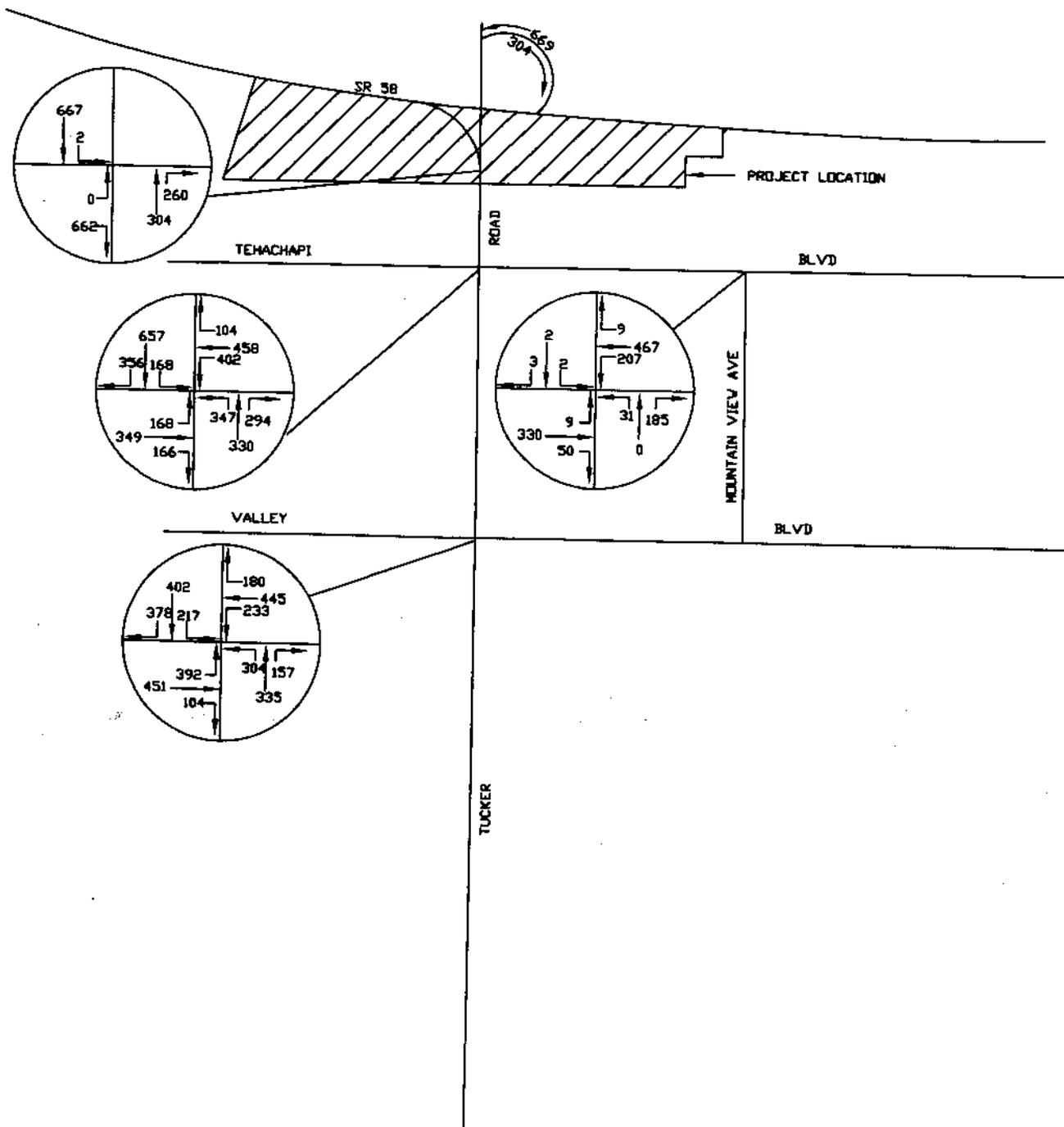
EXHIBIT 6



CRENSHAW TRAFFIC ENGINEERING
 TRAFFIC AND TRANSPORTATION CONSULTING
 21960 NORTH LOWER VALLEY ROAD
 TEHACHAPI, CA. 93561
 661-339-3027
 JN10-011

PM PEAK HOUR DISTRIBUTION
 2015 WITH PROJECT

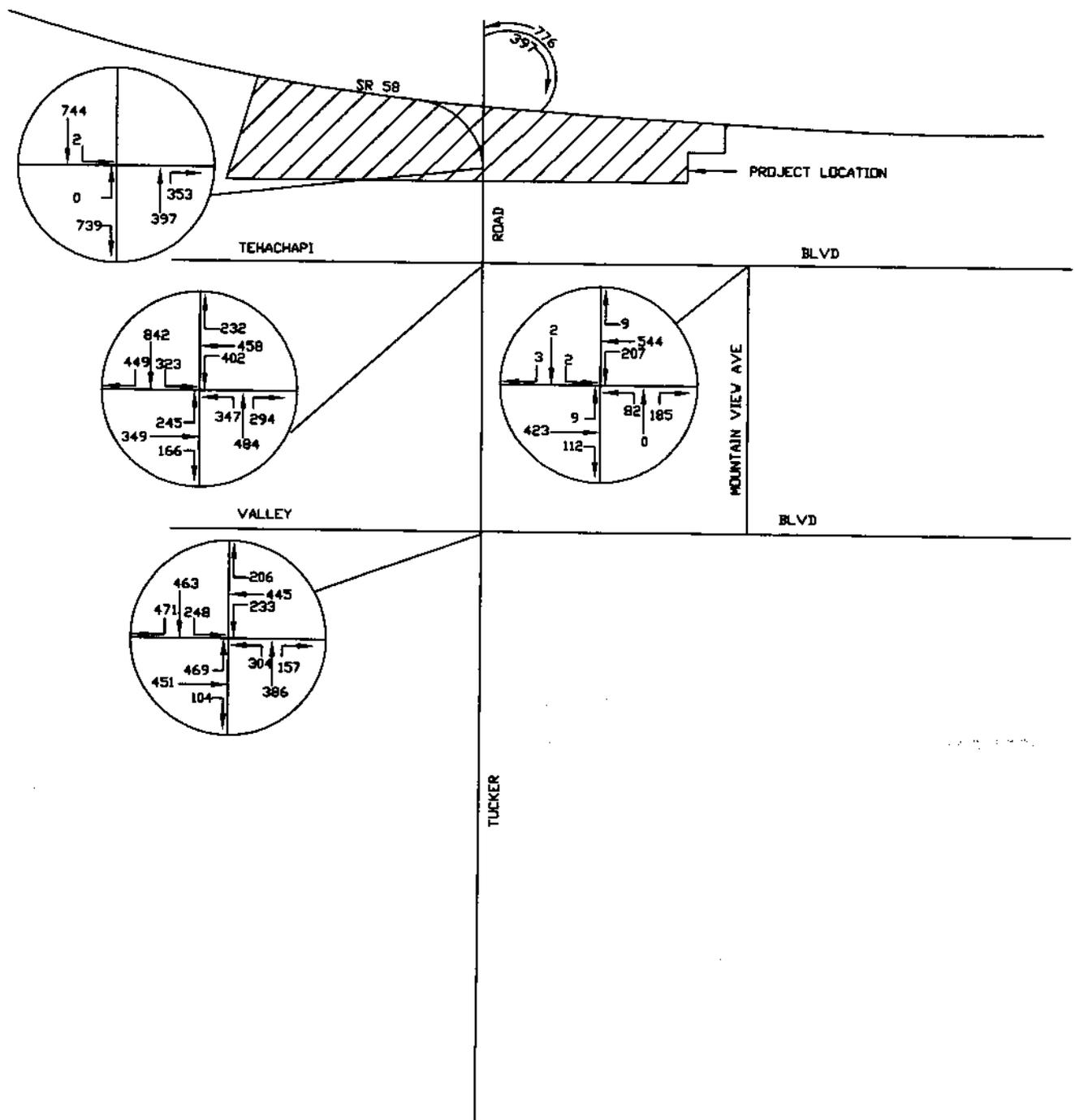
EXHIBIT 7



CRENSHAW TRAFFIC ENGINEERING
 TRAFFIC AND TRANSPORTATION CONSULTING
 21960 NORTH LOWER VALLEY ROAD
 TEHACHAPI, CA. 93561
 661-339-3027
 JN10-011

PM PEAK HOUR DISTRIBUTION
 2035 WITHOUT PROJECT

EXHIBIT 8



CRENSHAW TRAFFIC ENGINEERING
 TRAFFIC AND TRANSPORTATION CONSULTING
 21960 NORTH LOWER VALLEY ROAD
 TEHACHAPI, CA. 93561
 661-339-3027
 JN10-011

AM PEAK HOUR DISTRIBUTION
 2035 WITH PROJECT

EXHIBIT 9

IV. TRAFFIC ANALYSIS AND IMPACT

The traffic impact analysis is based on the following assumptions:

1. The proposed development will be completed by 2015.
2. The primary access to and from the site will be off of Tucker Road.
3. The actual PM peak hour traffic conditions are appropriate for the analysis.

Intersection Analysis

The intersection analysis was based on the existing number of approach lanes, the existing traffic control devices and the PM peak hour turning movement volumes at these key intersections:

Tucker Road/SR-58 Eastbound Ramps

Tucker Road/Tehachapi Boulevard

Tucker Road/Valley Boulevard

Tehachapi Boulevard/Mountain View Avenue

Level of Service

Intersections

The capacity and level of service (LOS) of the study intersections was determined for existing conditions and conditions in year 2015 and 2035 both with and without the project, using the 2000 Highway Capacity Manual method for signalized and un-signalized intersections. Table 2 summarizes the tabulation of Levels of Service. (The worksheets are included in the Appendix).

As noted on Table 2, the study intersections are currently operating at LOS C or better during the PM peak hour.

**TABLE 2
PM PEAK HOUR LEVELS OF SERVICE (LOS)
INTERSECTIONS**

<u>INTERSECTION</u>	<u>Exist Volume</u>	<u>2015 w/o Proj</u>	<u>2015 w/Proj</u>	<u>2035 w/o Proj</u>	<u>2035 w/Proj</u>	<u>With Mitigation</u>
<u>Unsignalized Intersections</u>						
Two Way Stop Intersections						
<u>Tucker Road/SR 58 EB Ramps</u>						
S/B	A	A	A	A	A	* With Modifications
E/B	B	C	C	E/-	-	See Page 27
<u>Tehachapi Blvd/Mountain View Ave</u>						
EB	A	A	A			* With Improvements See Page 27
WB	A	A	A			
N/B	B	B	D			
S/B	B	C	C			
Signalized Intersection LOS			C*	C	C	
<u>Signalized Intersections</u>						
* With Modifications See Page 26						
Tucker Road/Tehachapi Blvd Intersection LOS	C	D/C*	D/C**	D/C**	D/C**	** With Modifications See Page 27
*With Modifications See Page 27						
Tucker Road/Valley Blvd Intersection LOS	C	D/C*	D/C**	D/C**	D/C**	**With Modifications See Page 28

Traffic Signal Warrant Analysis

The PM peak hour volumes at the two STOP sign controlled study intersections were compared with the minimums needed to satisfy the California Manual on Uniform Traffic Control Devices (MUTCD) Peak Hour Signal Warrant for the following scenarios:

Existing Conditions-Year 2008

Year 2015 w/o Project

Year 2015 with Project

Year 2035 w/o Project

Year 2035 with Project

The results are summarized in Table 3 and show that the Peak Hour warrant is satisfied for Year 2035 with Project conditions at Tehachapi Boulevard/Mountain View Avenue. If an intersection meets the signal warrant, worksheets for subsequent scenarios were not created.

Notes:

1. The Peak Hour Traffic Signal Warrant requires a minimum of 300 vehicles on the major street (total of both directions) and 75 vehicles per hour on the highest volume minor street approach. If the approach volumes were less than these minimums, a signal warrant worksheet was not created.)
2. Caltrans typically does not include the minor street right turn volumes in the signal warrant analysis.

**TABLE 3
SIGNAL WARRANT ANALYSIS
PM PEAK HOUR VOLUMES**

PEAK HOUR SIGNAL
WARRANT SATISFIED

INTERSECTION	2008 Existing Volumes	2015 w/o Project Volumes	2015 w/Project Volumes	2035 w/o Project Volumes	2035 w/Project Volumes
Tucker Road/ SR 58 EB Ramps	No	No	No	No	No
Tehachapi Blvd/ Mountain View Ave	No	No	No	No	Yes*

* Worksheet in Appendix

Street Segment Analysis

Descriptions of Assumed Roadway Capacities

The capacity of a roadway is affected by a number of factors, including the width of the roadway, the number of crossing arterials and collectors, the amount of green time given to the street at each signal, the presence or absence of on-street parking, the number of turning lanes at each intersection and the number of driveways.

An urban major arterial provides higher capacity than a normal major arterial does. The higher capacity accounts for higher geometric standards, fewer access points to abutting properties, greater running speed as a result of signal coordination, raised curb median islands, and wider travel lanes. Level of Service "E" is considered to be the ultimate capacity of the street.

Arterial Operations

Table 4 contains a complete capacity analysis of existing volumes for all of the major and minor arterials in the general vicinity of the project. For each arterial and its various distinct segments, this table identifies the facility type and the levels of service.

As noted in Table 4, the arterial network in the general vicinity of the project currently operates at Level of Service "D" or better during the PM peak hour.

Future without Project

This section describes the future circulation and operating conditions and potential capacity deficiencies in the study area, based on the forecast volumes without the project, to year 2015 (build out) and 2035. Table 4 depicts the results of this analysis.

Future with Project

In order to assess the effect of developing this project on the highway system, the volume, generated by the development, were added to the future without project (wp) volumes year 2015 and year 2035.

The capacity analysis for this scenario is shown in Table 4 entitled "Future With Project" (p). The analysis assumes that the same geometrical patterns that are now installed will be in place for future years 2015 and 2035.

TABLE 4
PM PEAK HOUR LEVELS OF SERVICE (LOS)
STREET SEGMENTS

	<u>Striping/ Geometrics</u>	<u>Facility Type</u>		<u>LOS</u>	
<u>Tucker Road</u>				Two-Way	
From SR-58 EB Ramps To Tehachapi Blvd	2 Lane	Undivided Arterial	Existing	D	
			2015 wp	D	
			2015 p	E	
			2035 wp	E	
			2035 p	E	
				SB	NB
From Tehachapi Blvd To Valley Blvd	4 Lane	Divided Arterial	Existing	A	A
			2015 wp	A	A
			2015 p	A	A
			2035 wp	B	A
			2035 p	B	B
<u>Tehachapi Blvd</u>				Two-Way	
From Tucker Road To Mountain View Avenue	2 Lane	Undivided Arterial	Existing	C	
			2015 wp	C	
			2015 p	D	
			2035 wp	D	
			2035 p	D	

wp- Does not include project traffic
p- Includes project traffic

V. MITIGATION MEASURES

Year 2015

Street Construction

Construct the adjacent street improvements along Tucker Road to the satisfaction of the City of Tehachapi and Caltrans.

Off-Site Improvements

Table 2 shows that several off-site improvements will be needed to result in acceptable levels of service (i.e. LOS C or better) for Year 2015 conditions at the following locations:

- Tucker Road/Tehachapi Boulevard-Background conditions will require the provision of a 2nd westbound left turn lane on Tehachapi Boulevard and the conversion of both Tehachapi Boulevard approaches from one through and one right turn lane to one through and one through/right turn lane. The addition of project traffic will require the provision of a 2nd left turn lane on both Tucker Road approaches.

- Tucker Road/Valley Boulevard-Background conditions will require the conversion of both Valley Boulevard approaches from one left, one through and one right turn lane to one left, one through and one

through/right turn lane. The addition of project traffic will require the provision of a 2nd eastbound left turn lane on Valley Boulevard.

- Tehachapi Boulevard/Mountain View Avenue/Valley Boulevard-The addition of project traffic will require the installation of a traffic signal system.

VI. Year 2035

Table 2 also shows that additional improvements will be needed to result in acceptable levels of service (i.e. LOS C or better) for Year 2035 conditions at the following locations:

- Tucker Road/SR-58 EB Ramps-Background conditions will require the provision of a 2nd southbound lane (for a minimum of 500 feet) the allow the conversion of the eastbound right turn movement from the off ramp from the current Yield to a free right turn.
- Tucker Road/Tehachapi Blvd-Background conditions will require the provision of signal overlaps for northbound and southbound Tucker Road right turns and widening for the westbound approach to provide for a right turn lane. The addition of project traffic will require a 3rd through lane in each direction on Tucker Road and a 2nd eastbound left turn lane on Tehachapi Boulevard.

- Tucker Road/Valley Blvd-Background conditions will require the provision of a signal overlap for the southbound Tucker Road approach and for a 2nd northbound left turn lane on Tucker Road. The addition of project traffic will require the provision of a 2nd southbound left turn lane on Tucker Road and a 2nd westbound left turn lane on Valley Boulevard.

VII. CONCLUSIONS

This development should comply with all requirements of the Congestion Management Plan for the City of Tehachapi. This may include, but is not limited to: trip reduction, deficiency plan, traffic and public transportation requirements and improvements, and impact fees as applicable.

Although the following intersections are on the Regional Transportation Impact Fee list the proportionate share of Mitigation is as follows:

Project Volume (PM Peak Hour)

(PM Project Volume + Other Future Increases to Year 2035)

- Construct improvements at Tucker Road/SR-58 EB Ramps

$$\frac{340}{1,127} = 0.302 \times 100 = 30.2\%$$

- Install Traffic Signal at Tehachapi Blvd/Mountain View Ave

$$\frac{283}{820} = 0.345 \times 100 = 34.5\%$$

Proportionate share of Mitigation

This projects contribution to the construction cost of the off-site improvement not included in the Transportation Impact fee program as listed on page 26 through 28 are computed as follows:

- Construct improvements at Tucker Road/Tehachapi Blvd

$$\frac{792}{2,369} = 0.334 \times 100 = 33.4\%$$

- Construct improvements at Tucker Road/Valley Blvd

$$\frac{339}{1,833} = 0.185 \times 100 = 18.5\%$$

APPENDIX

INTERSECTION LEVELS OF SERVICE

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	GRH			Intersection	Tucker Rd/SR58 EB Ramps			
Agency/Co.	CTE			Jurisdiction	City of Tehachapi			
Date Performed	8/27/2010			Analysis Year	2008			
Analysis Time Period	PM Peak Hour							
Project Description 2008 Existing Conditions								
East/West Street: SR 58 EB Ramps				North/South Street: Tucker Road				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		178	152	1	390			
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR (veh/h)	0	197	168	1	433	0		
Percent Heavy Vehicles	2	-	-	2	-	-		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0	0	194					
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR (veh/h)	0	0	215	0	0	0		
Percent Heavy Vehicles	2	0	0	2	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			1			0		
Lanes	0	1	1	0	0	0		
Configuration	LT		R					
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT				LT		R
v (veh/h)		1				0		215
C (m) (veh/h)		1194						627
v/c		0.00						0.34
95% queue length		0.00						1.52
Control Delay (s/veh)		8.0						13.7
LOS		A						B
Approach Delay (s/veh)	-	-						
Approach LOS	-	-						

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	GRH		Intersection	Tehachapi-Mountain View				
Agency/Co.	CTE		Jurisdiction	City of Tehachapi				
Date Performed	8/27/2010		Analysis Year	2008				
Analysis Time Period	PM Peak Hour							
Project Description 2008 Existing Conditions								
East/West Street: Tehachapi Blvd			North/South Street: Mountain View Avenue					
Intersection Orientation: East-West			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	5	193	29	121	273	5		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR (veh/h)	5	214	32	134	303	5		
Percent Heavy Vehicles	2	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			1			0		
Lanes	1	2	0	1	1	0		
Configuration	L	T	TR	L		TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	18	0	108	1	1	2		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR (veh/h)	20	0	120	1	1	2		
Percent Heavy Vehicles	2	2	2	2	2	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	1	0	1	0		
Configuration	LT		R		LTR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LT		R		LTR	
v (veh/h)	5	134	20		120		4	
C (m) (veh/h)	1249	1353	247		927		399	
v/c	0.00	0.10	0.08		0.13		0.01	
95% queue length	0.01	0.33	0.26		0.44		0.03	
Control Delay (s/veh)	7.9	8.0	20.9		9.5		14.1	
LOS	A	A	C		A		B	
Approach Delay (s/veh)	--	--	11.1			14.1		
Approach LOS	--	--	B			B		

SHORT REPORT

General Information				Site Information			
Analyst	GRH			Intersection	Tucker Rd-Techachapi Bl		
Agency or Co.	CTE			Area Type	All other areas		
Date Performed	8/24/2010			Jurisdiction	City of Tehachapi		
Time Period	PM Peak Hour			Analysis Year	2008 Existing Conditions		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	98	204	97	235	268	61	203	193	172	98	384	203
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	50	0	0	40	0	0	100	0	0	125
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 16.4	G = 18.2	G =	G =	G = 14.7	G = 14.7	G = 0.0	G = 0.0				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 80.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	109	227	52	261	298	23	226	214	80	109	427
Lane Group Capacity	339	397	337	339	397	337	304	610	272	304	610	272
v/c Ratio	0.32	0.57	0.15	0.77	0.75	0.07	0.74	0.35	0.29	0.36	0.70	0.32
Green Ratio	0.20	0.23	0.23	0.20	0.23	0.23	0.18	0.18	0.18	0.18	0.18	0.18
Uniform Delay d_1	27.1	27.4	24.7	30.0	28.8	24.2	30.9	28.5	28.2	28.5	30.6	28.3
Delay Factor k	0.11	0.17	0.11	0.32	0.31	0.11	0.30	0.11	0.11	0.11	0.27	0.11
Incremental Delay d_2	0.6	2.0	0.2	10.4	7.8	0.1	9.5	0.4	0.6	0.7	3.6	0.7
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	27.6	29.4	25.0	40.4	36.6	24.3	40.4	28.8	28.8	29.3	34.2	29.0
Lane Group LOS	C	C	C	D	D	C	D	C	C	C	C	C
Approach Delay	28.3			37.8			33.8			32.6		
Approach LOS	C			D			C			C		
Intersection Delay	33.5			Intersection LOS						C		

SHORT REPORT

General Information				Site Information			
Analyst	GRH			Intersection	Tucker Rd-Valley Blvd		
Agency or Co.	CTE			Area Type	All other areas		
Date Performed	8/24/2009			Jurisdiction	City of Tehachapi		
Time Period	PM Peak Hour			Analysis Year	2008 Existing Conditions		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	229	264	61	136	260	105	178	196	92	127	235	221
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	30	0	0	50	0	0	40	0	0	100
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 17.7	G = 24.3	G =	G =	G = 19.1	G = 16.9	G = 0.0	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 0	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	254	293	34	151	289	61	198	218	58	141	261
Lane Group Capacity	326	471	400	326	471	400	351	623	278	351	623	278
v/c Ratio	0.78	0.62	0.09	0.46	0.61	0.15	0.56	0.35	0.21	0.40	0.42	0.48
Green Ratio	0.20	0.27	0.27	0.20	0.27	0.27	0.21	0.19	0.19	0.21	0.19	0.19
Uniform Delay d ₁	34.3	28.8	24.5	32.0	28.7	25.0	31.7	31.8	30.9	30.5	32.2	32.6
Delay Factor k	0.33	0.21	0.11	0.11	0.20	0.11	0.16	0.11	0.11	0.11	0.11	0.11
Incremental Delay d ₂	11.4	2.5	0.1	1.0	2.4	0.2	2.1	0.3	0.4	0.8	0.5	1.3
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	45.7	31.4	24.6	33.0	31.1	25.2	33.8	32.1	31.3	31.3	32.7	34.0
Lane Group LOS	D	C	C	C	C	C	C	C	C	C	C	C
Approach Delay	37.3			31.0			32.7			32.6		
Approach LOS	D			C			C			C		
Intersection Delay	33.5			Intersection LOS						C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	GRH	Intersection	Tucker Rd/SR58 EB Ramps
Agency/Co.	CTE	Jurisdiction	City of Tehachapi
Date Performed	8/31/2010	Analysis Year	2015
Analysis Time Period	PM Peak Hour		

Project Description 2015 w/o Project	
East/West Street: SR 58 EB Ramps	North/South Street: Tucker Road
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movement	Northbound			Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume (veh/h)		205	175	1	449	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	0	227	194	1	498	0
Percent Heavy Vehicles	2	-	-	2	-	-
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street Movement	Eastbound			Westbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume (veh/h)	0	0	223			
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	0	0	247	0	0	0
Percent Heavy Vehicles	2	0	0	2	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	0	1	1	0	0	0
Configuration	LT		R			

Delay, Queue Length, and Level of Service

Approach Movement	Northbound	Southbound	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Lane Configuration		LT				LT		R
v (veh/h)		1				0		247
C (m) (veh/h)		1138						576
v/c		0.00						0.43
95% queue length		0.00						2.14
Control Delay (s/veh)		8.2						15.9
LOS		A						C
Approach Delay (s/veh)	-	-						
Approach LOS	-	-						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	GRH	Intersection	Tehachapi-Mountain View
Agency/Co.	CTE	Jurisdiction	City of Tehachapi
Date Performed	8/31/2010	Analysis Year	2015
Analysis Time Period	PM Peak Hour		

Project Description 2015 w/o Project

East/West Street: Tehachapi Blvd

North/South Street: Mountain View Avenue

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movement	Eastbound			Westbound		
	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	6	222	33	139	314	6
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	6	246	36	154	348	6
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			1			0
Lanes	1	2	0	1	1	0
Configuration	L	T	TR	L		TR
Upstream Signal		0			0	

Minor Street Movement	Northbound			Southbound		
	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	21	0	124	1	1	2
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	23	0	137	1	1	2
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LT		R		LTR	
v (veh/h)	6	154	23		137		4	
C (m) (veh/h)	1201	1317	198		906		340	
v/c	0.00	0.12	0.12		0.15		0.01	
95% queue length	0.02	0.40	0.39		0.53		0.04	
Control Delay (s/veh)	8.0	8.1	25.6		9.7		15.7	
LOS	A	A	D		A		C	
Approach Delay (s/veh)	--	--	12.0			15.7		
Approach LOS	--	--	B			C		

SHORT REPORT

General Information				Site Information			
Analyst	GRH	Intersection	Tucker Rd-Tehachapi Bl	Area Type	All other areas	Jurisdiction	City of Tehachapi
Agency or Co.	CTE	Analysis Year	2015 w/o Project				
Date Performed	8/31/2010						
Time Period	PM Peak Hour						

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	113	235	112	270	308	70	233	222	198	113	442	239
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	50	0	0	40	0	0	100	0	0	125
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 16.4	G = 18.2	G =	G =	G = 14.7	G = 14.7	G = 0.0	G = 0.0				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 80.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	126	261	69	300	342	33	259	247	109	126	491
Lane Group Capacity	339	397	337	339	397	337	304	610	272	304	610	272
v/c Ratio	0.37	0.66	0.20	0.88	0.86	0.10	0.85	0.40	0.40	0.41	0.80	0.47
Green Ratio	0.20	0.23	0.23	0.20	0.23	0.23	0.18	0.18	0.18	0.18	0.18	0.18
Uniform Delay d ₁	27.4	28.1	25.0	30.9	29.7	24.4	31.6	28.8	28.8	28.8	31.3	29.2
Delay Factor k	0.11	0.23	0.11	0.41	0.39	0.11	0.38	0.11	0.11	0.11	0.35	0.11
Incremental Delay d ₂	0.7	4.0	0.3	23.2	17.3	0.1	20.1	0.4	1.0	0.9	7.8	1.3
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	28.1	32.0	25.3	54.0	47.0	24.5	51.7	29.2	29.7	29.8	39.1	30.4
Lane Group LOS	C	C	C	D	D	C	D	C	C	C	D	C
Approach Delay	29.9			49.0			38.8			36.0		
Approach LOS	C			D			D			D		
Intersection Delay	39.1			Intersection LOS						D		

SHORT REPORT

General Information				Site Information			
Analyst	GRH			Intersection	Tucker Rd-Tehachapi Bl		
Agency or Co.	CTE			Area Type	All other areas		
Date Performed	8/31/2010			Jurisdiction	City of Tehachapi		
Time Period	PM Peak Hour			Analysis Year	2015 w/o Project + Mitigate		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	2	2	0	1	2	1	1	2	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume (vph)	113	235	112	270	308	70	233	222	198	113	442	239
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3		3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	50	0	0	40	0	0	100	0	0	125
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 17.4	G = 18.2	G =	G =	G = 16.7	G = 18.7	G = 0.0	G = 0.0				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 87.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	126	330		300	375		259	247	109	126	491	127
Lane Group Capacity	331	673		643	685		318	713	319	318	713	319
v/c Ratio	0.38	0.49		0.47	0.55		0.81	0.35	0.34	0.40	0.69	0.40
Green Ratio	0.20	0.21		0.20	0.21		0.19	0.21	0.21	0.19	0.21	0.21
Uniform Delay d ₁	30.1	30.3		30.7	30.7		33.7	29.0	28.9	30.7	31.5	29.3
Delay Factor k	0.11	0.11		0.11	0.15		0.36	0.11	0.11	0.11	0.26	0.11
Incremental Delay d ₂	0.7	0.6		0.5	0.9		15.0	0.3	0.6	0.8	2.8	0.8
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	30.9	30.9		31.2	31.7		48.6	29.3	29.6	31.6	34.3	30.1
Lane Group LOS	C	C		C	C		D	C	C	C	C	C
Approach Delay	30.9			31.5			37.5			33.1		
Approach LOS	C			C			D			C		
Intersection Delay	33.3			Intersection LOS						C		

SHORT REPORT

General Information				Site Information			
Analyst	GRH	Intersection	Tucker Rd-Valley Blvd	Agency or Co.	CTE	Area Type	All other areas
Date Performed	8/31/2009	Jurisdiction	City of Tehachapi	Time Period	PM Peak Hour	Analysis Year	2015 w/o Project

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	263	304	70	156	299	121	205	225	106	146	270	254
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	30	0	0	50	0	0	40	0	0	100
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 17.7	G = 24.3	G =	G =	G = 19.1	G = 16.9	G = 0.0	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 0	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	292	338	44	173	332	79	228	250	73	162	300
Lane Group Capacity	326	471	400	326	471	400	351	623	278	351	623	278
v/c Ratio	0.90	0.72	0.11	0.53	0.70	0.20	0.65	0.40	0.26	0.46	0.48	0.62
Green Ratio	0.20	0.27	0.27	0.20	0.27	0.27	0.21	0.19	0.19	0.21	0.19	0.19
Uniform Delay d ₁	35.2	29.7	24.7	32.4	29.6	25.3	32.4	32.1	31.2	31.0	32.6	33.6
Delay Factor k	0.42	0.28	0.11	0.13	0.27	0.11	0.23	0.11	0.11	0.11	0.11	0.20
Incremental Delay d ₂	25.7	5.2	0.1	1.7	4.8	0.2	4.2	0.4	0.5	1.0	0.6	4.0
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	60.9	35.0	24.8	34.1	34.4	25.6	36.6	32.5	31.7	31.9	33.2	37.6
Lane Group LOS	E	C	C	C	C	C	D	C	C	C	C	D
Approach Delay	45.5			33.1			34.1			34.1		
Approach LOS	D			C			C			C		
Intersection Delay	37.0			Intersection LOS						D		

SHORT REPORT

General Information				Site Information			
Analyst	GRH			Intersection	Tucker Rd-Valley Blvd		
Agency or Co.	CTE			Area Type	All other areas		
Date Performed	8/31/2009			Jurisdiction	City of Tehachapi		
Time Period	PM Peak Hour			Analysis Year	2015 w/o Project + Mitigate		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	2	0	1	2	1	1	2	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume (vph)	263	304	70	156	299	121	205	225	106	146	270	254
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3		3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	30	0	0	50	0	0	50	0	0	125
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 18.0	G = 24.3	G =	G =	G = 19.1	G = 16.9	G = 0.0	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 0	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.3					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	292	382		173	411		228	250	62	162	300
Lane Group Capacity	330	878		330	867		350	621	277	350	621	277
v/c Ratio	0.88	0.44		0.52	0.47		0.65	0.40	0.22	0.46	0.48	0.52
Green Ratio	0.20	0.27		0.20	0.27		0.21	0.19	0.19	0.21	0.19	0.19
Uniform Delay d ₁	35.1	27.3		32.3	27.6		32.6	32.3	31.1	31.1	32.8	33.0
Delay Factor k	0.41	0.11		0.13	0.11		0.23	0.11	0.11	0.11	0.11	0.12
Incremental Delay d ₂	23.6	0.3		1.5	0.4		4.3	0.4	0.4	1.0	0.6	1.7
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	58.8	27.7		33.9	28.1		36.8	32.7	31.5	32.1	33.4	34.7
Lane Group LOS	E	C		C	C		D	C	C	C	C	C
Approach Delay	41.1			29.8			34.3			33.4		
Approach LOS	D			C			C			C		
Intersection Delay	34.9			Intersection LOS						C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	GRH	Intersection	Tucker Rd/SR58 EB Ramps
Agency/Co.	CTE	Jurisdiction	City of Tehachapi
Date Performed	8/31/2010	Analysis Year	2015
Analysis Time Period	PM Peak Hour		

Project Description 2015 + Project

East/West Street: SR 58 EB Ramps

North/South Street: Tucker Road

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movement	Northbound			Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume (veh/h)		298	268	1	526	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	0	331	297	1	584	0
Percent Heavy Vehicles	2	-	-	2	-	-
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street Movement	Eastbound			Westbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume (veh/h)	0	0	261			
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	0	0	290	0	0	0
Percent Heavy Vehicles	2	0	0	2	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	0	1	1	0	0	0
Configuration	LT		R			

Delay, Queue Length, and Level of Service

Approach Movement	Northbound	Southbound	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Lane Configuration		LT				LT		R
v (veh/h)		1				0		290
C (m) (veh/h)		954						515
v/c		0.00						0.56
95% queue length		0.00						3.44
Control Delay (s/veh)		8.8						20.6
LOS		A						C
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	GRH	Intersection	Tehachapi-Mountain View
Agency/Co.	CTE	Jurisdiction	City of Tehachapi
Date Performed	8/31/2010	Analysis Year	2015
Analysis Time Period	PM Peak Hour		

Project Description 2015 + Project	
East/West Street: Tehachapi Blvd	North/South Street: Mountain View Avenue
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
	1	2	3	4	5	6
Movement	L	T	R	L	T	R
Volume (veh/h)	6	315	95	139	391	6
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	6	350	105	154	434	6
Percent Heavy Vehicles	2	-	-	2	-	-
Median Type	Undivided					
RT Channelized			1			0
Lanes	1	2	0	1	1	0
Configuration	L	T	TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
	7	8	9	10	11	12
Movement	L	T	R	L	T	R
Volume (veh/h)	72	0	124	1	1	2
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	80	0	137	1	1	2
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LT		R		LTR	
v (veh/h)	6	154	80		137		4	
C (m) (veh/h)	1116	1206	135		810		270	
v/c	0.01	0.13	0.59		0.17		0.01	
95% queue length	0.02	0.44	3.03		0.61		0.05	
Control Delay (s/veh)	8.2	8.4	64.6		10.3		18.5	
LOS	A	A	F		B		C	
Approach Delay (s/veh)	-	-	30.3			18.5		
Approach LOS	-	-	D			C		

SHORT REPORT

General Information				Site Information			
Analyst	GRH			Intersection	Techachapi Bl-Mtn View		
Agency or Co.	CTE			Area Type	All other areas		
Date Performed	9/1/2010			Jurisdiction	City of Tehachapi		
Time Period	PM Peak Hour			Analysis Year	2015 with Project		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	1	0	0	1	1	0	1	0
Lane Group	L	TR		L	TR			LT	R		LTR	
Volume (vph)	6	315	95	139	391	6	72	0	124	1	1	2
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	P	P	P	A	P	P
Startup Lost Time	2.0	2.0		2.0	2.0			2.0	2.0		2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0			2.0	2.0		2.0	
Arrival Type	3	3		3	3			3	3		3	
Unit Extension	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Ped/Bike/RTOR Volume	0	0	25	0	0	0	0	0	25	0	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0	12.0		12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0			0	0		0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08				
Timing	G = 16.4	G = 19.2	G =	G =	G = 15.7	G = 0.0	G = 0.0	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 0	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 63.3						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	7	428		154	441			80	110		4
Lane Group Capacity	429	979		429	527			324	368		390	
v/c Ratio	0.02	0.44		0.36	0.84			0.25	0.30		0.01	
Green Ratio	0.26	0.30		0.26	0.30			0.25	0.25		0.25	
Uniform Delay d ₁	17.4	17.7		19.2	20.6			19.1	19.3		17.9	
Delay Factor k	0.11	0.11		0.11	0.37			0.50	0.50		0.50	
Incremental Delay d ₂	0.0	0.3		0.5	11.3			1.8	2.1		0.0	
PF Factor	1.000	1.000		1.000	1.000			1.000	1.000		1.000	
Control Delay	17.5	18.0		19.7	31.9			20.9	21.4		18.0	
Lane Group LOS	B	B		B	C			C	C		B	
Approach Delay	18.0			28.7			21.2			18.0		
Approach LOS	B			C			C			B		
Intersection Delay	23.7			Intersection LOS						C		

SHORT REPORT

General Information				Site Information			
Analyst	GRH			Intersection	Tucker Rd-Techachapi Bl		
Agency or Co.	CTE			Area Type	All other areas		
Date Performed	8/31/2010			Jurisdiction	City of Tehachapi		
Time Period	PM Peak Hour			Analysis Year	2015 + Project + Mitigate		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	2	2	0	1	2	1	1	2	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume (vph)	190	235	112	270	308	198	233	376	198	268	627	332
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3		3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	50	0	0	40	0	0	100	0	0	125
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 17.4	G = 18.2	G =	G =	G = 16.7	G = 18.7	G = 0.0	G = 0.0				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 87.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	211	330		300	518		259	418	109	298	697
Lane Group Capacity	331	673		643	659		318	713	319	318	713	319
v/c Ratio	0.64	0.49		0.47	0.79		0.81	0.59	0.34	0.94	0.98	0.72
Green Ratio	0.20	0.21		0.20	0.21		0.19	0.21	0.21	0.19	0.21	0.21
Uniform Delay d ₁	31.9	30.3		30.7	32.6		33.7	30.7	28.9	34.6	33.9	31.7
Delay Factor k	0.22	0.11		0.11	0.33		0.36	0.18	0.11	0.45	0.48	0.28
Incremental Delay d ₂	4.1	0.6		0.5	6.3		15.0	1.3	0.6	34.4	28.1	7.8
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	36.0	30.9		31.2	38.8		48.6	31.9	29.6	69.0	62.0	39.5
Lane Group LOS	D	C		C	D		D	C	C	E	E	D
Approach Delay	32.9			36.0			37.1			59.5		
Approach LOS	C			D			D			E		
Intersection Delay	44.3			Intersection LOS						D		

SHORT REPORT

General Information				Site Information			
Analyst	GRH	Agency or Co.	CTE	Intersection	Tucker Rd-Tehachapi Bl		
Date Performed	8/31/2010	Area Type	All other areas				
Time Period	PM Peak Hour	Jurisdiction	City of Tehachapi				
				Analysis Year	2015 + Project + Mitigate2		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	2	2	0	2	2	1	2	2	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume (vph)	190	235	112	270	308	198	233	376	198	268	627	332
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3		3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	50	0	0	40	0	0	100	0	0	160
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 15.5	G = 19.2	G =	G =	G = 12.9	G = 26.4	G = 0.0	G = 0.0				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	211	330		300	518		259	418	109	298	697
Lane Group Capacity	285	686		554	672		461	974	435	461	974	435
v/c Ratio	0.74	0.48		0.54	0.77		0.56	0.43	0.25	0.65	0.72	0.44
Green Ratio	0.17	0.21		0.17	0.21		0.14	0.29	0.29	0.14	0.29	0.29
Uniform Delay d ₁	35.3	31.0		34.0	33.3		35.9	25.7	24.3	36.4	28.4	25.8
Delay Factor k	0.30	0.11		0.14	0.32		0.16	0.11	0.11	0.22	0.28	0.11
Incremental Delay d ₂	9.9	0.5		1.1	5.5		1.6	0.3	0.3	3.1	2.5	0.7
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	45.2	31.6		35.1	38.8		37.5	26.0	24.6	39.5	31.0	26.5
Lane Group LOS	D	C		D	D		D	C	C	D	C	C
Approach Delay	36.9			37.5			29.6			32.4		
Approach LOS	D			D			C			C		
Intersection Delay	33.7			Intersection LOS						C		

SHORT REPORT

General Information				Site Information			
Analyst	GRH			Intersection	Tucker Rd-Valley Blvd		
Agency or Co.	CTE			Area Type	All other areas		
Date Performed	8/31/2009			Jurisdiction	City of Tehachapi		
Time Period	PM Peak Hour			Analysis Year	2015 + Project + Mitigate		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	2	0	1	2	1	1	2	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume (vph)	340	304	70	156	299	147	205	276	106	177	331	347
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3		3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	30	0	0	70	0	0	50	0	0	175
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 18.0	G = 24.3	G =	G =	G = 19.1	G = 16.9	G = 0.0	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 0	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.3					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	378	382		173	418		228	307	62	197	368	191
Lane Group Capacity	330	878		330	865		350	621	277	350	621	277
v/c Ratio	1.15	0.44		0.52	0.48		0.65	0.49	0.22	0.56	0.59	0.69
Green Ratio	0.20	0.27		0.20	0.27		0.21	0.19	0.19	0.21	0.19	0.19
Uniform Delay d ₁	36.2	27.3		32.3	27.7		32.6	32.9	31.1	31.9	33.6	34.3
Delay Factor k	0.50	0.11		0.13	0.11		0.23	0.11	0.11	0.16	0.18	0.26
Incremental Delay d ₂	95.0	0.3		1.5	0.4		4.3	0.6	0.4	2.1	1.5	7.1
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	131.2	27.7		33.9	28.2		36.8	33.5	31.5	33.9	35.1	41.3
Lane Group LOS	F	C		C	C		D	C	C	C	D	D
Approach Delay	79.2			29.8			34.6			36.4		
Approach LOS	E			C			C			D		
Intersection Delay	46.6			Intersection LOS						D		

SHORT REPORT

General Information				Site Information			
Analyst	GRH	Intersection	Tucker Rd-Valley Blvd	Agency or Co.	CTE	Area Type	All other areas
Date Performed	8/31/2009	Jurisdiction	City of Tehachapi	Time Period	PM Peak Hour	Analysis Year	2015 + Project + Mitigate2

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	2	0	1	2	0	1	2	1	1	2	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume (vph)	340	304	70	156	299	147	205	276	106	177	331	347
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3		3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	30	0	0	70	0	0	50	0	0	175
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 18.0	G = 24.3	G =	G =	G = 19.1	G = 16.9	G = 0.0	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 0	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.3					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	378	382		173	418		228	307	62	197	368
Lane Group Capacity	641	878		330	865		350	621	277	350	621	277
v/c Ratio	0.59	0.44		0.52	0.48		0.65	0.49	0.22	0.56	0.59	0.69
Green Ratio	0.20	0.27		0.20	0.27		0.21	0.19	0.19	0.21	0.19	0.19
Uniform Delay d ₁	32.8	27.3		32.3	27.7		32.6	32.9	31.1	31.9	33.6	34.3
Delay Factor k	0.18	0.11		0.13	0.11		0.23	0.11	0.11	0.16	0.18	0.26
Incremental Delay d ₂	1.4	0.3		1.5	0.4		4.3	0.6	0.4	2.1	1.5	7.1
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	34.2	27.7		33.9	28.2		36.8	33.5	31.5	33.9	35.1	41.3
Lane Group LOS	C	C		C	C		D	C	C	C	D	D
Approach Delay	30.9			29.8			34.6			36.4		
Approach LOS	C			C			C			D		
Intersection Delay	33.0			Intersection LOS						C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	GRH	Intersection	Tucker Rd/SR58 EB Ramps
Agency/Co.	CTE	Jurisdiction	City of Tehachapi
Date Performed	8/31/2010	Analysis Year	2035
Analysis Time Period	PM Peak Hour		

Project Description 2035 w/o Project

East/West Street: SR 58 EB Ramps

North/South Street: Tucker Road

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movement	Northbound			Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume (veh/h)		304	260	2	667	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	0	337	288	2	741	0
Percent Heavy Vehicles	2	-	-	2	-	-
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street Movement	Eastbound			Westbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume (veh/h)	0	0	331			
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	0	0	367	0	0	0
Percent Heavy Vehicles	2	0	0	2	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	0	1	1	0	0	0
Configuration	LT		R			

Delay, Queue Length, and Level of Service

Approach Movement	Northbound	Southbound	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Lane Configuration		LT				LT		R
v (veh/h)		2				0		367
C (m) (veh/h)		956						420
v/c		0.00						0.87
95% queue length		0.01						8.88
Control Delay (s/veh)		8.8						49.8
LOS		A						E
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

SHORT REPORT

General Information				Site Information			
Analyst	GRH			Intersection	Techachapi Bl-Mtn View		
Agency or Co.	CTE			Area Type	All other areas		
Date Performed	9/1/2010			Jurisdiction	City of Tehachapi		
Time Period	PM Peak Hour			Analysis Year	2035 w/o Project		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	1	0	0	1	1	0	1	0
Lane Group	L	TR		L	TR			LT	R		LTR	
Volume (vph)	9	330	50	207	467	9	31	0	185	2	2	3
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	P	P	P	A	P	P
Startup Lost Time	2.0	2.0		2.0	2.0			2.0	2.0		2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0			2.0	2.0		2.0	
Arrival Type	3	3		3	3			3	3		3	
Unit Extension	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Ped/Bike/RTOR Volume	0	0	25	0	0	0	0	0	50	0	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0	12.0		12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0			0	0		0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08				
Timing	G = 16.4	G = 22.2	G =	G =	G = 15.7	G = 0.0	G = 0.0	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 0	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 66.3						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	10	395		230	529			34	150		7
Lane Group Capacity	410	1100		410	582			329	351		375	
v/c Ratio	0.02	0.36		0.56	0.91			0.10	0.43		0.02	
Green Ratio	0.25	0.33		0.25	0.33			0.24	0.24		0.24	
Uniform Delay d ₁	18.9	16.7		21.8	21.1			19.8	21.5		19.4	
Delay Factor k	0.11	0.11		0.16	0.43			0.50	0.50		0.50	
Incremental Delay d ₂	0.0	0.2		1.8	18.3			0.6	3.8		0.1	
PF Factor	1.000	1.000		1.000	1.000			1.000	1.000		1.000	
Control Delay	18.9	16.9		23.6	39.4			20.4	25.3		19.5	
Lane Group LOS	B	B		C	D			C	C		B	
Approach Delay	16.9			34.6			24.4			19.5		
Approach LOS	B			C			C			B		
Intersection Delay	27.8			Intersection LOS						C		

SHORT REPORT

General Information				Site Information			
Analyst	GRH			Intersection	Tucker Rd-Tehachapi Bl		
Agency or Co.	CTE			Area Type	All other areas		
Date Performed	9/2/2010			Jurisdiction	City of Tehachapi		
Time Period	PM Peak Hour			Analysis Year	2035 w/o Project + 2015 Mit		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	2	2	0	2	2	1	2	2	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume (vph)	168	349	166	402	458	104	347	330	294	168	657	356
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3		3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	50	0	0	40	0	0	100	0	0	160
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 15.5	G = 19.2	G =	G =	G = 12.9	G = 26.4	G = 0.0	G = 0.0				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	187	517		447	580		386	367	216	187	730
Lane Group Capacity	285	682		554	695		461	974	435	461	974	435
v/c Ratio	0.66	0.76		0.81	0.83		0.84	0.38	0.50	0.41	0.75	0.50
Green Ratio	0.17	0.21		0.17	0.21		0.14	0.29	0.29	0.14	0.29	0.29
Uniform Delay d ₁	34.8	33.2		35.8	33.9		37.5	25.3	26.3	35.1	28.8	26.3
Delay Factor k	0.23	0.31		0.35	0.37		0.37	0.11	0.11	0.11	0.30	0.11
Incremental Delay d ₂	5.4	4.9		8.6	8.7		12.8	0.2	0.9	0.6	3.3	0.9
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	40.2	38.1		44.4	42.6		50.3	25.5	27.2	35.6	32.1	27.3
Lane Group LOS	D	D		D	D		D	C	C	D	C	C
Approach Delay	38.7			43.4			35.8			31.7		
Approach LOS	D			D			D			C		
Intersection Delay	37.1			Intersection LOS						D		

SHORT REPORT												
General Information						Site Information						
Analyst GRH Agency or Co. CTE Date Performed 9/2/2010 Time Period PM Peak Hour						Intersection Tucker Rd-Tehachapi Bl Area Type All other areas Jurisdiction City of Tehachapi Analysis Year 2035 w/o Project + 2035 Mit						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	2	2	1	2	2	1	2	2	1
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Volume (vph)	168	349	166	402	458	104	347	330	294	168	657	356
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	50	0	0	40	0	0	100	0	0	160
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 16.7	G = 21.0	G =	G =	G = 13.4	G = 24.4	G = 0.0	G = 0.0				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 91.5					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	187	517		447	509	71	386	367	216	187	730	218
Lane Group Capacity	302	733		587	762	340	471	885	730	471	885	730
v/c Ratio	0.62	0.71		0.76	0.67	0.21	0.82	0.41	0.30	0.40	0.82	0.30
Green Ratio	0.18	0.23		0.18	0.23	0.23	0.15	0.27	0.49	0.15	0.27	0.49
Uniform Delay d ₁	34.5	32.4		35.5	32.1	28.5	37.9	27.7	13.8	35.4	31.5	13.8
Delay Factor k	0.20	0.27		0.31	0.24	0.11	0.36	0.11	0.11	0.11	0.36	0.11
Incremental Delay d ₂	3.8	3.1		5.8	2.3	0.3	11.0	0.3	0.2	0.6	6.4	0.2
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	38.3	35.5		41.3	34.3	28.8	48.9	28.0	14.0	35.9	38.0	14.0
Lane Group LOS	D	D		D	C	C	D	C	B	D	D	B
Approach Delay	36.3			37.0			33.2			33.0		
Approach LOS	D			D			C			C		
Intersection Delay	34.7			Intersection LOS						C		

SHORT REPORT

General Information				Site Information			
Analyst	GRH	Intersection	Tucker Rd-Valley Blvd	Area Type	All other areas	Jurisdiction	City of Tehachapi
Agency or Co.	CTE	Analysis Year	2035 w/o Project + Mitigate2				
Date Performed	9/2/2009						
Time Period	PM Peak Hour						

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	2	0	1	2	0	1	2	1	1	2	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume (vph)	392	451	104	233	445	180	304	335	157	217	402	378
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3		3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	30	0	0	70	0	0	50	0	0	175
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 18.0	G = 24.3	G =	G =	G = 19.1	G = 16.9	G = 0.0	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 0	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.3					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	436	583		259	616		338	372	119	241	447
Lane Group Capacity	641	874		330	867		350	621	277	350	621	277
v/c Ratio	0.68	0.67		0.78	0.71		0.97	0.60	0.43	0.69	0.72	0.82
Green Ratio	0.20	0.27		0.20	0.27		0.21	0.19	0.19	0.21	0.19	0.19
Uniform Delay d ₁	33.5	29.4		34.3	29.8		35.3	33.6	32.4	32.9	34.5	35.2
Delay Factor k	0.25	0.24		0.33	0.27		0.47	0.19	0.11	0.26	0.28	0.36
Incremental Delay d ₂	2.9	2.0		11.8	2.7		38.9	1.6	1.1	5.6	4.1	17.0
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	36.4	31.4		46.1	32.6		74.2	35.2	33.5	38.5	38.5	52.2
Lane Group LOS	D	C		D	C		E	D	C	D	D	D
Approach Delay	33.5			36.6			50.9			41.9		
Approach LOS	C			D			D			D		
Intersection Delay	40.3			Intersection LOS						D		

SHORT REPORT

General Information				Site Information			
Analyst	GRH	Intersection	Tucker Rd-Valley Blvd				
Agency or Co.	CTE	Area Type	All other areas				
Date Performed	9/2/2009	Jurisdiction	City of Tehachapi				
Time Period	PM Peak Hour	Analysis Year	2035 w/o Project + Mitigate3				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	2	0	1	2	0	2	2	1	1	2	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume (vph)	392	451	104	233	445	180	304	335	157	217	402	378
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3		3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	30	0	0	70	0	0	50	0	0	175
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 18.0	G = 24.3	G =	G =	G = 19.1	G = 16.9	G = 0.0	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 0	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.3					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	436	583		259	616		338	372	119	241	447
Lane Group Capacity	641	874		330	867		680	621	277	350	621	573
v/c Ratio	0.68	0.67		0.78	0.71		0.50	0.60	0.43	0.69	0.72	0.39
Green Ratio	0.20	0.27		0.20	0.27		0.21	0.19	0.19	0.21	0.19	0.39
Uniform Delay d ₁	33.5	29.4		34.3	29.8		31.4	33.6	32.4	32.9	34.5	20.1
Delay Factor k	0.25	0.24		0.33	0.27		0.11	0.19	0.11	0.26	0.28	0.11
Incremental Delay d ₂	2.9	2.0		11.8	2.7		0.6	1.6	1.1	5.6	4.1	0.4
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	36.4	31.4		46.1	32.6		31.9	35.2	33.5	38.5	38.5	20.5
Lane Group LOS	D	C		D	C		C	D	C	D	D	C
Approach Delay	33.5			36.6			33.6			34.1		
Approach LOS	C			D			C			C		
Intersection Delay	34.4			Intersection LOS						C		

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	GRH		Intersection	Tucker Rd/SR58 EB Ramps				
Agency/Co.	CTE		Jurisdiction	City of Tehachapi				
Date Performed	8/31/2010		Analysis Year	2035				
Analysis Time Period	PM Peak Hour							
Project Description 2035 + Project + Mitigate								
East/West Street: SR 58 EB Ramps			North/South Street: Tucker Road					
Intersection Orientation: North-South			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		397	353	2	744			
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR (veh/h)	0	441	392	2	826	0		
Percent Heavy Vehicles	2	-	-	2	-	-		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0	0						
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR (veh/h)	0	0		0	0	0		
Percent Heavy Vehicles	2	0	0	2	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			1			0		
Lanes	0	1	1	0	0	0		
Configuration	LT		R					
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT				LT		R
v (veh/h)		2				0		
C (m) (veh/h)		800						375
v/c		0.00						
95% queue length		0.01						
Control Delay (s/veh)		9.5						
LOS		A						
Approach Delay (s/veh)	-	-						
Approach LOS	-	-						

SHORT REPORT

General Information				Site Information			
Analyst	GRH			Intersection	Techachapi Bl-Mtn View		
Agency or Co.	CTE			Area Type	All other areas		
Date Performed	9/1/2010			Jurisdiction	City of Tehachapi		
Time Period	PM Peak Hour			Analysis Year	2035 + Project		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	1	0	0	1	1	0	1	0
Lane Group	L	TR		L	TR			LT	R		LTR	
Volume (vph)	9	423	112	207	544	9	82	0	185	2	2	3
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	P	P	P	A	P	P
Startup Lost Time	2.0	2.0		2.0	2.0			2.0	2.0		2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0			2.0	2.0		2.0	
Arrival Type	3	3		3	3			3	3		3	
Unit Extension	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Ped/Bike/RTOR Volume	0	0	25	0	0	0	0	0	50	0	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0	12.0		12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0			0	0		0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08				
Timing	G = 16.4	G = 24.2	G =	G =	G = 15.7	G = 0.0	G = 0.0	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 0	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 68.3					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	10	567		230	614			91	150		7
Lane Group Capacity	398	1146		398	616			294	341		361	
v/c Ratio	0.03	0.49		0.58	1.00			0.31	0.44		0.02	
Green Ratio	0.24	0.35		0.24	0.35			0.23	0.23		0.23	
Uniform Delay d ₁	19.8	17.3		22.9	22.0			21.8	22.5		20.3	
Delay Factor k	0.11	0.11		0.17	0.50			0.50	0.50		0.50	
Incremental Delay d ₂	0.0	0.3		2.1	35.4			2.7	4.1		0.1	
PF Factor	1.000	1.000		1.000	1.000			1.000	1.000		1.000	
Control Delay	19.9	17.6		25.0	57.4			24.5	26.6		20.4	
Lane Group LOS	B	B		C	E			C	C		C	
Approach Delay	17.6			48.6			25.8			20.4		
Approach LOS	B			D			C			C		
Intersection Delay	34.5			Intersection LOS						C		

SHORT REPORT

General Information				Site Information			
Analyst	GRH			Intersection	Tucker Rd-Techachapi Bl		
Agency or Co.	CTE			Area Type	All other areas		
Date Performed	9/2/2010			Jurisdiction	City of Tehachapi		
Time Period	PM Peak Hour			Analysis Year	2035 + Project + 2035 Mit		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	2	2	1	2	2	1	2	2	1
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Volume (vph)	245	349	166	402	458	232	347	484	294	323	842	449
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	50	0	0	40	0	0	100	0	0	160
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 16.7	G = 21.0	G =	G =	G = 13.4	G = 24.4	G = 0.0	G = 0.0				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 91.5					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	272	517		447	509	213	386	538	216	359	936
Lane Group Capacity	302	733		587	762	340	471	885	730	471	885	730
v/c Ratio	0.90	0.71		0.76	0.67	0.63	0.82	0.61	0.30	0.76	1.06	0.44
Green Ratio	0.18	0.23		0.18	0.23	0.23	0.15	0.27	0.49	0.15	0.27	0.49
Uniform Delay d ₁	36.6	32.4		35.5	32.1	31.7	37.9	29.4	13.8	37.5	33.5	15.0
Delay Factor k	0.42	0.27		0.31	0.24	0.21	0.36	0.19	0.11	0.31	0.50	0.11
Incremental Delay d ₂	28.1	3.1		5.8	2.3	3.6	11.0	1.2	0.2	7.2	46.7	0.4
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	64.6	35.5		41.3	34.3	35.3	48.9	30.6	14.0	44.7	80.2	15.4
Lane Group LOS	E	D		D	C	D	D	C	B	D	F	B
Approach Delay	45.6			37.2			33.6			59.5		
Approach LOS	D			D			C			E		
Intersection Delay	45.4			Intersection LOS						D		

SHORT REPORT

General Information				Site Information			
Analyst	GRH			Intersection	Tucker Rd-Tehachapi Bl		
Agency or Co.	CTE			Area Type	All other areas		
Date Performed	9/2/2010			Jurisdiction	City of Tehachapi		
Time Period	PM Peak Hour			Analysis Year	2035 + Project + 2035 Mit2		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	2	0	2	2	1	2	3	1	2	3	1
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Volume (vph)	245	349	166	402	458	232	347	484	294	323	842	449
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	50	0	0	40	0	0	100	0	0	160
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 16.7	G = 21.0	G =	G =	G = 13.4	G = 24.4	G = 0.0	G = 0.0				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 91.5					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	272	517		447	509	213	386	538	216	359	936
Lane Group Capacity	587	733		587	762	340	471	1266	730	471	1266	730
v/c Ratio	0.46	0.71		0.76	0.67	0.63	0.82	0.42	0.30	0.76	0.74	0.44
Green Ratio	0.18	0.23		0.18	0.23	0.23	0.15	0.27	0.49	0.15	0.27	0.49
Uniform Delay d ₁	33.4	32.4		35.5	32.1	31.7	37.9	27.7	13.8	37.5	30.6	15.0
Delay Factor k	0.11	0.27		0.31	0.24	0.21	0.36	0.11	0.11	0.31	0.30	0.11
Incremental Delay d ₂	0.6	3.1		5.8	2.3	3.6	11.0	0.2	0.2	7.2	2.3	0.4
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	34.0	35.5		41.3	34.3	35.3	48.9	28.0	14.0	44.7	33.0	15.4
Lane Group LOS	C	D		D	C	D	D	C	B	D	C	B
Approach Delay	35.0			37.2			32.4			32.1		
Approach LOS	C			D			C			C		
Intersection Delay	33.9			Intersection LOS						C		

SHORT REPORT

General Information				Site Information			
Analyst	GRH			Intersection	Tucker Rd-Valley Blvd		
Agency or Co.	CTE			Area Type	All other areas		
Date Performed	9/2/2009			Jurisdiction	City of Tehachapi		
Time Period	PM Peak Hour			Analysis Year	2035 + Project + Mitigate3		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	2	0	1	2	0	2	2	1	1	2	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume (vph)	469	451	104	233	445	26	304	386	157	248	463	471
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3		3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	30	0	0	70	0	0	50	0	0	175
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 18.0	G = 24.3	G =	G =	G = 19.1	G = 16.9	G = 0.0	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 0	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.3					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	521	583		259	494		338	429	119	276	514
Lane Group Capacity	641	874		330	893		680	621	277	350	621	573
v/c Ratio	0.81	0.67		0.78	0.55		0.50	0.69	0.43	0.79	0.83	0.57
Green Ratio	0.20	0.27		0.20	0.27		0.21	0.19	0.19	0.21	0.19	0.39
Uniform Delay d ₁	34.5	29.4		34.3	28.3		31.4	34.3	32.4	33.7	35.3	21.8
Delay Factor k	0.35	0.24		0.33	0.15		0.11	0.26	0.11	0.34	0.37	0.17
Incremental Delay d ₂	7.9	2.0		11.8	0.8		0.6	3.3	1.1	11.5	9.1	1.4
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	42.4	31.4		46.1	29.1		31.9	37.5	33.5	45.2	44.4	23.3
Lane Group LOS	D	C		D	C		C	D	C	D	D	C
Approach Delay	36.6			34.9			34.9			38.4		
Approach LOS	D			C			C			D		
Intersection Delay	36.4			Intersection LOS						D		

SHORT REPORT

General Information				Site Information			
Analyst	GRH			Intersection	Tucker Rd-Valley Blvd		
Agency or Co.	CTE			Area Type	All other areas		
Date Performed	9/2/2009			Jurisdiction	City of Tehachapi		
Time Period	PM Peak Hour			Analysis Year	2035 + Project + Mitigate4		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	2	0	2	2	0	2	2	1	2	2	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume (vph)	469	451	104	233	445	26	304	386	157	248	463	471
% Heavy Vehicles	9	9	9	9	9	9	9	9	9	9	9	9
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3		3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	30	0	0	70	0	0	75	0	0	175
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 18.0	G = 24.3	G =	G =	G = 19.1	G = 16.9	G = 0.0	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 0	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 90.3						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	521	583		259	494		338	429	91	276	514
Lane Group Capacity	641	874		641	893		680	621	277	680	621	573
v/c Ratio	0.81	0.67		0.40	0.55		0.50	0.69	0.33	0.41	0.83	0.57
Green Ratio	0.20	0.27		0.20	0.27		0.21	0.19	0.19	0.21	0.19	0.39
Uniform Delay d ₁	34.5	29.4		31.5	28.3		31.4	34.3	31.8	30.7	35.3	21.8
Delay Factor k	0.35	0.24		0.11	0.15		0.11	0.26	0.11	0.11	0.37	0.17
Incremental Delay d ₂	7.9	2.0		0.4	0.8		0.6	3.3	0.7	0.4	9.1	1.4
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	42.4	31.4		31.9	29.1		31.9	37.5	32.5	31.1	44.4	23.3
Lane Group LOS	D	C		C	C		C	D	C	C	D	C
Approach Delay	36.6			30.1			34.8			34.9		
Approach LOS	D			C			C			C		
Intersection Delay	34.4			Intersection LOS						C		

TRAFFIC SIGNAL WARRANTS

Peak-hour vehicle-miles of travel, $VMT_{60}(\text{veh-m})=V \cdot L_T$	0
Peak 15-min total travel time, $TT_{15}(\text{veh-h})=VMT_{15}/ATS$	0.0
Notes	
1. If $V_p \geq 3,200$ pc/h, terminate analysis-the LOS is F.	
2. If highest directional split $V_p \geq 1,700$ pc/h, terminated analysis-the LOS is F.	

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	GRH	Highway	Tucker Road
Agency or Company	CTE	From/To	SR 58 to Tehachapi Blvd
Date Performed	9/1/2010	Jurisdiction	City of Tehachapi
Analysis Time Period	PM Peak Hour	Analysis Year	2008

Project Description: 2008 Existing volumes

Input Data

<p style="text-align: center;">Segment length, L_1 _____ mi</p>	<table style="width: 100%;"> <tr> <td><input checked="" type="checkbox"/> Class I highway</td> <td><input type="checkbox"/> Class II highway</td> </tr> <tr> <td>Terrain <input checked="" type="checkbox"/> Level</td> <td><input type="checkbox"/> Rolling</td> </tr> <tr> <td>Two-way hourly volume</td> <td>1072 veh/h</td> </tr> <tr> <td>Directional split</td> <td>60 / 40</td> </tr> <tr> <td>Peak-hour factor, PHF</td> <td>0.90</td> </tr> <tr> <td>No-passing zone</td> <td>0</td> </tr> <tr> <td>% Trucks and Buses, P_T</td> <td>2%</td> </tr> <tr> <td>% Recreational vehicles, P_R</td> <td>1%</td> </tr> <tr> <td>Access points/ mi</td> <td>0</td> </tr> </table>	<input checked="" type="checkbox"/> Class I highway	<input type="checkbox"/> Class II highway	Terrain <input checked="" type="checkbox"/> Level	<input type="checkbox"/> Rolling	Two-way hourly volume	1072 veh/h	Directional split	60 / 40	Peak-hour factor, PHF	0.90	No-passing zone	0	% Trucks and Buses, P_T	2%	% Recreational vehicles, P_R	1%	Access points/ mi	0
<input checked="" type="checkbox"/> Class I highway	<input type="checkbox"/> Class II highway																		
Terrain <input checked="" type="checkbox"/> Level	<input type="checkbox"/> Rolling																		
Two-way hourly volume	1072 veh/h																		
Directional split	60 / 40																		
Peak-hour factor, PHF	0.90																		
No-passing zone	0																		
% Trucks and Buses, P_T	2%																		
% Recreational vehicles, P_R	1%																		
Access points/ mi	0																		

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-8)	1.2
Passenger-car equivalents for RVs, E_R (Exhibit 20-8)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.996
Two-way flow rate ¹ , v_p (pc/h) = $V / (PHF * f_G * f_{HV})$	1196
v_p * highest directional split proportion ² (pc/h)	718
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed
Field Measured speed, S_{FM} _____ mi/h	Base free-flow speed, $BFFS_{FM}$ 60.0 mi/h
Observed volume, V_f _____ veh/h	Adj. for lane width and shoulder width ³ , f_{LS} (Exhibit 20-5) 0.0 mi/h
Free-flow speed, FFS $FFS = S_{FM} + 0.00776(V_f / f_{HV})$ _____ mi/h	Adj. for access points, f_A (Exhibit 20-6) 0.0 mi/h
	Free-flow speed, FFS $(FSS = BFFS * f_{LS} * f_A)$ 60.0 mi/h
Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	0.0
Average travel speed, ATS (mi/h) $ATS = FFS - 0.00776 v_p * f_{np}$	50.7

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.2
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.996
Two-way flow rate ¹ , v_p (pc/h) = $V / (PHF * f_G * f_{HV})$	1196
v_p * highest directional split proportion ² (pc/h)	718
Base percent time-spent-following, $BPTSF(\%) = 100(1 - e^{-0.000879 v_p})$	65.1
Adj. for directional distribution and no-passing zone, $f_{d/np}(\%)$ (Exh. 20-12)	0.0
Percent time-spent-following, $PTSF(\%) = BPTSF + f_{d/np}$	65.1

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio, $v/c = V_p / 3,200$	0.37
Peak 15-min veh-miles of travel, $VMT_{15} (\text{veh} \cdot \text{mi}) = 0.25 L_1 (V / PHF)$	0

Peak-hour vehicle-miles of travel, $VMT_{60}(\text{veh-mi})=V \cdot L_t$	0
Peak 15-min total travel time, $TT_{15}(\text{veh-h})=VMT_{15}/ATS$	0.0
Notes	
1. If $V_p \geq 3,200$ pc/h, terminate analysis-the LOS is F.	
2. If highest directional split $V_p \geq 1,700$ pc/h, terminated analysis-the LOS is F.	

Copyright © 2007 University of Florida, All Rights Reserved

HCS+™ Version 5.3

Generated: 9/1/2010 3:47 PM

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	GRH	Highway	Tucker Road
Agency or Company	CTE	From/To	SR 58 to Tehachapi Blvd
Date Performed	9/1/2010	Jurisdiction	City of Tehachapi
Analysis Time Period	PM Peak Hour	Analysis Year	2015

Project Description: 2015 w/o Project

Input Data

<p style="text-align: center;">Segment length, L_1 _____ mi</p>	<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> <input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway </div> <div style="text-align: center;"> <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling </div> </div> <p>Terrain</p> <p>Two-way hourly volume: 1237 veh/h</p> <p>Directional split: 60 / 40</p> <p>Peak-hour factor, PHF: 0.90</p> <p>No-passing zone: 0</p> <p>% Trucks and Buses, P_T: 2%</p> <p>% Recreational vehicles, P_R: 1%</p> <p>Access points/ mi: 0</p> <p style="text-align: center;">Show North Arrow</p>
--	--

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.998
Two-way flow rate ¹ , v_p (pc/h) = $V / (PHF * f_G * f_{HV})$	1377
v_p * highest directional split proportion ² (pc/h)	826
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed
Field Measured speed, S_{FM} _____ mi/h	Base free-flow speed, $BFFS_{FM}$ 60.0 mi/h
Observed volume, V_f _____ veh/h	Adj. for lane width and shoulder width ³ , f_{LS} (Exhibit 20-5) 0.0 mi/h
Free-flow speed, $FFS = S_{FM} + 0.00776(V_f / f_{HV})$ _____ mi/h	Adj. for access points, f_A (Exhibit 20-6) 0.0 mi/h
	Free-flow speed, $FFS (FSS = BFFS * f_{LS} * f_A)$ 60.0 mi/h
Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	0.0
Average travel speed, ATS (mi/h) $ATS = FFS - 0.00776 v_p * f_{np}$	49.3

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.2
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.996
Two-way flow rate ¹ , v_p (pc/h) = $V / (PHF * f_G * f_{HV})$	1380
v_p * highest directional split proportion ² (pc/h)	828
Base percent time-spent-following, $BPTSF(\%) = 100(1 - e^{-0.000879 v_p})$	70.3
Adj. for directional distribution and no-passing zone, $f_{dnp}(\%)$ (Exh. 20-12)	0.0
Percent time-spent-following, $PTSF(\%) = BPTSF + f_{dnp}$	70.3

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio, $v/c = V_p / 3,200$	0.43
Peak 15-min veh-miles of travel, $VMT_{15} (\text{veh} \cdot \text{mi}) = 0.25 L_1 (V / PHF)$	0

Peak-hour vehicle-miles of travel, $VMT_{60}(\text{veh-m})=V \cdot L_t$	0
Peak 15-min total travel time, $TT_{15}(\text{veh-h})=VMT_{15}/ATS$	0.0
Notes	
1. If $V_p \geq 3,200$ pc/h, terminate analysis-the LOS is F. 2. If highest directional split $V_p \geq 1,700$ pc/h, terminated analysis-the LOS is F.	

Copyright © 2007 University of Florida, All Rights Reserved

HCS+™ Version 5.3

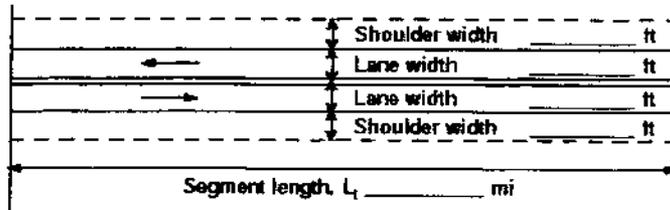
Generated: 9/1/2010 3:48 PM

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	GRH	Highway	Tucker Road
Agency or Company	CTE	From/To	SR 58 to Tehachapi Blvd
Date Performed	9/1/2010	Jurisdiction	City of Tehachapi
Analysis Time Period	PM Peak Hour	Analysis Year	2015

Project Description: 2015 + Project

Input Data



	<input checked="" type="checkbox"/> Class I highway	<input type="checkbox"/> Class II highway	
	Terrain	<input checked="" type="checkbox"/> Level	<input type="checkbox"/> Rolling
	Two-way hourly volume	1804 veh/h	
	Directional split	60 / 40	
	Peak-hour factor, PHF	0.90	
	No-passing zone	0	
	% Trucks and Buses, P _T	2 %	
	% Recreational vehicles, P _R	1%	
	Access points/ mi	0	

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.998
Two-way flow rate ¹ , v_p (pc/h) = $V / (PHF * f_G * f_{HV})$	2008
v_p * highest directional split proportion ² (pc/h)	1205
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed
Field Measured speed, S_{FM} (mi/h)	Base free-flow speed, $BFFS_{FM}$ (mi/h)
Observed volume, V_f (veh/h)	Adj. for lane width and shoulder width ³ , f_{LS} (Exhibit 20-5)
Free-flow speed, $FFS = S_{FM} + 0.00776(V_f / f_{HV})$ (mi/h)	Adj. for access points, f_A (Exhibit 20-6)
	Free-flow speed, $FSS = BFFS - f_{LS} - f_A$ (mi/h)
Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	0.0
Average travel speed, ATS (mi/h) $ATS = FFS - 0.00776v_p - f_{np}$	44.4

Percent Time Spent Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.2
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.996
Two-way flow rate ¹ , v_p (pc/h) = $V / (PHF * f_G * f_{HV})$	2012
v_p * highest directional split proportion ² (pc/h)	1207
Base percent time-spent-following, $BPTSF(\%) = 100(1 - e^{-0.000879v_p})$	82.9
Adj. for directional distribution and no-passing zone, $f_{dnp}(\%)$ (Exh. 20-12)	0.0
Percent time-spent-following, $PTSF(\%) = BPTSF + f_{dnp}$	82.9

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	E
Volume to capacity ratio, $v/c = v_p / 3,200$	0.63
Peak 15-min veh-miles of travel, VMT_{15} (veh-mi) = $0.25L_f(V/PHF)$	0

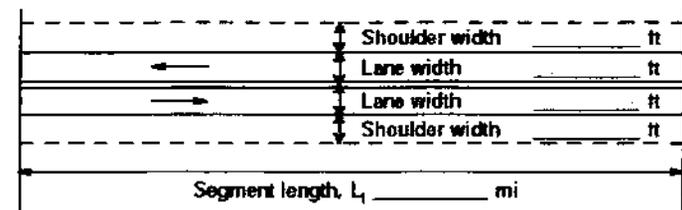
Peak-hour vehicle-miles of travel, $VMT_{60}(\text{veh}\cdot\text{mi})=V\cdot L_t$	0
Peak 15-min total travel time, $TT_{15}(\text{veh}\cdot\text{h})=VMT_{15}/ATS$	0.0
Notes	
1. If $V_p \geq 3,200$ pc/h, terminate analysis-the LOS is F. 2. If highest directional split $V_p \geq 1,700$ pc/h, terminated analysis-the LOS is F.	

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	GRH	Highway	Tucker Road
Agency or Company	CTE	From/To	SR 58 to Tehachapi Blvd
Date Performed	9/1/2010	Jurisdiction	City of Tehachapi
Analysis Time Period	PM Peak Hour	Analysis Year	2035

Project Description: 2035 w/o Project

Input Data

 <p style="text-align: center;">Segment length, L_1 _____ mi</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/> Class I highway</td> <td style="text-align: center;"><input type="checkbox"/> Class II highway</td> </tr> <tr> <td>Terrain</td> <td style="text-align: center;"><input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling</td> </tr> <tr> <td>Two-way hourly volume</td> <td style="text-align: right;">1838 veh/h</td> </tr> <tr> <td>Directional split</td> <td style="text-align: right;">60 / 40</td> </tr> <tr> <td>Peak-hour factor, PHF</td> <td style="text-align: right;">0.90</td> </tr> <tr> <td>No-passing zone</td> <td style="text-align: right;">0</td> </tr> <tr> <td>% Trucks and Buses, P_T</td> <td style="text-align: right;">2%</td> </tr> <tr> <td>% Recreational vehicles, P_R</td> <td style="text-align: right;">1%</td> </tr> <tr> <td>Access points/ mi</td> <td style="text-align: right;">0</td> </tr> </table>	<input checked="" type="checkbox"/> Class I highway	<input type="checkbox"/> Class II highway	Terrain	<input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling	Two-way hourly volume	1838 veh/h	Directional split	60 / 40	Peak-hour factor, PHF	0.90	No-passing zone	0	% Trucks and Buses, P_T	2%	% Recreational vehicles, P_R	1%	Access points/ mi	0
<input checked="" type="checkbox"/> Class I highway	<input type="checkbox"/> Class II highway																		
Terrain	<input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling																		
Two-way hourly volume	1838 veh/h																		
Directional split	60 / 40																		
Peak-hour factor, PHF	0.90																		
No-passing zone	0																		
% Trucks and Buses, P_T	2%																		
% Recreational vehicles, P_R	1%																		
Access points/ mi	0																		

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.998
Two-way flow rate ¹ , v_p (pc/h) = $V / (PHF * f_G * f_{HV})$	2046
v_p * highest directional split proportion ² (pc/h)	1228
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed
Field Measured speed, S_{FM} _____ mi/h	Base free-flow speed, $BFFS_{FM}$ _____ 60.0 mi/h
Observed volume, V_f _____ veh/h	Adj. for lane width and shoulder width ³ , f_{LS} (Exhibit 20-5) _____ 0.0 mi/h
Free-flow speed, FFS $FFS = S_{FM} + 0.00776(V_f / f_{HV})$ _____ mi/h	Adj. for access points, f_A (Exhibit 20-6) _____ 0.0 mi/h
	Free-flow speed, FFS ($FSS = BFFS * f_{LS} * f_A$) _____ 60.0 mi/h
Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	0.0
Average travel speed, ATS (mi/h) $ATS = FFS * 0.00776 v_p * f_{np}$	44.1

Percent Time Spent Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.2
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.996
Two-way flow rate ¹ , v_p (pc/h) = $V / (PHF * f_G * f_{HV})$	2050
v_p * highest directional split proportion ² (pc/h)	1230
Base percent time-spent-following, $BPTSF(\%) = 100(1 - e^{-0.000876 v_p})$	83.5
Adj. for directional distribution and no-passing zone, $f_{dnp}(\%)(\text{Exh. 20-12})$	0.0
Percent time-spent-following, $PTSF(\%) = BPTSF + f_{dnp}$	83.5

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	E
Volume to capacity ratio, $v/c = V_p / 3,200$	0.64
Peak 15-min veh-miles of travel, $VMT_{15} (\text{veh-m}) = 0.25 L_1 (V / PHF)$	0

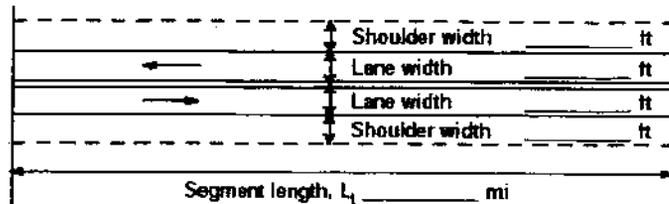
Peak-hour vehicle-miles of travel, $VMT_{60}(\text{veh-mi})=V \cdot L_1$	0
Peak 15-min total travel time, $TT_{15}(\text{veh-h})= VMT_{15}/ATS$	0.0
Notes	
1. If $V_p \geq 3,200$ pc/h, terminate analysis-the LOS is F. 2. If highest directional split $V_p \geq 1,700$ pc/h, terminated anlysis-the LOS is F.	

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	GRH	Highway	Tehachapi Blvd
Agency or Company	CTE	From/To	Tucker Rd to Mountain View Ave
Date Performed	9/1/2010	Jurisdiction	City of Tehachapi
Analysis Time Period	PM Peak Hour	Analysis Year	2008

Project Description: 2008 Existing volumes

Input Data



	<input checked="" type="checkbox"/> Class I highway	<input type="checkbox"/> Class II highway
	Terrain <input checked="" type="checkbox"/> Level	<input type="checkbox"/> Rolling
Two-way hourly volume	779 veh/h	
Directional split	60 / 40	
Peak-hour factor, PHF	0.90	
No-passing zone	0	
% Trucks and Buses, P _T	2%	
% Recreational vehicles, P _R	1%	
Access points/ mi	0	

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.2
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.996
Two-way flow rate ¹ , v_p (pc/h) = $V / (PHF * f_G * f_{HV})$	869
v_p * highest directional split proportion ² (pc/h)	521
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed
Field Measured speed, S_{FM} (mi/h)	Base free-flow speed, $BFFS_{FM}$ (mi/h)
Observed volume, V_f (veh/h)	Adj. for lane width and shoulder width ³ , f_{LS} (Exhibit 20-5) (mi/h)
Free-flow speed, $FFS = S_{FM} + 0.00776(V_f / f_{HV})$ (mi/h)	Adj. for access points, f_A (Exhibit 20-6) (mi/h)
	Free-flow speed, $FFS (FSS = BFFS - f_{LS} - f_A)$ (mi/h)
Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	0.0
Average travel speed, ATS (mi/h) $ATS = FFS - 0.00776v_p - f_{np}$	53.3

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.2
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.996
Two-way flow rate ¹ , v_p (pc/h) = $V / (PHF * f_G * f_{HV})$	869
v_p * highest directional split proportion ² (pc/h)	521
Base percent time-spent-following, $BPTSF(\%) = 100(1 - e^{-0.000876v_p})$	53.4
Adj. for directional distribution and no-passing zone, $f_{d/np}(\%)$ (Exh. 20-12)	0.0
Percent time-spent-following, $PTSF(\%) = BPTSF + f_{d/np}$	53.4

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	C
Volume to capacity ratio, $v/c = V_p / 3,200$	0.27
Peak 15-min veh-miles of travel, $VMT_{15} (\text{veh} \cdot \text{mi}) = 0.25L_1(V/PHF)$	0

Peak-hour vehicle-miles of travel, $VMT_{60}(\text{veh-m})=V \cdot L_1$	0
Peak 15-min total travel time, $TT_{15}(\text{veh-h})=VMT_{15}/ATS$	0.0
Notes	
1. If $V_p \geq 3,200$ pc/h, terminate analysis-the LOS is F. 2. If highest directional split $V_p \geq 1,700$ pc/h, terminated analysis-the LOS is F.	

Copyright © 2007 University of Florida, All Rights Reserved

HCS+™ Version 5.3

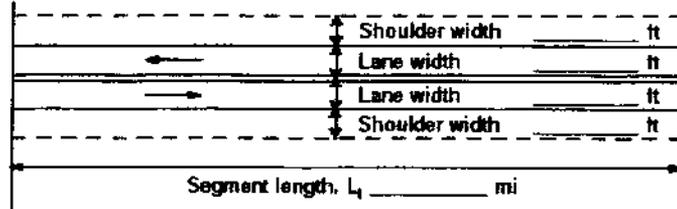
Generated: 9/1/2010 3:41 PM

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	GRH	Highway	Tehachapi Blvd
Agency or Company	CTE	From/To	Tucker Rd to Mountain View Ave
Date Performed	9/1/2010	Jurisdiction	City of Tehachapi
Analysis Time Period	PM Peak Hour	Analysis Year	2015

Project Description: 2015 w/o Project

Input Data



	<input checked="" type="checkbox"/> Class I highway	<input type="checkbox"/> Class II highway	
	Terrain	<input checked="" type="checkbox"/> Level	<input type="checkbox"/> Rolling
	Two-way hourly volume	896 veh/h	
	Directional split	60 / 40	
	Peak-hour factor, PHF	0.90	
	No-passing zone	0	
	% Trucks and Buses, P _T	2 %	
	% Recreational vehicles, P _R	1%	
	Access points/ mi	0	

Average Travel Speed

Grade adjustment factor, f _G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-9)	1.2
Passenger-car equivalents for RVs, E _R (Exhibit 20-9)	1.0
Heavy-vehicle adjustment factor, f _{HV} = 1 / (1 + P _T (E _T -1) + P _R (E _R -1))	0.996
Two-way flow rate ¹ , v _p (pc/h) = V / (PHF * f _G * f _{HV})	1000
v _p * highest directional split proportion ² (pc/h)	600
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed
Field Measured speed, S _{FM} mi/h	Base free-flow speed, BFFS _{FM} 60.0 mi/h
Observed volume, V _f veh/h	Adj. for lane width and shoulder width ³ , f _{LS} (Exhibit 20-5) 0.0 mi/h
Free-flow speed, FFS = S _{FM} + 0.00776(V _f / f _{HV}) mi/h	Adj. for access points, f _A (Exhibit 20-8) 0.0 mi/h
	Free-flow speed, FFS (FSS = BFFS - f _{LS} - f _A) 60.0 mi/h
Adj. for no-passing zones, f _{np} (mi/h) (Exhibit 20-11)	0.0
Average travel speed, ATS (mi/h) ATS = FFS - 0.00776v _p - f _{np}	52.2

Percent Time Spent Following

Grade Adjustment factor, f _G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-10)	1.2
Passenger-car equivalents for RVs, E _R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f _{HV} = 1 / (1 + P _T (E _T -1) + P _R (E _R -1))	0.996
Two-way flow rate ¹ , v _p (pc/h) = V / (PHF * f _G * f _{HV})	1000
v _p * highest directional split proportion ² (pc/h)	600
Base percent time-spent-following, BPTSF(%) = 100(1 - e ^{-0.000879v_p})	58.5
Adj. for directional distribution and no-passing zone, f _{dnp} (%) (Exh. 20-12)	0.0
Percent time-spent-following, PTSF(%) = BPTSF + f _{dnp}	58.5

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	C
Volume to capacity ratio, v/c = V _p / 3,200	0.31
Peak 15-min veh-miles of travel, VMT ₁₅ (veh-mi) = 0.25L _f (V/PHF)	0

Peak-hour vehicle-miles of travel, $VMT_{80}(\text{veh-mi})=V \cdot L_t$	0
Peak 15-min total travel time, $TT_{15}(\text{veh-h})=VMT_{15}/ATS$	0.0
Notes	
1. If $V_p \geq 3,200$ pc/h, terminate analysis-the LOS is F.	
2. If highest directional split $V_p \geq 1,700$ pc/h, terminated analysis-the LOS is F.	

Copyright © 2007 University of Florida, All Rights Reserved

HCS+™ Version 5.3

Generated: 9/1/2010 3:42 PM

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	GRH	Highway	Tehachapi Blvd
Agency or Company	CTE	From/To	Tucker Rd to Mountain View Ave
Date Performed	9/1/2010	Jurisdiction	City of Tehachapi
Analysis Time Period	PM Peak Hour	Analysis Year	2015

Project Description: 2015 + Project

Input Data

<p style="text-align: center;">Segment length, L_1 _____ mi</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/> Class I highway</td> <td style="text-align: center;"><input type="checkbox"/> Class II highway</td> </tr> <tr> <td>Terrain</td> <td style="text-align: center;"><input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling</td> </tr> <tr> <td>Two-way hourly volume</td> <td style="text-align: right;">1179 veh/h</td> </tr> <tr> <td>Directional split</td> <td style="text-align: right;">60 / 40</td> </tr> <tr> <td>Peak-hour factor, PHF</td> <td style="text-align: right;">0.90</td> </tr> <tr> <td>No-passing zone</td> <td style="text-align: right;">0</td> </tr> <tr> <td>% Trucks and Buses, P_T</td> <td style="text-align: right;">2%</td> </tr> <tr> <td>% Recreational vehicles, P_R</td> <td style="text-align: right;">1%</td> </tr> <tr> <td>Access points/ mi</td> <td style="text-align: right;">0</td> </tr> </table>	<input checked="" type="checkbox"/> Class I highway	<input type="checkbox"/> Class II highway	Terrain	<input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling	Two-way hourly volume	1179 veh/h	Directional split	60 / 40	Peak-hour factor, PHF	0.90	No-passing zone	0	% Trucks and Buses, P_T	2%	% Recreational vehicles, P_R	1%	Access points/ mi	0
<input checked="" type="checkbox"/> Class I highway	<input type="checkbox"/> Class II highway																		
Terrain	<input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling																		
Two-way hourly volume	1179 veh/h																		
Directional split	60 / 40																		
Peak-hour factor, PHF	0.90																		
No-passing zone	0																		
% Trucks and Buses, P_T	2%																		
% Recreational vehicles, P_R	1%																		
Access points/ mi	0																		

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.998
Two-way flow rate ¹ , v_p (pc/h) = $V / (PHF * f_G * f_{HV})$	1313
v_p * highest directional split proportion ² (pc/h)	788
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed
Field Measured speed, S_{FM} _____ mi/h	Base free-flow speed, $BFFS_{FM}$ _____ 60.0 mi/h
Observed volume, V_f _____ veh/h	Adj. for lane width and shoulder width ³ , f_{LS} (Exhibit 20-5) _____ 0.0 mi/h
Free-flow speed, $FFS = S_{FM} + 0.00776(V_f / f_{HV})$ _____ mi/h	Adj. for access points, f_A (Exhibit 20-6) _____ 0.0 mi/h
	Free-flow speed, $FFS (FSS = BFFS * f_{LS} * f_A)$ _____ 60.0 mi/h
Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	0.0
Average travel speed, ATS (mi/h) $ATS = FFS - 0.00776 v_p f_{np}$	49.8

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.2
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.996
Two-way flow rate ¹ , v_p (pc/h) = $V / (PHF * f_G * f_{HV})$	1315
v_p * highest directional split proportion ² (pc/h)	789
Base percent time-spent-following, $BPTSF(\%) = 100(1 - e^{-0.000879 v_p})$	68.5
Adj. for directional distribution and no-passing zone, $f_{dnp}(\%)$ (Exh. 20-12)	0.0
Percent time-spent-following, $PTSF(\%) = BPTSF + f_{dnp}$	68.5

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio, $v/c = V_p / 3,200$	0.41
Peak 15-min veh-miles of travel, $VMT_{15} (\text{veh-mi}) = 0.25 L_1 (V / PHF)$	0

Peak-hour vehicle-miles of travel, $VMT_{60}(\text{veh-mi})=V \cdot L_1$	0
Peak 15-min total travel time, $TT_{15}(\text{veh-h})=VMT_{15}/ATS$	0.0
Notes	
1. If $V_p \geq 3,200$ pc/h, terminate analysis-the LOS is F. 2. If highest directional split $V_p \geq 1,700$ pc/h, terminated analysis-the LOS is F.	

Copyright © 2007 University of Florida, All Rights Reserved

HCS+™ Version 5.3

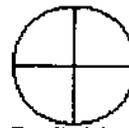
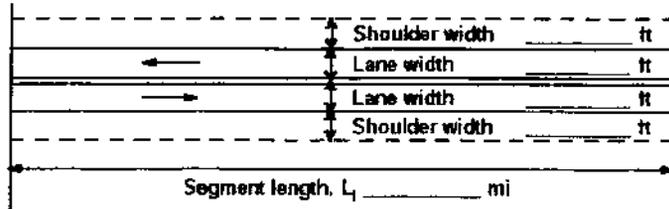
Generated: 9/1/2010 3:42 PM

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	GRH	Highway	Tehachapi Blvd
Agency or Company	CTE	From/To	Tucker Rd to Mountain View Ave
Date Performed	9/1/2010	Jurisdiction	City of Tehachapi
Analysis Time Period	PM Peak Hour	Analysis Year	2035

Project Description: 2035 w/o Project

Input Data



<input checked="" type="checkbox"/> Class I highway	<input type="checkbox"/> Class II highway
Terrain <input checked="" type="checkbox"/> Level	<input type="checkbox"/> Rolling
Two-way hourly volume	1333 veh/h
Directional split	80 / 40
Peak-hour factor, PHF	0.90
No-passing zone	0
% Trucks and Buses, P _T	2%
% Recreational vehicles, P _R	1%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f _G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-9)	1.1
Passenger-car equivalents for RVs, E _R (Exhibit 20-9)	1.0
Heavy-vehicle adjustment factor, f _{HV} = 1 / (1 + P _T (E _T -1) + P _R (E _R -1))	0.998
Two-way flow rate ¹ , v _p (pc/h) = V / (PHF * f _G * f _{HV})	1484
v _p * highest directional split proportion ² (pc/h)	890
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed
Field Measured speed, S _{FM} mi/h	Base free-flow speed, BFFS _{FM} 60.0 mi/h
Observed volume, V _f veh/h	Adj. for lane width and shoulder width ³ , f _{LS} (Exhibit 20-5) 0.0 mi/h
Free-flow speed, FFS FFS = S _{FM} + 0.00776(V _f / f _{HV}) mi/h	Adj. for access points, f _A (Exhibit 20-6) 0.0 mi/h
	Free-flow speed, FFS (FSS = BFFS * f _{LS} * f _A) 60.0 mi/h
Adj. for no-passing zones, f _{np} (mi/h) (Exhibit 20-11)	0.0
Average travel speed, ATS (mi/h) ATS = FFS * 0.00776v _p * f _{np}	48.5

Percent Time Spent Following

Grade Adjustment factor, f _G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-10)	1.2
Passenger-car equivalents for RVs, E _R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f _{HV} = 1 / (1 + P _T (E _T -1) + P _R (E _R -1))	0.996
Two-way flow rate ¹ , v _p (pc/h) = V / (PHF * f _G * f _{HV})	1487
v _p * highest directional split proportion ² (pc/h)	892
Base percent time-spent-following, BPTSF(%) = 100(1 - e ^{-0.000876v_p})	72.9
Adj. for directional distribution and no-passing zone, f _{dnp} (%) (Exh. 20-12)	0.0
Percent time-spent-following, PTSF(%) = BPTSF + f _{dnp}	72.9

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio, v/c = V _p / 3,200	0.46
Peak 15-min veh-miles of travel, VMT ₁₅ (veh-m) = 0.25L _i (V/PHF)	0

Peak-hour vehicle-miles of travel, $VMT_{60}(\text{veh-m})=V \cdot L_t$	0
Peak 15-min total travel time, $TT_{15}(\text{veh-h})=VMT_{15}/ATS$	0.0
Notes	
1. If $V_p \geq 3,200$ pc/h, terminate analysis-the LOS is F. 2. If highest directional split $V_p \geq 1,700$ pc/h, terminated analysis-the LOS is F.	

Copyright © 2007 University of Florida, All Rights Reserved

HCS+™ Version 5.3

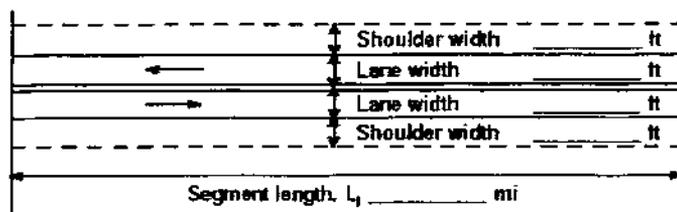
Generated: 9/2/2010 10:20 AM

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	GRH	Highway	Tehachapi Blvd
Agency or Company	CTE	From/To	Tucker Rd to Mountain View Ave
Date Performed	9/1/2010	Jurisdiction	City of Tehachapi
Analysis Time Period	PM Peak Hour	Analysis Year	2035

Project Description: 2035 + Project

Input Data



 Show North Arrow	<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway
	Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling
	Two-way hourly volume 1616 veh/h
	Directional split 60 / 40
	Peak-hour factor, PHF 0.90
	No-passing zone 0
	% Trucks and Buses, P _T 2%
	% Recreational vehicles, P _R 1%
	Access points/ mi 0

Average Travel Speed

Grade adjustment factor, f _G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-9)	1.1
Passenger-car equivalents for RVs, E _R (Exhibit 20-9)	1.0
Heavy-vehicle adjustment factor, f _{HV} = 1 / (1 + P _T (E _T -1) + P _R (E _R -1))	0.998
Two-way flow rate ¹ , v _p (pc/h) = V / (PHF * f _G * f _{HV})	1799
v _p * highest directional split proportion ² (pc/h)	1079

Free-Flow Speed from Field Measurement

Estimated Free-Flow Speed

Field Measured speed, S _{FM} <i>mi/h</i>	Base free-flow speed, BFFS _{FM} 60.0 <i>mi/h</i>
Observed volume, V _f <i>veh/h</i>	Adj. for lane width and shoulder width ³ , f _{LS} (Exhibit 20-5) 0.0 <i>mi/h</i>
Free-flow speed, FFS = S _{FM} + 0.00776(V _f / f _{HV}) <i>mi/h</i>	Adj. for access points, f _A (Exhibit 20-6) 0.0 <i>mi/h</i>
	Free-flow speed, FFS (FFS = BFFS - f _{LS} - f _A) 60.0 <i>mi/h</i>
Adj. for no-passing zones, f _{np} (<i>mi/h</i>) (Exhibit 20-11)	0.0
Average travel speed, ATS (<i>mi/h</i>) ATS = FFS - 0.00776v _p - f _{np}	46.0

Percent Time Spent Following

Grade Adjustment factor, f _G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-10)	1.2
Passenger-car equivalents for RVs, E _R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f _{HV} = 1 / (1 + P _T (E _T -1) + P _R (E _R -1))	0.996
Two-way flow rate ¹ , v _p (pc/h) = V / (PHF * f _G * f _{HV})	1803
v _p * highest directional split proportion ² (pc/h)	1082
Base percent time-spent-following, BPTSF(%) = 100(1 - e ^{-0.000879v_p})	79.5
Adj. for directional distribution and no-passing zone, f _{dnp} (%)(Exh. 20-12)	0.0
Percent time-spent-following, PTSF(%) = BPTSF + f _{dnp}	79.5

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio, v/c = v _p / 3,200	0.56
Peak 15-min veh-miles of travel, VMT ₁₅ (veh-mi) = 0.25L _j (V/PHF)	0

Peak-hour vehicle-miles of travel, $VMT_{60}(\text{veh-m})=V \cdot L_1$	0
Peak 15-min total travel time, $TT_{15}(\text{veh-h})= VMT_{15}/ATS$	0.0
Notes	
1. If $V_p \geq 3,200$ pc/h, terminate analysis-the LOS is F.	
2. If highest directional split $V_p \geq 1,700$ pc/h, terminated analysis-the LOS is F.	

Copyright © 2007 University of Florida, All Rights Reserved

HCS+™ Version 5.3

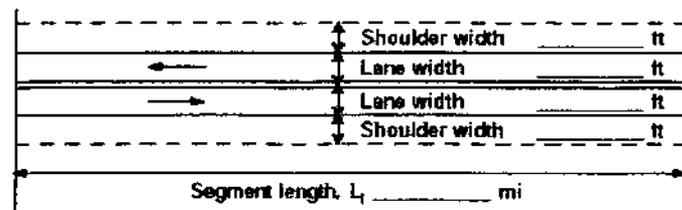
Generated: 9/2/2010 10:21 AM

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	GRH	Highway	Tucker Road
Agency or Company	CTE	From/To	SR 58 to Tehachapi Blvd
Date Performed	9/1/2010	Jurisdiction	City of Tehachapi
Analysis Time Period	PM Peak Hour	Analysis Year	2035

Project Description: 2035 + Project

Input Data

 <p style="text-align: center;">Segment length, L_1 _____ mi</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><input checked="" type="checkbox"/> Class I highway</td> <td style="width: 30%;"><input type="checkbox"/> Class II highway</td> <td></td> </tr> <tr> <td>Terrain</td> <td><input checked="" type="checkbox"/> Level</td> <td><input type="checkbox"/> Rolling</td> </tr> <tr> <td>Two-way hourly volume</td> <td colspan="2" style="text-align: right;">2404 veh/h</td> </tr> <tr> <td>Directional split</td> <td colspan="2" style="text-align: right;">60 / 40</td> </tr> <tr> <td>Peak-hour factor, PHF</td> <td colspan="2" style="text-align: right;">0.90</td> </tr> <tr> <td>No-passing zone</td> <td colspan="2" style="text-align: right;">0</td> </tr> <tr> <td>% Trucks and Buses, P_T</td> <td colspan="2" style="text-align: right;">2 %</td> </tr> <tr> <td>% Recreational vehicles, P_R</td> <td colspan="2" style="text-align: right;">1%</td> </tr> <tr> <td>Access points/ mi</td> <td colspan="2" style="text-align: right;">0</td> </tr> </table>	<input checked="" type="checkbox"/> Class I highway	<input type="checkbox"/> Class II highway		Terrain	<input checked="" type="checkbox"/> Level	<input type="checkbox"/> Rolling	Two-way hourly volume	2404 veh/h		Directional split	60 / 40		Peak-hour factor, PHF	0.90		No-passing zone	0		% Trucks and Buses, P_T	2 %		% Recreational vehicles, P_R	1%		Access points/ mi	0	
<input checked="" type="checkbox"/> Class I highway	<input type="checkbox"/> Class II highway																											
Terrain	<input checked="" type="checkbox"/> Level	<input type="checkbox"/> Rolling																										
Two-way hourly volume	2404 veh/h																											
Directional split	60 / 40																											
Peak-hour factor, PHF	0.90																											
No-passing zone	0																											
% Trucks and Buses, P_T	2 %																											
% Recreational vehicles, P_R	1%																											
Access points/ mi	0																											

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.998
Two-way flow rate ¹ , v_p (pc/h) = $V / (PHF * f_G * f_{HV})$	2676
v_p * highest directional split proportion ² (pc/h)	1606
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed
Field Measured speed, S_{FM} _____ mi/h	Base free-flow speed, $BFFS_{FM}$ _____ 60.0 mi/h
Observed volume, V_f _____ veh/h	Adj. for lane width and shoulder width ³ , f_{LS} (Exhibit 20-5) _____ 0.0 mi/h
Free-flow speed, FFS $FFS = S_{FM} + 0.00776(V_f / f_{HV})$ _____ mi/h	Adj. for access points, f_A (Exhibit 20-6) _____ 0.0 mi/h
	Free-flow speed, FFS ($FSS = BFFS * f_{LS} * f_A$) _____ 60.0 mi/h
Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	0.0
Average travel speed, ATS (mi/h) $ATS = FFS * 0.00776 v_p * f_{np}$	39.2

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.2
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.996
Two-way flow rate ¹ , v_p (pc/h) = $V / (PHF * f_G * f_{HV})$	2682
v_p * highest directional split proportion ² (pc/h)	1609
Base percent time-spent-following, $BPTSF(\%) = 100(1 - e^{-0.000879 v_p})$	90.5
Adj. for directional distribution and no-passing zone, $f_{dnp}(\%)(Exh. 20-12)$	0.0
Percent time-spent-following, $PTSF(\%) = BPTSF + f_{dnp}$	90.5

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	E
Volume to capacity ratio, $v/c = V_p / 3,200$	0.84
Peak 15-min veh-miles of travel, $VMT_{15} (veh \cdot mi) = 0.25 L_1 (V / PHF)$	0

TRAFFIC SIGNAL WARRANT ANALYSIS
Warrant 3 - Peak Hour Volume
Rural Area

INTERSECTION: Tehachapi Blvd/Mountain View Ave

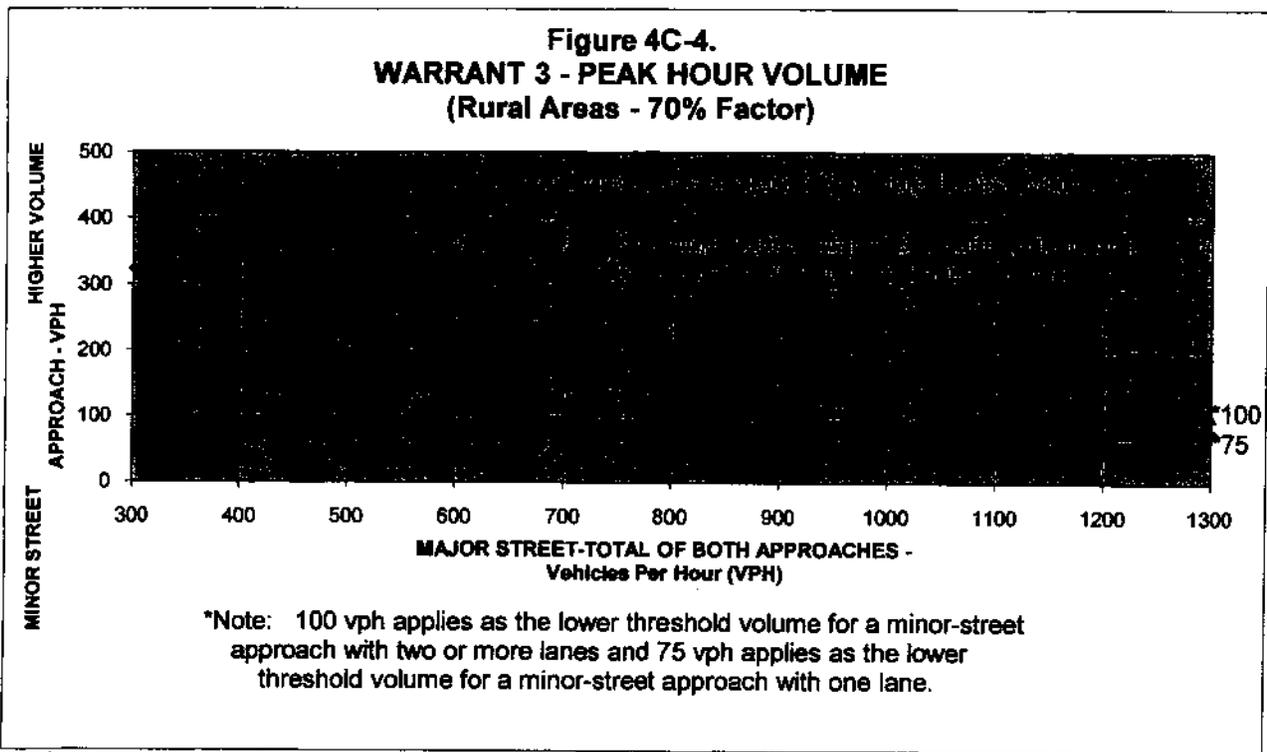
ANALYSIS SCENARIO: 2035 with Project

TIME PERIOD: PM Peak Hour

Major Street Volume (Both Approaches): 1304

Minor Street Volume (Higher Approach): 82

WARRANT MET? YES



Reference: Caltrans, *California Manual on Uniform Traffic Control Devices*, September 26, 2006.

STREET SEGMENT ANALYSIS

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: GRH
 Agency/Co: CTE
 Date: 9/1/2010
 Analysis Period: PM Peak Hour
 Highway: Tucker Road
 From/To: Tehachapi Blvd-Valley Blvd
 Jurisdiction: City of tehachapi
 Analysis Year: 2008
 Project ID: 2008 Existing volumes

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		50.0	mph	50.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		50.0	mph	50.0	mph

VOLUME

	Direction	1		2	
Volume, V		650	vph	549	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		181		153	
Trucks and buses		2	%	2	%
Recreational vehicles		1	%	1	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.988		0.988	
Flow rate, vp		365	pcphpl	308	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		365	pcphpl	308	pcphpl
Free-flow speed, FFS		50.0	mph	50.0	mph
Avg. passenger-car travel speed, S		50.0	mph	50.0	mph
Level of service, LOS		A		A	
Density, D		7.3	pc/mi/ln	6.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: GRH
 Agency/Co: CTE
 Date: 9/1/2010
 Analysis Period: PM Peak Hour
 Highway: Tucker Road
 From/To: Tehachapi Blvd-Valley Blvd
 Jurisdiction: City of tehachapi
 Analysis Year: 2015
 Project ID: 2015 w/o Project

FREE-FLOW SPEED

	Direction		1		2	
Lane width			12.0	ft	12.0	ft
Lateral clearance:						
Right edge			6.0	ft	6.0	ft
Left edge			6.0	ft	6.0	ft
Total lateral clearance			12.0	ft	12.0	ft
Access points per mile			0		0	
Median type						
Free-flow speed:			Measured		Measured	
FFS or BFFS			50.0	mph	50.0	mph
Lane width adjustment, FLW			0.0	mph	0.0	mph
Lateral clearance adjustment, FLC			0.0	mph	0.0	mph
Median type adjustment, FM			0.0	mph	0.0	mph
Access points adjustment, FA			0.0	mph	0.0	mph
Free-flow speed			50.0	mph	50.0	mph

VOLUME

	Direction		1		2	
Volume, V			747	vph	631	vph
Peak-hour factor, PHF			0.90		0.90	
Peak 15-minute volume, v15			208		175	
Trucks and buses			2	%	2	%
Recreational vehicles			1	%	1	%
Terrain type			Level		Level	
Grade			0.00	%	0.00	%
Segment length			0.00	mi	0.00	mi
Number of lanes			2		2	
Driver population adjustment, fp			1.00		1.00	
Trucks and buses PCE, ET			1.5		1.5	
Recreational vehicles PCE, ER			1.2		1.2	
Heavy vehicle adjustment, fHV			0.988		0.988	
Flow rate, vp			419	pcphpl	354	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		419	pcphpl	354	pcphpl
Free-flow speed, FFS		50.0	mph	50.0	mph
Avg. passenger-car travel speed, S		50.0	mph	50.0	mph
Level of service, LOS		A		A	
Density, D		8.4	pc/mi/ln	7.1	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: GRH
 Agency/Co: CTE
 Date: 9/1/2010
 Analysis Period: PM Peak Hour
 Highway: Tucker Road
 From/To: Tehachapi Blvd-Valley Blvd
 Jurisdiction: City of tehachapi
 Analysis Year: 2015
 Project ID: 2015 + Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	50.0	mph	50.0	mph

VOLUME

Direction	1		2	
Volume, V	932	vph	785	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	259		218	
Trucks and buses	2	%	2	%
Recreational vehicles	1	%	1	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.988		0.988	
Flow rate, vp	523	pcphpl	441	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		523	pcphpl	441	pcphpl
Free-flow speed, FFS		50.0	mph	50.0	mph
Avg. passenger-car travel speed, S		50.0	mph	50.0	mph
Level of service, LOS		A		A	
Density, D		10.5	pc/mi/ln	8.8	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: GRH
 Agency/Co: CTE
 Date: 9/1/2010
 Analysis Period: PM Peak Hour
 Highway: Tucker Road
 From/To: Tehachapi Blvd-Valley Blvd
 Jurisdiction: City of tehachapi
 Analysis Year: 2035
 Project ID: 2035 w/o Project

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		50.0	mph	50.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		50.0	mph	50.0	mph

VOLUME

	Direction	1		2	
Volume, V		1111	vph	939	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		309		261	
Trucks and buses		2	%	2	%
Recreational vehicles		1	%	1	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fp		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fhv		0.988		0.988	
Flow rate, vp		624	pcphpl	527	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		624	pcphpl	527	pcphpl
Free-flow speed, FFS		50.0	mph	50.0	mph
Avg. passenger-car travel speed, S		50.0	mph	50.0	mph
Level of service, LOS		B		A	
Density, D		12.5	pc/mi/ln	10.5	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: GRH
 Agency/Co: CTE
 Date: 9/1/2010
 Analysis Period: PM Peak Hour
 Highway: Tucker Road
 From/To: Tehachapi Blvd-Valley Blvd
 Jurisdiction: City of tehachapi
 Analysis Year: 2035
 Project ID: 2035 + Project

FREE-FLOW SPEED

	Direction			
	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	50.0	mph	50.0	mph

VOLUME

	Direction			
	1		2	
Volume, V	1296	vph	1093	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	360		304	
Trucks and buses	2	%	2	%
Recreational vehicles	1	%	1	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fp	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fhv	0.988		0.988	
Flow rate, vp	728	pcphpl	614	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		728	pcphpl	614	pcphpl
Free-flow speed, FFS		50.0	mph	50.0	mph
Avg. passenger-car travel speed, S		50.0	mph	50.0	mph
Level of service, LOS		B		B	
Density, D		14.6	pc/mi/ln	12.3	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

RECEIVED
MAR 23 1990

ARCHAEOLOGICAL INVESTIGATION
OF
LOOP RANCH
TEHACHAPI, KERN COUNTY, CALIFORNIA

Prepared by:

Robert A. Schiffman
Archaeological Research
Bakersfield College
1801 Panorama Drive
Bakersfield, Ca. 93305
(805) 395-4391
872-9430

MARCH 15, 1990

APPENDIX B

SUMMARY

In February, 1990, an archaeological field evaluation of a large area known as the Loop Ranch was conducted near the city of Tehachapi, in Kern County, California. This area, consisting of 1600 acres of land, is being proposed for several uses, including residential properties, commercial areas, a business park, golf course, the expansion of Tehachapi's sewage treatment facility, open space and agricultural areas. The purpose of this study was to evaluate the impact of development on cultural resources that may be present within the project area and to develop guidelines to minimize impacts to such resources.

As a result of this study, 10 new archaeological sites were located and recorded, and two previously recorded sites were revisited. These sites consist primarily of milling features and quarry/workshop areas. Most of these sites do not appear to contain buried cultural deposits, and few formal artifacts were found. While most of these sites do not appear to be significant resources, four contain more substantial remains, and will require mitigation to reduce and/or prevent impacts. And, since it is possible for any site to be impacted by development, recommendations are outlined which are designed to minimize and prevent damage to these sites. Once appropriate preservation measures and guidelines are established for the resources present within

the Loop Ranch project area archaeological clearance can be given.

PROJECT LOCATION AND DESCRIPTION

The Loop Ranch is located north of the city of Tehachapi, along and to the east of Tehachapi Creek. Highway 58 borders most of the western edge of this area, while the western slopes of the Piute Mountains border the east (see map). Specifically, the Loop Ranch is located in portions of the E 1/2 of Section 7, all but the NE 1/4 of the SE 1/4 of Section 8, all but a portion of the SE 1/4 of Section 17, and a portion of the E 1/2 of Section 18, Township 32S, Range 33E., M.D.B.&M. as depicted on the Tehachapi North, California, 7.5' U.S.G.S. Topographic Quadrangle.

This 1600 acre parcel is situated in the southwest corner of the Piute Mountains and the north edge of Tehachapi Valley. The geology of the area is made up of a variety of rock units, including areas of granitic exposure, volcanic outcrops of rhyolite and basalt, outcrops of metamorphic limestones (marble), and large areas of alluvial deposits. Several outcrops of chert and chalcedony also occur here. A number of small, seasonal drainages cross the property, with a larger drainage in the northern portion of section 8. Most of the sites were along this drainage. Tehachapi

Creek flows to the west of the property boundaries. The most prominent feature is Chapi Hill. At 4279' above sea level, it provides a view of most of the study area. The elevation ranges 3640' in the northwestern corner of the property, to Chapi Hill. Vegetation communities also vary, with areas near drainages containing oaks, pine, juniper, willow, and some berry bushes, with drier areas containing rabbit brush and grasses. A grass mat covers much of the western and southern areas.

Several previous impacts have occurred within the study area. These include, Highway 58, which cuts through parts of sections 17 and 18, the Southern Pacific Railroad in the SE 1/4 of section 18, a small mine area, a number of dirt roads, fences and a water well and tank. The soil for the region varies from a light sandy material to a medium brown loam. Scattered cobbles, an occasional boulder, and rock outcrops, are found almost everywhere.

There are a number of resources available here that would have useful for Native American populations. The seeds from juniper bushes, pine and oak trees all provide useful foodstuffs. Perhaps more important here, are the outcrops of chert and chalcedony. In addition to the largest quarry site (Ker 2189), there are other smaller exposures, and occasional cobbles of usable material found in the many of the drainages and flatter areas, particularly in sections 8

and 7. It appears the strata containing these materials runs through much of the area, with exposure of this strata varying greatly from area to area. The quality of these materials varies from poor to good. Section 8 also contains a number of the granitic outcrops. Most of section 17 consisted of limestone/marble debris scattered on the open, grass covered slopes and flat areas around Chapi Hill.

LITERATURE AND RECORDS SEARCH

Prior to the survey, a records search was conducted at the Southern San Joaquin Valley Information Center. According to these records, a small portion of the west side of the study area was included in an earlier survey (Schiffman 1979). This study located several sites, none of which were within the present study area. One of these site (Ker 1044) is located opposite the railroad tracks in section 18. A second study (Wirth 1987) surveyed a transmission line corridor through section 8, resulting in the discovery and recording of Ker 2189, a large quarry site. No additional studies are known to have taken place within or adjacent to the study area. The record files did indicate that another archaeological site, Ker 2553, has been recorded in the SE 1/4 of section 18. This site contains several milling loci within its boundaries, lithic debris, ground stone tools, human remains, and a buried midden deposit. This large site

has been suggested as the possible location of the historic Indian village of Tehachapi. According to the information center, conflicting reports have identified remains as being Indian, or the remains of Chinese railroad workers. A discussion of sites CA-Ker 2189 and 2553, along with the 10 newly found archaeological sites is found later in this report. No other sites are known within or adjacent to the study area boundary.

FIELD METHODOLOGY

The on-site field investigation was conducted by walking over the area in a systematic manner. The survey strategy combined walking linear transects, along with the specific examination of topographic features, such as drainages, hills, and outcrops. Since most of the study area consisted of large open areas covered by a grass mat, transects were spaced approximately 50-60 meters apart. No obstacles to the survey were encountered. When archaeological sites were found, the areas were examined for surface features and artifacts. To assist in establishing if a buried cultural deposit was present, particularly by the milling sites, small holes were dug with a trowel. Bedrock milling features, such as mortars and metates, were measured and site size was determined by pacing. For Ker 2189, recorded in 1987, the site was re-examined. It was observed that the

quarry and lithic materials covered a larger area than was originally recorded. No new work was done at Ker 2553 due to the current site record for this site. No surface artifacts were collected by this study. Based on site observations, recommendations have been developed which will minimize impacts to these resources that may occur as a result of any development that will might take place. Upon completion of this study, a copy of this report and the site records will be submitted to the information center for their files.

RESULTS OF FIELD INVESTIGATION

In February, 1990, the field survey of the Loop Ranch was completed. As a result of the field work, 10 archaeological sites were discovered, and 2 previously recorded sites were revisited. For the 10 new sites, four are small milling areas, containing 2, 3, 7, and 8 milling features, which included both bedrock mortars and bedrock metates. Three of the sites are moderate milling areas with 13, 15, and 18 milling features. There was one quarry area with a moderate to heavy lithic scatter associated with it, a sparse lithic scatter, and a rock ring with associated lithic debris. The two sites revisited consisted of a large village site, and a very large quarry area. Examined individually, these sites are identified as Loop Ranch 1-10, Ker 2553, and Ker

2189. Ten of these sites are located in Section 8, 1 in Section 7, and 1 in Section 18. Also, all of the milling sites are in Section 8 with the exception of Ker 2553. Refer to site location map.

Loop Ranch 1: This site is a small, sparse lithic scatter of chert and chalcedony flakes. Examination with a trowel indicated that there was no midden deposit or significant cultural remains. All of the flakes were moderate to small waste flakes. No formal artifacts were observed. No additional field work is required here.

Loop Ranch 2: This site is a small, milling area consisting of 4 bedrock mortars on three different rocks. Subsurface checking with a trowel indicates that no buried cultural deposit is located here. This site is just south of Loop Ranch 1, and may be associated with it. There were no flakes or hand tools observed. No additional field work is required here.

Loop Ranch 3: This site, located adjacent to a dry creek bed, is also a small milling location containing just 8 bedrock mortars on a single granitic boulder. Several of the mortars are relatively deep. There are also 7 cupules on a second boulder. One flake of basalt and a flake of chalcedony were found. Examination with a trowel suggests that there is no buried cultural deposit here. No additional

field work is required here.

Loop Ranch 4: Considered a moderate sized milling location, this area contains 15 milling features, and 22 cupules on 7 granitic boulders. This site is situated downstream from site 3. No flakes, hand tools or buried cultural deposit were identified. No additional field work is required here.

Loop Ranch 5: This site, located across the creek from site 4, is another moderate milling site containing 18 bedrock milling features on four granitic rocks. One cobble pestle and two chalcedony waste flakes were also found here. An examination by trowel indicated no buried cultural deposit. No additional field work is required here.

Loop Ranch 6: Located downstream, and on the same side of the creek as site 4, this is another moderate milling site containing 13 milling features on 8 small granitic boulders. A cobble pestle was found adjacent to one of the boulders. No flakes or other cultural remains were located. Examination by trowel indicated no buried cultural deposit. No additional field work is required at this site.

Loop Ranch 7: This is a small, ephemeral milling site consisting of 5 milling features on a single boulder. Both mortars are shallow. There were no flakes or other cultural remains. Examination by trowel indicates that there is no

buried cultural deposit here. No additional field work is required here.

Loop Ranch 8: Another ephemeral milling location containing 4 features on 2 adjacent rocks. Both mortars were very shallow, and the two bedrock metates were small. A single chalcedony waste flake was found here. No buried cultural deposit was found at this site overlooking the same drainage as the previous sites. No additional field work is required here.

Loop Ranch 9: Overlooking the same drainage as sites 3-8, this site is a moderate to dense lithic scatter with naturally occurring cobbles of chert and chalcedony quarry material. While the ground was very compact and with no obvious presence of a buried cultural deposit, it is possible that a very shallow midden may be present. If any buried remains are present they are probably limited to a few centimeters. Quarry usage appears to have been limited to using materials that are continuing to erode out of the knoll comprising this site. Flaked debris extends in all directions from the knoll top, with most of this spread probably due to natural erosional processes. A number of the lithic items were examined, but no formal artifacts were found. It is possible that a more detailed inspection of this site may identify formal artifacts, flaking tools and a shallow buried deposit. It is recommended that

additional work be performed here to determine the extent of any buried deposit and to identify any significant remains that may be present. See recommendations section for specific suggestions.

Loop Ranch 10: The last new site found during this study consists of a small rock ring, approximately 4 meters in diameter and an associated scatter of flakes and core material. Located at the confluence of two runoff channels, the rock ring is just above the stream bed, while virtually all of the flaked debris is mixed with the sand and cobbles of the stream bed. No formal artifacts were found here, although stream action could have easily buried or carried off these materials. Of interest here, is the relative isolation of this feature, which suggests that it may have had some significance or importance to early inhabitants. Therefore, additional field work is required here to determine if the site has a buried cultural deposit or a significant cultural component.

CA-Ker 2189: This is a very large quarry and workshop site. Located in the middle of Section 8, and encompassing an area over 40 acres in size, this site has the potential of containing significant cultural remains. There are several outcrops of cryptocrystalline materials and associated, dense flake scatters. These materials occur here naturally and appear as stratified outcrops, single boulders, and

numerous cobbles of chert and chalcedony. Artifacts present include waste and worked flakes, cores, and hammerstones. A small rock cairn is also present. This site was first recorded in 1987. However, during the present study, it became apparent that the site was larger than originally reported. Like the original study, no diagnostic flaked stone artifacts were found. It is not known if a buried deposit exists among the outcrops or scatters. Because of the extent of this site, and the need to establish if the site contains significant cultural remains, additional field work is required here.

CA-Ker 2553: This site is a large village, consisting of several associated loci. Four loci have been identified, and consist of milling, lithic and burial remains. As part of this record, over 20 milling features were reported. A total of 101 bedrock mortars and bedrock metates, along with at least 18 cupules were recorded. The artifact assemblage included projectile points, hand tools, bowl fragments, lithic debris, and buried human remains, and an historic component containing tin cans and bottle glass. Of potential significance is that this site has been suggested to be the historic Indian village site named Tehachapi. Unfortunately, all of the artifacts discussed in the site record identify early period projectile points and do not discuss proto-historic or historic Indian remains, such as pottery and late style projectile points. Because of the

size of this site, the presence of a midden deposit, and human remains, and the possibility that this is the village of Tehachapi, additional field work is required, as are specific protective measures designed to minimize or prevent impacts.

To summarize the 12 archaeological sites located within the boundaries of the proposed Loop Ranch development, there were 8 sites which contained milling features. Seven of these appear to be single activity sites containing milling features, but no (or almost no) lithic remains. This includes sites Loop Ranch 2, 3, 4, 5, 6, 7, and 8. Two of these seven sites also contain cupules, which may have involved additional cultural behaviors. None of these sites appear to contain a midden deposit and will not require any additional field work. The eighth site containing milling features is CA-Ker 2553. Described as a large village, and containing surface handtools, chipped stone artifacts and associated debris, and burials, this site does appear to be significant and will require additional field work. There were two quarry/workshop areas (sites Loop Ranch 9, and CA-Ker 2189). Both sites provided source materials for the manufacture of chipped stone tools, with CA-Ker 2189 being a very large quarry site. Neither site contained diagnostic flaked artifacts. Both of these sites will require additional field work. The remaining two sites consist of a

sparse lithic scatter (Loop Ranch 1) and a rock ring feature adjacent to a lithic scatter(Loop Ranch 10). A minimal amount of testing is required at site 10.

SIGNIFICANCE AND EVALUATION OF CULTURAL RESOURCES

Of particular concern is the significance of any of these sites. The Archaeological Preservation Act, Chapter 1623 of 1982 (State of California), established guidelines for determining whether a site is unique or significant, and mandates requirements to deal with cultural resources that are deemed significant. The primary criteria are whether the resource: 1) can answer important scientific or archaeological questions, 2) is the oldest or best example of its kind, and 3) is it associated with an important person, event, or place in history or prehistory.

It is expected that in an area such as the Loop Ranch, which contains many important natural resource materials suitable for aboriginal use, that a wide variety of sites, representing a diversity of cultural activities, are likely to be found. The question to be asked is whether or not any of these resources are significant cultural remains. For the seven mlling sites containing few or no artifactual remains, it is the opinion of this study that beyond the recording of these sites, no additional work is necessary.

Milling sites are extremely common throughout the region. Provided the features are not removed or disturbed, there is a low probability that any impacts will occur to them. If future research questions are developed regarding these milling sites, they can still be studied.

This is not the case with the quarry and workshop sites (sites LR 9 and CA-Ker 2189), the rock ring/ lithic scatter (LR 10), and the large village (CA-Ker 2553). All of these sites contain remains that can easily be impacted, with significant remains destroyed. For that reason, according to the Archaeological Preservation Act, it is important to establish significance prior to development in the area of each archaeological site. Therefore, additional work is required at these five sites.

IMPACTS TO CULTURAL RESOURCES

It is generally accepted that regardless of how small a site may be, or how insignificant the remains may appear, all sites can be impacted by development. While concern here is for the larger sites containing greater numbers of features and surface artifacts, consideration must also be given to those small, ephemeral milling sites present within the study area boundary. Potential impacts to all of the 12 sites presently identified can occur as a result of

roads, homes, recreational activities, farming, commercial activities and by deliberate vandalism, such as digging for artifacts or relocating milling features to front yards, near buildings and so forth. As a result of the potential impacts that could occur at any of these 12 sites, specific measures must be taken in order to protect all of these resources from needless destruction.

RECOMMENDATIONS

Based on the present level of investigation, four of the 12 archaeological sites identified require additional field work. The purpose of this work will be to establish site significance, and to develop guidelines designed to reduce or eliminate impacts to cultural resources. First, specific recommendations for additional field work are given, followed by recommendations designed to prevent and/or minimize impacts to all of the sites present within the Loop Ranch project areas.

Recommendations for additional archaeological work are centered primarily around surface collections and the excavation of sample test units. Specific objectives include establishing the nature and extent of artifactual and cultural remains present at these sites, along with providing information on site depth and age. Results from

this effort will provide the basis for determining site significance and in establishing additional measures to protect these sites.

The following recommendations are generalizations of the kinds of additional work to be performed. A specific field plan for each of the potentially significant sites should be developed specifying such conditions as the strategy and percent of surface collections, testing methodology, research questions to be addressed in the analysis, and the scope of the final report. Fieldwork should be developed and based on the degree of potential impacts, the extent to which sites can be avoided and protected, and consultation with the local Native American community, along with any other appropriate considerations. While any development in the area has the potential of causing direct and indirect impacts, these impacts may be reduced by modifying the development planned for each area of the Loop Ranch.

Loop Ranch 9, quarry and lithic scatter:

1. Partial, systematic surface collection.
2. Excavation of at least two small test units. The placement of these units will be based on the results of the surface collection.

Loop Ranch 10, rock ring feature and lithic scatter:

1. Partial, systematic surface collection.
2. Excavation of 2 test units, one within and one outside of rock ring feature.
3. Preparation of a more detailed drawing of the rock ring feature.

CA-Ker 2189, large quarry/ workshop area:

1. Determination of actual extent and boundaries of site, and prepare a new site map.
2. Partial, systematic surface collection.
3. Excavation of several test units, with location of units determined by the results of the surface collection.

CA-Ker 2553, large village site:

1. Partial, systematic surface collection, with each site loci collected.
2. Excavation of test units for each loci.

Upon completion of the additional field work, a report detailing this work and the results will be prepared. In this report specific guidelines will be developed to help protect the archaeological sites present.

In addition to the recommendations for additional field work, the following are suggestions designed to reduce or

eliminate impacts to any of the 12 sites.

1. All remains should be left in situ, and not removed to other locations. This is in particular reference to the bedrock milling features which are often moved to the front yards of homes and businesses. This condition should be stipulated in any lands deeded to other persons.

2. Human remains buried on the property, whether Indian or Chinese, should not be disturbed or relocated without consent from the appropriate authorities or individuals.

3. Consultation with representatives from the local Native American community should take place prior to any test excavation or development on the property to insure that important cultural and religious concerns of the Indian community are considered.

4. While an on-site field survey allows researchers to draw conclusions about site presence or absence, there is always the possibility that other sites and buried remains could be found during development of the Loop Ranch. It is possible that erosional and depositional processes, and vegetation, may have obscured such resources. Therefore, should any additional site materials be found, work in the area of discovery should be stopped until the finds can be

evaluated, and if necessary, mitigated prior to the resumption of construction.

5. Specifically, if any additional archaeological sites are found during the additional field work or development, appropriate actions, including surface collections, and testing, be considered.

6. Procedures should be developed to minimize impacts to cultural resources, so that once the initial development has been completed, resources present will continue to be considered and protected.

CONCLUSION

Based on the archaeological investigation for the proposed Loop Ranch development north of Tehachapi, 12 prehistoric archaeological sites were located and identified. Seven of the sites are milling areas where seed foodstuffs were ground, and one was a sparse lithic scatter. None of these sites are considered significant and will not require any additional field work. Four of the sites, however, have the potential to yield significant cultural information and remains, and will require additional field work. Based on the results of this work, these sites will be evaluated as to significance, a report will be prepared and additional

recommendations will be developed. These recommendations and those already developed will operate to minimize and/or prevent impacts to cultural resources. Once field testing has been completed, and protection and mitigation measures are established, archaeological clearance can be given and development of the Loop Ranch can take place.

REFERENCES

Southern San Joaquin Valley Information Center.

Biological Resources Constraints Report

Loop Ranch Annexation in Tehachapi, CA Project



Prepared for:
The City of Tehachapi

AECOM

February 2012

Biological Resources Constraints Report

Loop Ranch Annexation in Tehachapi, CA Project



Prepared for:

City of Tehachapi
115 South Robinson St.
Tehachapi, CA 93561

Contact:

David A. James
Community Development Director
(661) 822-2200 ext. 119

Prepared by:

AECOM
5001 E. CommerCenter Dr.
Ste. 100
Bakersfield, CA 93309

Contact:

John (Jay) H. Schlosser, P.E.
Principal Engineer
(661) 325-7253

AECOM

February 2012

TABLE OF CONTENTS

Section	Page
1 INTRODUCTION	1
2 METHODOLOGY	1
2.1 Background Research/Literature Review.....	1
2.2 Field Surveys.....	1
3 EXISTING CONDITIONS	3
3.1 Land Cover Types in the Project Area.....	3
3.2 Sensitive Habitats.....	3
3.3 Special-Status Species.....	4
4 POTENTIAL BIOLOGICAL CONSTRAINTS	8
4.1 Wetlands and Riparian Habitats.....	8
4.2 Special-Status Species.....	8
5 AVOIDANCE AND MINIMIZATION MEASURES	8
6 CONCLUSIONS	8
7 REFERENCES	10

Exhibits

1 Project Alignment.....	2
2 CNDDDB Results within 5 miles of the Project Alignment.....	5

Tables

1 Special-Status Plants with the Potential to Occur in the Project Study Area.....	6
2 Special-Status Wildlife with the Potential to Occur in the Project Study Area.....	7

Appendices

A Representative Photographs	
------------------------------	--

ACRONYMS AND ABBREVIATIONS

AMM	avoidance and minimization measure
BMP	best management practice
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
DFG	California Department of Fish and Game
ESA	Endangered Species Act
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey

1 INTRODUCTION

This biological constraints report has been prepared for a 158.3-acre parcel of Loop Ranch proposed for annexation by the City of Tehachapi. The site lies south of Highway 58 and is divided to the east and west by Tucker Road. Tehachapi Creek runs along the southwestern portion of the parcel along with the Burlington Northern Santa Fe Railway (Exhibit 1). Annexation would include rezoning the parcel into three categories: M-1, industrial; C-3, general commercial; and O-S, open space (Exhibit 1). Of the total acreage, 34.9 acres would be zoned industrial, 79.2 would be zoned general commercial, and 39.7 would be zoned open space.

This report includes: (1) methods used to collect information on sensitive biological resources; (2) a description of the existing conditions; (3) a summary of potential biological constraints; (4) avoidance and minimization measures (AMMs); and (5) conclusions regarding potential project impacts on sensitive habitats and special-status species.

2 METHODOLOGY

2.1 Background Research/Literature Review

Before conducting fieldwork, a list of special-status species and sensitive habitats with the potential to occur on the project site was compiled, using the following resources:

- ▶ The California Natural Diversity Database (CNDDDB) contains records of reported special-status species and sensitive natural communities in California (CNDDDB 2011). The database was searched for information on sensitive biological resources that have been documented within 5 miles of the project site.
- ▶ The U.S. Fish and Wildlife Service (USFWS) Endangered Species Web page (USFWS 2011) was utilized for a search of U.S. Geological Survey (USGS) 7.5' quadrangle maps that encompass the project site: Tehachapi South and Tehachapi North. This yielded a list of federal candidate, threatened, and endangered species known to occur in the vicinity of the project site, as well as designated critical habitat for species listed as threatened and endangered under the Endangered Species Act (ESA).
- ▶ The California Native Plant Society's (CNPS) Inventory of Rare and Endangered Plants of California was searched in the quadrangles encompassing the project site as well as the adjacent quadrangles. This yielded a list of special-status plants reported in the vicinity of the project site.

2.2 Field Surveys

A reconnaissance-level field survey was conducted by Kimberly Fiehler, an AECOM biologist, on November 10, 2011 to assess the potential for special-status species and sensitive habitats to occur on the project site.



Exhibit 1

Project Alignment

3 EXISTING CONDITIONS

3.1 Land Cover Types in the Project Area

Land cover types on the project site include ruderal, annual grassland, oak savannah, linear aquatic features, and riparian habitat (Appendix A). The site is currently undeveloped. Portions of the site along the existing roadways of Highway 58 and Tucker Road are heavily and regularly disturbed by vehicles pulling off and parking along the roadway. From Highway 58, west of Tucker Road the project site slopes down to Tehachapi Creek which borders the property to the south. The creek is surrounded by riparian habitat dominated by Fremont cottonwoods. East of Tucker Road the project site slopes down to a cemetery and water treatment plant adjacent to the eastern boundary of the project site.

Ruderal land, which is associated with developed and disturbed areas, is dominated by common weedy species. This land cover type is found along the existing roadways including Highway 58 and Tucker Road. Soils in these areas are highly compacted. Ruderal land is also present in patchy distribution east of Tucker Road and south of West J Street, where dirt roadways and evidence of off-road vehicle use was observed during the field survey.

Annual grassland is dominated by non-native annual grasses and weedy forbs. Annual grassland is found among the oak savannah on the project site that is west of Tucker Road. It is also surrounding the ruderal land east of Tucker Road.

Oak savannah is restricted to the south facing slope west of Tucker Road and in close proximity to the riparian area along Tehachapi Creek. It is dominated by widely scattered blue oak trees.

Linear aquatic features in the project site include intermittent drainages and a perennial stream. Two intermittent drainages can be found along the roadside of Highway 58, east of Tucker Road and adjacent to the water treatment facility. These drainages are small and occur at culvert locations under Highway 58. They are characterized by sparse wetland vegetation. Tehachapi Creek is a perennial stream which runs along the southwest portion of the project site.

Riparian vegetation is found in the narrow swath along Tehachapi Creek. Species composition is typical of Fremont cottonwood forest (Sawyer et al. 2009).

3.2 Sensitive Habitats

Sensitive habitats include sensitive natural plant communities and habitats regulated by DFG, USFWS, USACE, and the Regional Water Quality Control Board (RWQCB). Under Section 404 and 401 of the Clean Water Act, wetlands and other waters of the United States are subject to the jurisdiction of USACE and RWQCB. Most aquatic habitats receive protection under California statutes including Section 1602 of the California Fish and Game Code and the California Porter-Cologne Water Quality Control Act.

Sensitive habitats on the project site include the linear aquatic feature and riparian habitat described above.

3.3 Special-Status Species

Special-status species include plants and animals in the following categories:

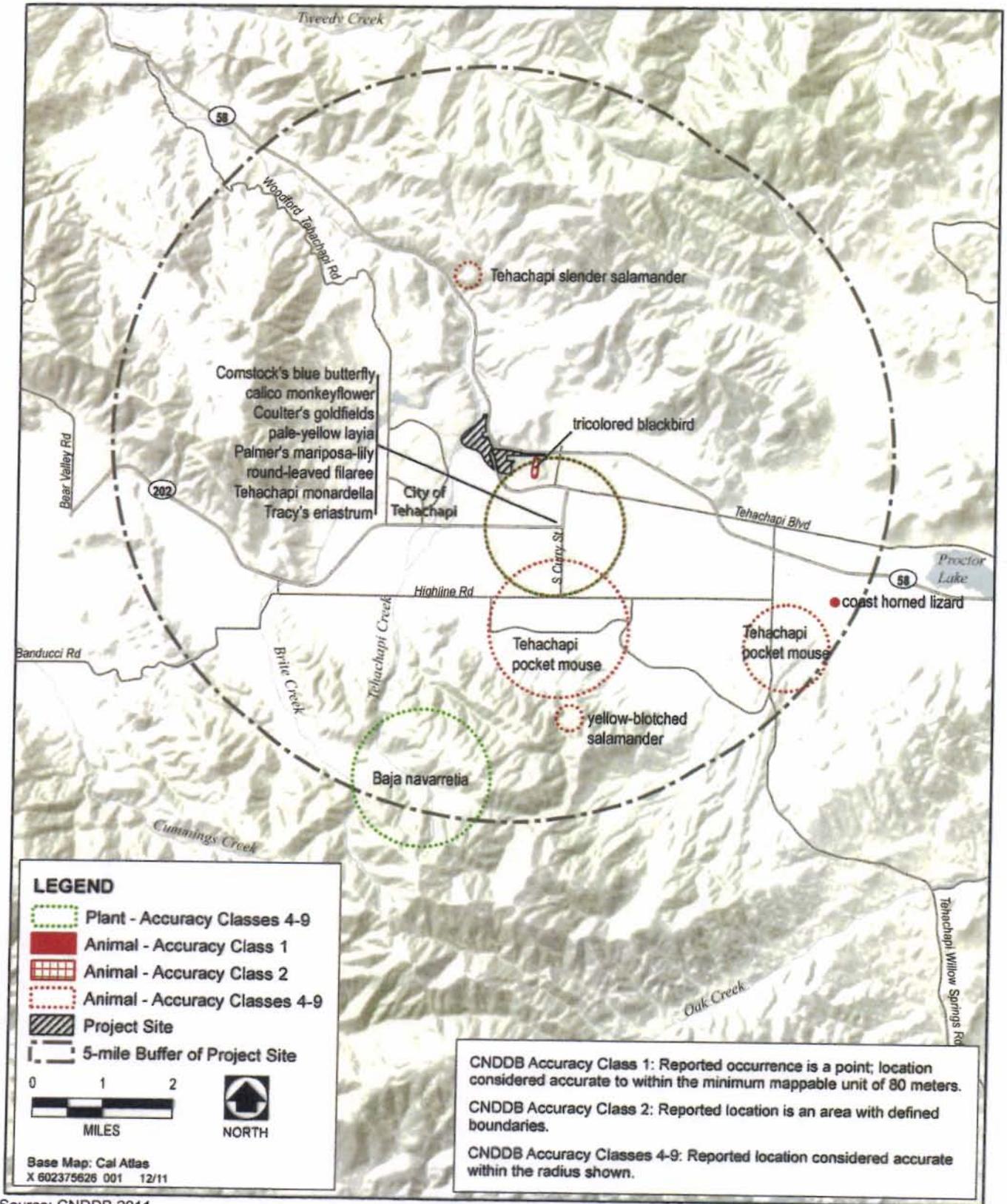
- ▶ Species that are listed under the ESA and/or California Endangered Species Act (CESA) as rare, threatened, or endangered;
- ▶ Species considered as candidates and proposed for state or federal listing as threatened or endangered;
- ▶ Wildlife designated by the DFG as species of special concern; and
- ▶ Plants ranked by CNPS and DFG as rare, threatened, or endangered in California and elsewhere.

3.3.1 Special-Status Plants

A total of eight special-status plant species have been reported to the CNDDDB within 5 miles of the project site (Exhibit 2), or have been recorded by CNPS within USGS quadrangles encompassing and adjacent to the project site (Table 1). No special-status plants were observed during the field visit in the project area. However, the field visit was conducted outside of the blooming period for special-status plants known to occur in the project vicinity. Two of the eight special-status plants have a low potential to occur in the annual grassland habitat present on the project site west of Tucker Road. Round-leaved filaree and pale-yellow layia have no federal or state ranking but are listed by CNPS as rare or endangered in California and elsewhere with over 80% of occurrences threatened. The project site is generally considered unsuitable for the other reported special-status species due to lack of appropriate habitat.

3.3.2 Special-status Wildlife

A total of six special-status wildlife species have been reported to the CNDDDB within 5 miles of the project alignment (Exhibit 2; Table 2). Three special-status wildlife species have the potential to occur on or adjacent to the project site: Comstock's blue butterfly, tricolored blackbird and Tehachapi pocket mouse. Comstock's blue butterfly is associated with *Eriogonum* sp. and has a low potential to occur with the California buckwheat found in a small stretch along the south side of Highway 58 and west of Tucker Road. Tricolored blackbird has potential to occur adjacent to the project site at the water treatment plant along West J Street. Tehachapi pocket mouse has potential to occur in the annual grasslands found throughout the project area. None of these three species has federal or state ranking as threatened or endangered. Tehachapi pocket mouse is listed by CDFG as a species of special concern. Based on distribution and information gathered during the field visit, there is a low likelihood for these species to occur on the project site. Comstock's blue butterfly is not expected to occur on site due to the limited number of *Eriogonum* plants that it is associated with. The few California buckwheat plants that are present on site are adjacent to a heavily travelled highway. Habitat for tri-colored blackbirds does not exist on site but is limited to an adjacent property. Therefore, this species is not expected to occur on site. Though annual grasslands exist on the project site, it is low quality from disturbance by vehicles and in patchy distribution. In addition, there is a general lack of shrubs and open space for foraging. Tehachapi pocket mouse has a low potential to occur in this habitat. The project site is generally considered unsuitable for the other special-status species due to lack of appropriate habitat.



Source: CNDDB 2011

Exhibit 2

CNDDB Results within 5 miles of the Project Alignment

**Table 1
Special-Status Plants with the Potential to Occur in the Project Site**

Species	Federal ¹	State ^{2,3}	Habitat	Potential for Occurrence
Plants				
Baja navarretia <i>Navarretia peninsularis</i>	—	1B.2	Lower montane coniferous forest, chaparral. Wet areas in open forest; 1500 to 2425-meters elevation.	Not expected to occur within the project area because no potential habitat is present within the known elevation range.
Calico monkeyflower <i>Mimulus pictus</i>	—	1B.2	Broadleaf upland forest, cismontane woodland. In bare ground around gooseberry bushes or around granite rock outcrops; 100 to 1300-meters elevation.	Not expected to occur within the project area because no potential habitat is present within the known elevation range.
Round-leaved filaree <i>California macrophylla</i>	—	1B.1	Cismontane woodland, valley and foothill grassland. Clay soils; 15 to 1200-meters elevation.	Low potential to occur within the project area because suitable habitat is generally not present. Could occur within the valley and foothill grassland habitat west of Tucker Road. Several occurrences recorded within 5 miles of the project site.
Pale-yellow layia <i>Layia heterotricha</i>	—	1B.1	Cismontane woodland, pinyon-juniper woodland, valley and foothill grassland. Alkaline or clay soils, open areas; 270 to 1365-meters elevation.	Low potential to occur within the project area because suitable habitat is generally not present. Could occur within the valley and foothill grassland habitat west of Tucker Road. Several occurrences recorded within 5 miles of the project site.
Tehachapi monardella <i>Monardella tinoides</i> ssp. <i>oblonga</i>	—	1B.3	Lower montane coniferous forest, upper montane coniferous forest, pinyon juniper woodland. On dry slopes of yellow pine forest, decomposed granitic soils and also in roadside disturbed areas; 1695 to 2470-meters elevation.	Not expected to occur within the project area because no potential habitat is present within the known elevation range.
Coulter's goldfields <i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	—	1B.1	Coastal salt marshes, playas, valley and foothill grasslands, vernal pools. Usually found on alkaline soils in playas, sinks and grasslands; 1 to 1400-meters elevation.	Not expected to occur within the project area because no potential habitat is present within the known elevation range.
Palmer's mariposa-lily <i>Calochortus palmeri</i> var. <i>palmeri</i>	—	1B.2	Meadows and seeps, and vernal moist places in yellow-pine forest, chaparral; 600-2245-meters elevation.	Not expected to occur within the project area because no potential habitat is present within the known elevation range.
Tracy's eriastrum <i>Eriastrum tracyi</i>	—	1B.2	Chaparral and cismontane woodland/volcanic and sandy soil; 305 to 1030-meters elevation.	Not expected to occur within the project area because no potential habitat is present within the known elevation range.

Notes:

California Rare Plant Ranks and extensions
1B = Rare or endangered in California and elsewhere.

- .1 = Seriously threatened in California (over 80% of occurrences threatened)
- .2 = Fairly threatened in California (20 to 80% of occurrences are threatened).
- .3 = Not very threatened in California (less than 20% of occurrences threatened).

Sources: USFWS 2011, CNDDB 2011, CNPS 2011

Table 2 Special-Status Wildlife with the Potential to Occur in the Project Site			
Species	Federal ¹	State ²	Habitat
Potential for Occurrence			
Invertebrates			
Comstock's blue butterfly <i>Euphilotes battoides comstocki</i>	---	---	Hostplant is <i>Eriogonum</i> sp.
Amphibians and Reptiles			
Tehachapi slender salamander <i>Batrachoseps stebbinsi</i>	---	T	Occurs in Valley and Foothill riparian habitats in the Piute and Tehachapi mountains. Prefers wet talus slopes with a steep, north-facing exposure.
Yellow-blotched salamander <i>Ensatina eschscholtzii croceator</i>	---	SSC	Occurs in forests and well shaded canyons as well as oak woodlands or old chaparral. Needs surface objects such as log, boards and rocks. Also needs old rodent burrows or other underground retreats.
Coast horned lizard <i>Phrynosoma blainvillii</i>	---	SSC	Occurs in open areas of sandy soil and low vegetation in valleys, foothills, woodlands and chaparral. Often found in lowlands along sandy washes with scattered shrubs. Frequently near ant hills.
Birds			
Tricolored blackbird <i>Agelaius tricolor</i>	MBTA	SSC	Highly colonial species that requires open water and prefers stands of bulrush and cattail for nesting.
Mammals			
Tehachapi pocket mouse <i>Perognathus alticolus inexpectatus</i>	---	SSC	Occurs in arid annual grasslands and desert shrub communities but will also occur in fallow grain fields and Russian thistle. Requires burrows for cover and nesting. Forages on open ground and under shrubs.
Notes:			
* Federal: MBTA = Protected under the Migratory Bird Treaty Act			^b State: T = Listed as threatened under CESA SSC = DFG species of special concern
Sources: USFWS 2011, CNDD8 2011			

4 POTENTIAL BIOLOGICAL CONSTRAINTS

For the purpose of this report and in accordance with California Environmental Quality Act (CEQA) guidelines, a biological constraint is defined as a sensitive habitat or special-status species that could be substantially affected by future development of the project site.

4.1 Wetlands and Riparian Habitats

Project implementation could be constrained by wetland habitats (linear aquatic feature, riparian, intermittent drainages) on the project site. These areas are potentially subject to U.S. Army Corps of Engineer (Corps) jurisdiction under Section 404 of the Clean Water Act (CWA). However, impacts to Tehachapi Creek and the riparian area along Tehachapi Creek are not anticipated due to that area being designated as open space in the zoning process. Two intermittent drainages along West J Street may be affected by future development, but those plans are not known at this time.

4.2 Special-Status Species

Special-status species do not represent a project constraint. Given the low likelihood of the potentially occurring special-status species on the project site and that none of these species are listed, project implementation would not be expected to result in substantial loss of individuals or a significant amount of potential habitat.

5 AVOIDANCE AND MINIMIZATION MEASURES

The following AMMs would be implemented to protect sensitive biological resources.

AMM 1: Implement Avoidance Measures to Protect Wetlands, including Riparian Areas

- a) All direct and indirect impacts to wetland areas (i.e. Tehachapi Creek and intermittent drainages) will be avoided.
- b) All direct and indirect impacts to the riparian area surrounding wetland areas (i.e. Tehachapi Creek) will be avoided.

6 CONCLUSIONS

Implementation of the AMMs described above would be effective in reducing the potential for project impacts that might otherwise be considered significant on: wetlands (linear aquatic feature and intermittent drainages) and riparian habitat. No further avoidance, minimization, or compensation measures are expected to be required to comply with state and federal statutes protecting sensitive biological resources. Should impacts to wetlands (linear aquatic feature and intermittent drainages) and riparian habitat not be avoidable, it is recommended that a wetland delineation be conducted on the project site to determine jurisdictional areas. The project applicant should consult with the USACE, DFG, and RWQCB, and secure any necessary permits or other authorizations to comply with Sections 401 and 404 of the Clean Water Act, and with Section 1602 of the California Fish and Game Code. In

addition, the project applicant is encouraged to consult with the U.S. Fish and Wildlife Service and California Department of Fish and Game prior to future development to ensure that they concur with this determination.

7 REFERENCES

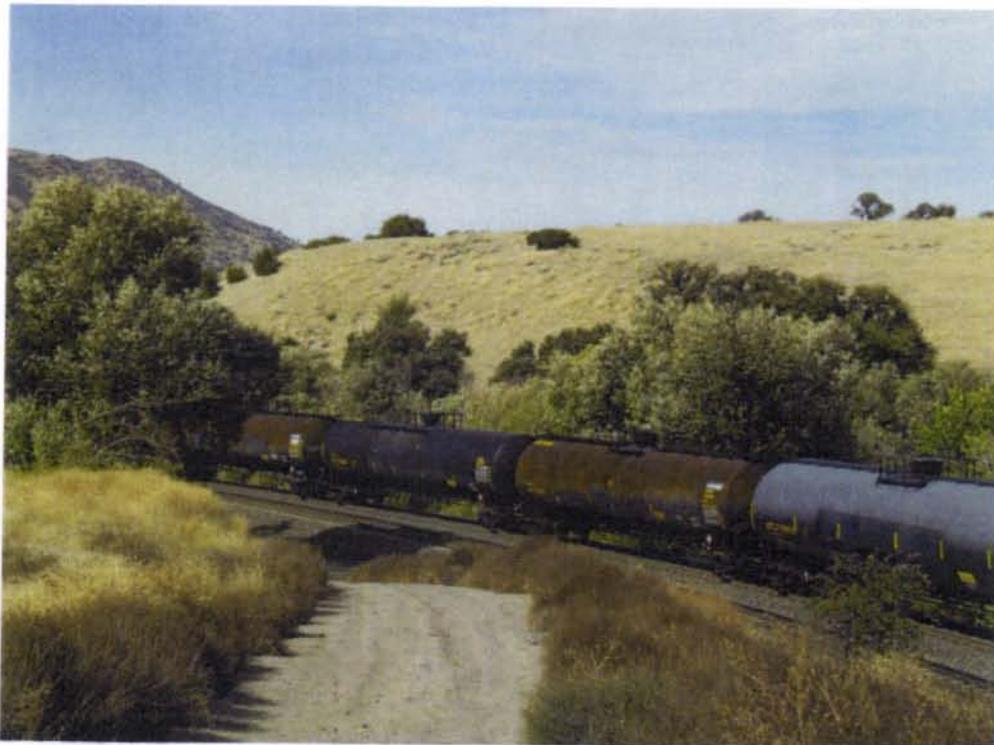
- California Native Plant Society. 2011. Inventory of Rare and Endangered Plants. Available:
<http://cnps.site.aplus.net/cgi-bin/inv/inventory.cgi/Home>. Accessed December 14, 2011.
- California Natural Diversity Database. 2011 (July). Results of electronic records search. Sacramento, CA:
Department of Fish and Game, Wildlife and Habitat Data Analysis Branch.
- CNDDDB. *See* California Natural Diversity Database.
- CNPS. *See* California Native Plant Society.
- DFG. *See* California Department of Fish and Game.
- Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. *A Manual of California Vegetation*. Second edition.
Sacramento, CA: California Native Plant Society, in collaboration with the California Department of Fish
and Game.
- USACE. *See* U.S. Army Corps of Engineers.
- U.S. Fish and Wildlife Service. 2011. Endangered Species Lists. Sacramento Fish and Wildlife Office. Available:
http://www.fws.gov/sacramento/es/spp_lists/auto_list_form.cfm. Last updated February 2, 2010.
Accessed December 14, 2011.
- USFWS. *See* U.S. Fish and Wildlife Service.

APPENDIX A

Representative Photographs



Looking southwest at project site from south of Highway 58 and west of Tucker Road. Annual grassland and oak savannah can be seen in photo.



Looking northwest at project site. Tehachapi Creek, riparian habitat and railway can be seen in photo.



West side of Tucker Road. Heavily disturbed and compacted area seen in photo.



East side of Tucker Road. Heavily disturbed and compacted area seen in photo.



Intermittent drainage adjacent to West J Street and Highway 58.



Looking southeast at project site from east side of Tucker Road. Annual grasslands and ruderal areas can be seen in photo.



RESPONSE

TO

COMMENTS

**Annexation No. 85 and Pre-zone to M-1, C-3
and Open Space**

**PREPARED BY DAVID JAMES
City of Tehachapi**

Department of Transportation District 9
Gayle J. Rosander
500 South Main Street
Bishop, CA 93514

Kern-Kaweah Chapter, Sierra Club
P.O. Box 3357
Bakersfield, CA. 93305-3357

DEPARTMENT OF TRANSPORTATION DISTRICT 9

COMMENT:

The California Department of Transportation (Caltrans) District 9 appreciates being able to comment on the proposed City's Loop Ranch property annexation south of State Route (SR) 58 and straddling SR 202, north of the railroad bridge. Please consider the following:

RESPONSE:

Comment Acknowledged.

COMMENT:

In anticipation of future development, operational efficiency and safety need to be considered now. Please include a condition that there will only be one four-way 90 degree intersection with SR 202, with its location to be agreed to by Caltrans.

RESPONSE:

The above comment is not a CEQA issue per-se. However, that said please be advised that your comment will be taken under consideration if and when the applicant applies for an actual project. Annexations are simply a change in a political boundary accompanied by a pre-zone request. In this regard annexations cannot be conditioned in the same manner as a conventional project. However, your annexation related comments and concerns are on the record will be revisited at the development stage. Additionally, in conjunction with the first development proposal, the applicant or successor in interest will be required to submit a Master Plan for the entire area under consideration. The Master Plan will include land uses and a circulation network in order that the area does not build out in a piece meal fashion and so that the environmental consequences of the build out of the project can be properly evaluated. As with the annexation request, Caltrans will also be circulated too during the Site Plan Review/Master Plan development process. The issue raised in your comments can best be addressed through this mechanism.

COMMENT:

To further guarantee access management and safety, except for openings for this new intersection, access rights should be procured for both sides of this SR 202 stretch. Please have such rights preferably dedicated to Caltrans (or the City) or restrict access in some other formal permanent manner.

RESPONSE:

Comment acknowledged, this request will be revisited and implemented at the development stage. However, that said any future dedication along the segment of 202 that traverses the subject site will be dedicated to Caltrans for consistency purposes and in order to avoid having rights-of-way under multiple jurisdictions.

COMMENT:

Per the above access control, the existing SR 202 access for the Caltrans sand shed property (parcel "1666" on enclosed map) via parcel "Rel 112" would be negated. So please ensure access would be shared with future development to utilize the new intersection. This might include an easement to connect with an internal road, with the connection oot a distance from the SR 202 intersection to assure sight distance, vehicle turning movements, etc. (The existing SR 202 access is already too close to the SR 58 ramps. It is approximately 150-ft and the current preferred distance is 500-ft per section 500.3 (3) of the Caltrans Highway Design Manual).

RESPONSE:

Comment acknowledged, this issue will be revisited at the development stage and Caltrans will be included in that process. The Subdivision Map Act will require that legal and physical access to said parcels be maintained and there are several mechanisms available to achieve this end.

COMMENT:

As you may be aware, we have long term plans to transform the sand shed area into future maintenance station. To achieve this end, we would be interested in procuring the "John S. Broom 1.76± acre" and the "Rel 112" parcel (which we relinquished to the County in 1971). These parcels are adjacent to, but not included in the proposed Annexation, so a condition of dedication to Caltrans is probably not possible. However, please consider this request during future area actions (e.g. development conditions, agreements, land divisions, other negotiations, etc.)

RESPONSE:

Comment Acknowledged.

COMMENT:

We look forward to interaction with the City regarding eventual development proposals. In order to ensure that optimal transportation circulation is achieved, appropriated intersection design (e.g. auxiliary lanes), other access management techniques, development improvement offsets, landscape placement, etc. will need to be considered.

RESPONSE:

Comment acknowledged. As previously indicated the applicant or successors in interest will be required to prepare a Master Plan for the development of the area under consideration. The Master Plan can be submitted prior to or in conjunction with the first actual development proposal. The Master Plan in addition to providing more land use specificity will also address ingress, egress and delineate the overall circulation network.

COMMENT:

When a new maintenance station is closer to being viable, we will instigate discussion with the City to include: water/sewer/utility connections, possible annexation, and the future of the existing in-town maintenance station.

RESPONSE:

Comment Acknowledged and in the record.

COMMENT:

We value our cooperative working relationship with the City of Tehachapi concerning transportation issues. Please contact me at (760) 872-0785, with any other questions.

RESPONSE:

Comment Acknowledged and in the record.

KERN-KAWEAH CHAPTER, SIERRA CLUB

COMMENT:

The Kern-Kaweah Chapter, Sierra Club, wishes to submit the following comments regarding the Negative Declaration for the request by Loop Ranch, LLC, to annex a total of 153.8 acres in the City limits. We understand that this proposed project includes a

pre-zone request for: Light Industrial (M-1, 34.9 acres), General Commercial (C-3, 79.2 acres), and Open Space (OS 39.7 acres).

RESPONSE:

Comment Acknowledged.

COMMENT:

As the population of Tehachapi grows and more development occurs, we believe the cumulative impacts to environmental factors must be considered each time large-scale development is proposed. To be clear, a particular project cannot be considered on its individual impacts alone, but it must be considered in addition to nearby development. In this case, how have the impacts of this proposed annexation been considered with two other large developments in the vicinity: the new Tehachapi Hospital and the Walmart store that has just been cleared for construction? Secondly, does the proposed annexation and consequential addition of 114.1 acres of Light Industry and General Commercial development constitute urban sprawl in the Tehachapi Valley? Additional commercial development adjacent to the entrance of our unique mountain community would surely detract from the favorable impression desired from visitors and residents of Tehachapi. We offer the following questions and concerns.

RESPONSE:

Annexations are not projects in the conventional sense and are simply adjustments to political boundaries. In this regard the annexation in and of itself has no direct environmental consequences. That said annexations with limited exceptions are nevertheless subject to CEQA review. However, impact assessments can only be achieved at a very speculative and theoretical level. With respect to your concern over cumulative impacts the annexation CEQA review was limited to a Negative Declaration which is an adequate level of review for a stand-alone annexation. An evaluation of Cumulative Impacts is only required in the context of an Environmental Impact Report (EIR) which for a stand-alone annexation an EIR is simply not warranted. However, that said it should be noted that on April 16, 2012 the City Council of the City of Tehachapi adopted a comprehensive update to the City of Tehachapi General Plan. In conjunction with the adoption of the General Plan the City also prepared and certified a Comprehensive EIR which examined the theoretical build out of the General Plan. The area in question for the subject annexation was included in this build out scenario and the proposed pre-zone designations are internally consistent with the General Plan Update. With respect to your urban sprawl inquiry, the purpose of commenting on a CEQA document is to question the accuracy of the document within an agencies area of expertise. Your inquiry with regards to urban sprawl is simply editorializing and as such has no basis in the CEQA process. However, that said as indicated the area under consideration within the subject annexation was included in the aforementioned General Plan Update as an

extension of the established pattern of development already prevalent in the Tucker Road/SR 202 corridor. With respect to your concern over undermining some sense of a favorable impression, this is simply stating an opinion and the area in question in its current condition can hardly be characterized as a scenic corridor. Who is to say that some future well planned and designed retail establishments along this section of SR 202 could not be equally attractive and impart a "favorable impression". The challenges with attempting to make aesthetics a CEQA topic is the inherent subjective nature of aesthetics. Like art, one man's trash is another man's treasure and in this regard who is to determine what constitutes a favorable impression; the site in its current condition or the site as a well-planned business park and commercial corridor. The statement implies that but for the annexation the subject site would remain undeveloped. Given the County of Kerns propensity to allow urbanization in the unincorporated region of Greater Tehachapi this is a naive assumption. Case in point is the Old Towne Commercial District. Once the annexation process is complete the City will have control over this market entrance into our community rather than the County which in the City's collective opinion is a more favorable circumstance.

COMMENT:

1. BIOLOGICAL RESOURCES – VEGETATION and WILDLIFE

Our first concern is with the Biological Resources Constraints Report which states that a "reconnaissance-level field survey" was conducted on the project site on November 10, 2011. Were subsequent field surveys conducted? If so, how many field surveys and when?

Were surveys for vegetation and wildlife conducted during the wet spring months? The first survey was conducted in late fall, and during the beginning of the current 4-year historic drought. How accurate are the results from one survey conducted in November? We question the accuracy of the methodology used during a fall month and the beginning of the drought.

The site contains several vegetation habitats: rural, annual grassland, oak savannah, linear aquatic features, and riparian habitat. Tehachapi Creek, which borders the property to the south, contain typical riparian vegetation such as Freemanont cottonwoods and willows. A total of 8 special-status plant species have been reported to the California Natural Diversity Database (CNDDDB) within 5 miles of the project site or have been recorded by the California Native Plant Society (CNPS) within USGS quadrangles encompassing and adjacent to the project site. The Constraints Report then states that the "field visit was conducted outside of the blooming period for special-status plants.

The Constraints Report states that a total of 6 special status wildlife species located within 5 miles of the project alignment have been reported to the CNDDDB. Of these, three species have the potential to occur on or adjacent to the project site: Comstock's

blue butterfly, tricolored blackbird, and the Tehachapi pocket mouse. The report stated that there is "low potential" for the Comstock's blue butterfly to occur on the site due to the lack of Eriogonum (buckwheat) on the site. However, just across Highway 58 there is a large stand of Eriogonum growing on the embankment. Could this not be considered suitable habitat?

The Open Space designation along Tehachapi Creek and other wetlands will provide minimal protection to that sensitive habitat. One of the color photographs in Appendix A, titled: "Intermittent drainage adjacent to West J Street and Highway 58", appears to have standing water and associated native riparian vegetation. We ask that this location be clarified as to whether it will be developed or protected from development. The photos in Appendix A are of very poor quality and don't assist as a visual aid in familiarizing oneself with the project site.

RESPONSE:

As previously indicated the annexation in and of itself will have no direct impacts including impacts to biological resources. Additionally, the Negative Declaration prepared in conjunction with the annexation was adequate for the annexation process. However, at the development stage once more development specificity is available a subsequent CEQA document will be prepared and all issues addressed either in the context of a subsequent Mitigated Negative Declaration or an Environmental Impact Report. It is premature to speculate and commit to one level of CEQA review over another at this juncture in the process.

COMMENT:

2. CULTURAL RESOURCES

Robert A. Schiffman conducted an "Archaeological Investigation" of the Loop Ranch and published his finding in March, 1990. As a result of his study, 10 new archaeological sites were located and recorded. In addition, a large, significant site was revisited, CA-KER 2553, which is located in the SE one-quarter of Section 18 of the proposed annexation site. Fortunately, CA-KER 2553 is currently located within the Open Space element of the proposed annexation. The records show that this highly significant site contains a total of 101 bedrock mortars, and a large artifact assemblage including projectile points, hand tools, bowl fragments, lithic debris, buried human remains, and other historic components.

This site has been suggested "to be the historic Indian village site named Tehachapi." The Negative declaration states that if subsurface resources are discovered on the site, the City of Tehachapi Community Development Department and Native American Heritage Commission will monitor any excavation, recovery and documentation. Why has the local Tehachapi Heritage League not been listed as a responsible party to help

monitor artifact recovery? Second, in 1990, Robert Schiffman suggested that additional field work been conducted on CA-KER 2553. Since this significant archaeological site is located on the proposed annexation, are there any plans to conduct additional studies of this area?

RESPONSE:

As with the previous example, at the development stage once more specific land uses are proposed and the area of disturbance is more definitively defined the issue of impacts to cultural resources and in particular the site known as CA-KER 2553 will be revisited with a more specific impact analysis and mitigation strategy.

COMMENT:

3. AIR QUALITY

The project build-out is expected to generate approximately 16,933 average daily trips (ADTs). The Negative Declaration states that this "development activity and associated traffic generation will have an incremental impact on local air quality but will not individually or collectively cause a significant decrease in the region's air quality." We question whether the cumulative impacts of all large-scale commercial and industrial sites within the city limits have been considered? Has the city staff considered the ADT's connected with the new Tehachapi Hospital or the approved new Tehachapi Hospital or the approved new Walmart into the air quality equation? How many ADTs will there be when there is build-out for these new developments? What will the impacts on air quality be then? Last, is it known what greenhouse gas emissions will be added to the air quality of the Tehachapi valley from the both the commercial and light industrial structures proposed for the site?

RESPONSE:

As with the earlier example regional and cumulative air quality issues were evaluated in conjunction with the General Plan Update EIR. The General Plan Update EIR evaluated a number of issues including air quality from a build out scenario. The General Plan Update and associated EIR is an appropriate mechanism to achieve this end. The Negative Declaration prepared in associating with the annexation was sufficient to complete the annexation process. However, the issue of air quality like all other issues will be revisited with greater detail and specificity once a more definitive and tangible development scheme is proposed. That said, with respect to air quality/greenhouse gas emissions these impacts from a regional perspective are directly linked to vehicle mile travel (VMTs). A significant amount of regional VMTs are in direct response to individuals traveling out of the area for employment opportunities and to access goods and services. The annexation and subsequent development of the subject area could result in closing the jobs housing balance gap and helping to potentially capture a

significant amount of the regions retail leakage. A project in and of itself cannot be characterized as a mitigation strategy and at the risk of editorializing projects of this ilk certainly do address the root cause of greenhouse gas emissions that being vehicle miles traveled. In this regard projects that create local jobs and address retail leakage are not part of the problem but rather part of the solution. Wal-Mart for example was estimated to eliminate/reduce VMT by a factor of 27 million miles by eliminating the need for Tehachapi residence to travel to the Antelope Valley or Metro Bakersfield to access equivalent good and services.

COMMENT:

4. TRAFFIC AND CIRCULATION

The primary access to the proposed annexation is through Tucker Road/SR 202. The inevitable increase in traffic and circulation will significantly impact the traffic and circulation patterns of not just Tucker Road/SR 202, but all roadways connecting to this primary access. There are only 3 overpasses connecting the north side of Highway 58 to the south side of the highway: SR 202, Mill Street and Dennison Road Exit. This limits the choices for traffic movement from the north to the south side of Highway 58 for Tehachapi citizens. The "Love's" truck stop on the east side of Tehachapi has already created a congested traffic pattern in the area. There is a constant stream of trucks and cars arriving and leaving this busy facility, creating a rise in vehicle emissions for the valley. When build-out occurs for the proposed annexation, should the citizens of Tehachapi expect similar congestion, vehicle emissions, and the potential hazards associated with commercial activity at the Tucker Road/SR 202 roadway? In addition, traffic and circulation patterns must include an analysis of increased vehicular use from the new hospital and the Walmart store.

RESPONSE:

With respect to your comment on the Love's Truck Stop this project and any perceived traffic issues associated with it has no relevance to the subject annexation. That said there are significant improvements slated for the area in and around the Love's Travel stop that will improve upon the circulation efficiency and safety issues. These improvements are being funded by Caltrans through a City of Tehachapi/Caltrans partnership. Caltrans is the lead agency on the design and implementation of these improvements and as such the slated improvements will take time. That said however, the Tehachapi Community should see significant improvements to the area over the next few months. As previously indicated the annexation process in and of itself will have no traffic related implications it is simply a change in the political boundary. The annexation has been conditioned to prepare a Master Plan of development for the entire site in conjunction with the first actual development proposal so as not to piece meal the entitlement process and in order to evaluate impacts including traffic in a more accurate and comprehensive manner. At that time under a separate and

subsequent CEQA document traffic impacts will be revisited. The revisited CEQA document could be a subsequent Mitigated Negative Declaration or an Environmental Impact Report. At this juncture in the process it would be too speculative and premature to suggest one level of CEQA review over another. It should be noted however, that as a standard procedure traffic studies are never performed in a vacuum but evaluate existing conditions, the projects contribution to vehicle trips and impacts to level of service and additional projects that are in the queue so to speak.

COMMENT:

5. WATER

The Negative Declaration states that build-out of the commercial and light industrial structures could consume approximately 100,139 gallons of water per day. California is experiencing a four-drought of historic proportions. What is the planned water for this commercial/industrial development if local water availability is severely reduced or unavailable? The Summary of Potential Impacts states that "the project individually or collectively when considered in conjunctions with other know projects will exceed the City of Tehachapi's pumping rights of 1,847 af/year." California is in the midst of a very severe drought, which certainly will not allow communities to exceed pumping rights. The Mitigation Measure offered are 1) common areas will be irrigated using non-potable water and the use of drought tolerant and/or native plant species, and 2)the use of drought tolerant landscaping per the City standards will reduce water consumption related to irrigation. While these mitigation measures are helpful, they don't address a significant reduction in water use due to drought conditions. This proposed development, in addition to other large-scale, water intensive developments, such as Walmart and the new hospital, may find water availability challenging and possibly non-existent.

RESPONSE:

The Tehachapi Basin is adjudicated and a Water Master (Tehachapi Cummings County Water District) has been assigned the task of managing the basin so as not to exceed the safe yield of the basin. Through the adjudication process a safe yield of the basin has been established. In addition, a protocol is in place to control the amount of water in acre feet a municipal user such as the City of Tehachapi can access in a given year. With the assistance from the Water Master the City of Tehachapi has banked four (4) years of reserves and has budgeted and is prepared to bank significantly more water once it becomes available. In this regard the basin is very healthy. This does not mean however, that the City is ignoring State mandated conservation requirements and we (the City) are on track to meet these State mandated targets. Unlike jurisdictions that are non-adjudicated and in a free for all condition the Tehachapi basin has a mechanism in place such that if there is not sufficient water within the adjudication protocol to support a given development the project would not be permitted to move forward due

to the fact that we (the City) and other users cannot collectively exceed the safe yield of the basin and we(the City) cannot exceed our pumping allocation. It is the responsibility of the Water Master to ensure that neither of these scenarios occurs.

COMMENT:

6. LIGHT POLLUTION

Tehachapi has had the reputation of "dark skies", a valuable characteristic compared to the lack of night skies in city congestion. There is no mention of the impacts of light pollution from this proposed annexation/development. The only mention made for Mitigation Measures states that the "future street lighting or security lighting shall meet Dark Sky technology criteria...." This language is offered to mitigate impacts to the Tehachapi Airport. Why are impacts to the Tehachapi Airport the only consideration? What about the cumulative impacts of glare from this project as well as from the new developments already approved?

RESPONSE:

All projects as a matter of course are conditioned to utilize lighting fixtures that meet the Dark Sky Technology criteria as established and approved by the Illuminating Engineering Society of North America (IESNA). This requirement is done to both protect pilots from light fixtures emitting glare and to ameliorate sky glow as much as possible. If a light fixture protects the pilot community and viability of the airport it will likewise protect the general population from the unintended consequences of protecting public safety by requiring street lights and parking lot lighting. This issue will be revisited at the actual development stage and appropriate conditions of approval requiring Dark Sky technology lighting will be applied.

COMMENT:

7. AESTHETICS

The Tehachapi Valley and its surrounding smaller valleys and scenic mountains have been a source of natural beauty and inspiration for many years. Visitors to Tehachapi exclaim over our clear skies, abundant fresh air, and mountain vistas. The attractive open-space quality of Tehachapi is incompatible with the elements that the proposed general commercial development will bring at the entrance to the town. Tehachapi should avoid the negative side of growth, which is unattractive sprawl, endless malls, look alike fast food businesses, and big box stores. The City of Tehachapi must maintain its major appeal, that of a unique and attractive mountain town. What will the visitor to Tehachapi see first as he or she exists Highway 58, and enters Tucker Road when there is build-out on the proposed annexation? The scene will be a line of commercial buildings on both sides of the road, with light industrial buildings just to the east. Instead of scenic

Tehachapi Mountains, one will see the blight of commercial and industrial development marring the entrance to a mountain valley.

RESPONSE:

Comment Acknowledged.

COMMENT:

What effect will this commercial/industrial area have on consideration of designating Highway 58 a Scenic Highway? In recent years, there have been hearing and workshops to discuss the possibility of designating Highway 58 a Scenic Highway.

RESPONSE:

The future development of the site in question, should it occur, will have no impact on the potential Highway 58 scenic corridor designation. The segment of Highway 58 through the City of Tehachapi does not meet the scenic corridor criteria and is not under consideration for this designation. Only areas to the east and west of the city limits qualify.

COMMENT:

Most would agree that this proposed annexation/development would have a demonstrable negative aesthetic effect on a major entrance to Tehachapi.

RESPONSE:

Comment Acknowledged.

COMMENT:

In conclusion, we question the validity of using a Negative Declaration to assess the environmental impacts of Annexation No. 85. There is inadequate consideration and discussion of the cumulative impacts of this proposed annexation/development to the environment. We look forward to your response to our questions and concerns.

RESPONSE:

As previously indicated a stand-alone annexation in and of itself will have no environmental consequences it is simply a change in political boundary status. The annexation has been conditioned to require a Master Plan of development in conjunction with the first actual development proposal so as not to piece meal the site plan review process and in order to deal with issues such as ingress, egress and the

development of an overall circulation network in a comprehensive manner. This will be the most appropriate opportunity and mechanism to address your concerns. In this regard the Negative Declaration prepared in conjunction with the annexation provides an adequate level of CEQA review to complete the annexation process. However, in the absence of an actual development proposal impacts can only be addressed at a speculative and theatrical level. In this regard the annexation CEQA document was never intended to be carried over to the development stage and it is in this context that a subsequent project specific CEQA document will be required. At this juncture in the process it would be premature to speculate on whether a subsequent Mitigated Negative Declaration or an Environmental Impact Report is the appropriate level of CEQA review.

DEPARTMENT OF TRANSPORTATION

DISTRICT 9
500 SOUTH MAIN STREET
BISHOP, CA 93514
PHONE (760) 872-0785
FAX (760) 872-0678
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

RECEIVED
MAY 13 2015
CITY OF TEHACHAPI

May 11, 2015

Mr. David James, AICP
Community Development Director
City of Tehachapi
115 South Robinson Street
Tehachapi, California 93561-1722

File: 09-Ker-202-12
ND
SCH#: 2015031104

**South Loop Ranch Annexation #85 and Prezone to M-1, C-3, and Open Space
Negative Declaration (ND)**

Dear Mr. James:

The California Department of Transportation (Caltrans) District 9 appreciates being able to comment on the proposed City's Loop Ranch property annexation south of State Route (SR) 58 and straddling SR 202, north of the railroad bridge. Please consider the following:

- In anticipation of future development, operational efficiency and safety need to be considered now. Please include a condition that there will only be one four-way 90 degree intersection with SR 202, with its location to be agreed to by Caltrans.
- To further guarantee access management and safety, except for openings for this new intersection, access rights should be procured for both sides of this SR 202 stretch. Please have such rights preferably dedicated to Caltrans (or the City) or restrict access in some other formal permanent manner.
- Per the above access control, the existing SR 202 access for the Caltrans sand shed property (parcel "1666" on enclosed map) via parcel "Rel 112" would be negated. So please ensure access would be shared with future development to utilize the new intersection. This might include an easement to connect with an internal road, with the connection at a distance from the SR 202 intersection to assure sight distance, vehicle turning movements, etc. (The existing SR 202 access is already too close to the SR 58 ramps. It is approximately 150-ft and the current preferred distance is 500-ft per section 500.3 (3) of the Caltrans Highway Design Manual).

Mr. David James
May 11, 2015
Page 2

- As you may be aware, we have long term plans to transform the sand shed area, into a future maintenance station. To achieve this end, we would be interested in procuring the "John S. Broom 1.76+/- acres" and the "Rel 112" parcel (which we relinquished to the County in 1971). These parcels are adjacent to, but not included in the proposed Annexation, so a condition of dedication to Caltrans is probably not possible. However, please consider this request during future area actions (e.g. development conditions, agreements, land divisions, other negotiations, etc.).
- We look forward to interaction with the City regarding eventual development proposals. In order to ensure that optimal transportation circulation is achieved, appropriate intersection design (e.g. auxiliary lanes), other access management techniques, development improvement offsets, landscape placement, etc. will need to be considered.

When a new maintenance station is closer to being viable, we will instigate discussion with the City to include: water/sewer/utility connections, possible annexation, and the future of the existing in-town maintenance station.

We value our cooperative working relationship with the City of Tehachapi concerning transportation issues. Please contact me at (760) 872-0785, with any other questions.

Sincerely,



GAYLE J. ROSANDER
Local Development-Intergovernmental Review

Enclosure

c: State Clearinghouse
Mark Reistetter, Caltrans D-9

SIERRA CLUB



KERN-KAWEAH CHAPTER

May 18, 2015

Mr. David James, Community Development Director
City of Tehachapi
115 South Robinson Street
Tehachapi, CA 93561

RE: Annexation No. 85 and Pre-zone to M-1, C-3 and Open Space

Dear Mr. James:

The Kern-Kaweah Chapter, Sierra Club, wishes to submit the following comments regarding the Negative Declaration for the request by Loop Ranch, LLC, to annex a total of 153.8 acres in the City limits. We understand that this proposed project includes a pre-zone request for: Light Industrial (M-1, 34.9 acres), General Commercial (C-3, 79.2 acres), and Open Space (OS, 39.7 acres).

As the population of Tehachapi grows and more development occurs, we believe the **cumulative impacts** to environmental factors must be considered each time large-scale development is proposed. To be clear, a particular project cannot be considered on its individual impacts alone, but it must be considered in addition to nearby development. In this case, how have the impacts of this proposed annexation been considered with two other large developments in the vicinity: the new Tehachapi Hospital and the Walmart store that has just been cleared for construction? Secondly, does the proposed annexation and consequential addition of 114.1 acres of Light Industry and General Commercial development constitute **urban sprawl** in the Tehachapi Valley? Additional commercial development adjacent to the entrance of our unique mountain community would surely detract from the favorable impression desired from visitors and residents of Tehachapi. We offer the following questions and concerns.

1. BIOLOGICAL RESOURCES – VEGETATION and WILDLIFE

Our first concern is with the Biological Resources Constraints Report which states that a "reconnaissance-level field survey" was conducted on the project site on November 10, 2011. Were subsequent field surveys conducted? If so, how many field surveys and when?

Were surveys for vegetation and wildlife conducted during the wet spring months? The first survey was conducted in late fall, and during the beginning of the current 4-year historic drought. How accurate are the results from one survey conducted in November? We question the accuracy of the methodology used during a fall month and the beginning of the drought.

The site contains several vegetation habitats: ruderal, annual grassland, oak savannah, linear aquatic features, and riparian habitat. Tehachapi Creek, which borders the property to the south,



May 18, 2015

Mr. David James, Community Development Director
City of Tehachapi
115 South Robinson Street
Tehachapi, CA 93561

RE: Annexation No. 85 and Pre-zone to M-1, C-3 and Open Space

Dear Mr. James:

The Kern-Kaweah Chapter, Sierra Club, wishes to submit the following comments regarding the Negative Declaration for the request by Loop Ranch, LLC, to annex a total of 153.8 acres in the City limits. We understand that this proposed project includes a pre-zone request for: Light Industrial (M-1, 34.9 acres), General Commercial (C-3, 79.2 acres), and Open Space (OS, 39.7 acres).

As the population of Tehachapi grows and more development occurs, we believe the **cumulative impacts** to environmental factors must be considered each time large-scale development is proposed. To be clear, a particular project cannot be considered on its individual impacts alone, but it must be considered in addition to nearby development. In this case, how have the impacts of this proposed annexation been considered with two other large developments in the vicinity: the new Tehachapi Hospital and the Walmart store that has just been cleared for construction? Secondly, does the proposed annexation and consequential addition of 114.1 acres of Light Industry and General Commercial development constitute **urban sprawl** in the Tehachapi Valley? Additional commercial development adjacent to the entrance of our unique mountain community would surely detract from the favorable impression desired from visitors and residents of Tehachapi. We offer the following questions and concerns.

1. BIOLOGICAL RESOURCES – VEGETATION and WILDLIFE

Our first concern is with the Biological Resources Constraints Report which states that a "reconnaissance-level field survey" was conducted on the project site on November 10, 2011. Were subsequent field surveys conducted? If so, how many field surveys and when?

Were surveys for vegetation and wildlife conducted during the wet spring months? The first survey was conducted in late fall, and during the beginning of the current 4-year historic drought. How accurate are the results from one survey conducted in November? We question the accuracy of the methodology used during a fall month and the beginning of the drought.

The site contains several vegetation habitats: ruderal, annual grassland, oak savannah, linear aquatic features, and riparian habitat. Tehachapi Creek, which borders the property to the south,

contains typical riparian vegetation such as Fremont cottonwoods and willows. A total of 8 special-status plant species have been reported to the California Natural Diversity Database (CNDDDB) within 5 miles of the project site or have been recorded by the California Native Plant Society (CNPS) within USGS quadrangles encompassing and adjacent to the project site. The Constraints Report then states that the “field visit was conducted outside of the blooming period for special-status plants known to occur in the project vicinity.” We question conducting a field survey during the month of November (and the first year of this historic drought) when looking for special-status plants.

The Constraints Report states that a total of 6 special status wildlife species located within 5 miles of the project alignment have been reported to the CNDDDB. Of these, three species have the potential to occur on or adjacent to the project site: Comstock’s blue butterfly, tricolored blackbird, and the Tehachapi pocket mouse. The report stated that there is “low potential” for the Comstock’s blue butterfly to occur on the site due to the lack of Eriogonum (buckwheat) on the site. However, just across Highway 58 there is a large stand of Eriogonum growing on the embankment. Could this not be considered suitable habitat?

The Open Space designation along Tehachapi Creek and other wetlands will provide minimal protection to that sensitive habitat. One of the color photographs in Appendix A, titled “Intermittent drainage adjacent to West J Street and Highway 58”, appears to have standing water and associated native riparian vegetation. We ask that this location be clarified as to whether it will be developed or protected from development. The photos in Appendix A are of very poor quality and don’t assist as a visual aid in familiarizing oneself with the project site.

2. CULTURAL RESOURCES

Robert A. Schiffman conducted an “Archaeological Investigation” of the Loop Ranch and published his finding in March, 1990. As a result of his study, 10 new archaeological sites were located and recorded. In addition, a large, significant site was revisited, CA-KER 2553, which is located in the SE one-quarter of Section 18 of the proposed annexation site. Fortunately, CA-KER 2553 is currently located within the Open Space element of the proposed annexation. The records show that this highly significant site contains a total of 101 bedrock mortars, and a large artifact assemblage including projectile points, hand tools, bowl fragments, lithic debris, buried human remains, and other historic components.

This site has been suggested “to be the historic Indian village site named Tehachapi.” The Negative Declaration states that if subsurface resources are discovered on the site, the City of Tehachapi Community Development Department and Native American Heritage Commission will monitor any excavation, recovery, and documentation. Why has the local Tehachapi Heritage League not been listed as a responsible party to help monitor artifact recovery? Second, in 1990, Robert Schiffman suggested that additional field work been conducted on CA-KER 2553. Since this significant archaeological site is located on the proposed annexation, are there any plans to conduct additional studies of this area?

3. AIR QUALITY

The project at build- out is expected to generate approximately 16,933 average daily trips (ADTs). The Negative Declaration states that this “development activity and associated traffic generation

will have an incremental impact on local air quality but will not individually or collectively cause a significant decrease in the region's air quality." We question whether the cumulative impacts of *all* large-scale commercial and industrial sites within the city limits have been considered? Has the city staff considered the ADTs connected with the new Tehachapi Hospital or the approved new Walmart into the air quality equation? How many ADTs will there be when there is build- out for these new developments? What will the impacts on air quality be then? Last, is it known what greenhouse gas emissions will be added to the air quality of the Tehachapi valley from the both the commercial and light industrial structures proposed for the site?

4. TRAFFIC / CIRCULATION

The primary access to the proposed annexation is through Tucker Road/SR 202. The inevitable increase in traffic and circulation will significantly impact the traffic and circulation patterns of not just Tucker Road/SR 202, but all roadways connecting to this primary access. There are only 3 overpasses connecting the north side of Highway 58 to the south side of the highway: SR 202, Mill Street, and Dennison Road Exit. This limits the choices for traffic movement from the north to the south side of Highway 58 for Tehachapi citizens. The "Love's" truck stop on the east side of Tehachapi has already created a congested traffic pattern in the area. There is a constant stream of trucks and cars arriving and leaving this busy facility, creating a rise in vehicle emissions for the valley. When build- out occurs for the proposed annexation, should the citizens of Tehachapi expect similar congestion, vehicle emissions, and the potential hazards associated with commercial activity at the Tucker Road/SR 202 roadway? In addition, traffic and circulation patterns must include an analysis of increased vehicular use from the new hospital and the Walmart store.

5. WATER

The Negative Declaration states that build- out of the commercial and light industrial structures could consume approximately 100,139 gallons of water per day. California is experiencing a four- drought of historic proportions. What is the planned water for this commercial/industrial development if local water availability is severely reduced or unavailable? The Summary of Potential Impacts states that "the project individually or collectively when considered in conjunction with other known projects *will exceed the City of Tehachapi's pumping rights of 1,847 af/year.*" California is in the midst of a very severe drought, which certainly will not allow communities to *exceed pumping rights*. The Mitigation Measures offered are 1) common areas will be irrigated using non-potable water and the use of drought tolerant and/or native plant species, and 2) the use of drought tolerant landscaping per the City standards will reduce water consumption related to irrigation. While these mitigation measures are helpful, they don't address a significant reduction in water use due to drought conditions. This proposed development, in addition to other large-scale, water intensive developments, such as Walmart and the new hospital, may find water availability challenging and possibly non-existent.

6. LIGHT POLLUTION

Tehachapi has had the reputation of "dark skies", a valuable characteristic compared to the lack of night skies in city congestion. There is no mention of the impacts of light pollution from this proposed annexation/development. The only mention made for Mitigation Measures states that the "future street lighting or security lighting shall meet Dark Sky technology criteria . . ." This language is offered to mitigate impacts to the Tehachapi Airport. Why are impacts to the Tehachapi

Airport the only consideration? What about the cumulative impacts of glare from this project as well as from all the new developments already approved?

7. AESTHETICS

The Tehachapi Valley and its surrounding smaller valleys and scenic mountains have been a source of natural beauty and inspiration for many years. Visitors to Tehachapi exclaim over our clear skies, abundant fresh air, and mountain vistas. The attractive open-space quality of Tehachapi is incompatible with the elements that the proposed general commercial development will bring at the entrance to the town. Tehachapi should avoid the negative side of growth, which is unattractive sprawl, endless malls, look-alike fast food businesses, and big-box stores. The City of Tehachapi must maintain its major appeal, that of a unique and attractive mountain town. What will the visitor to Tehachapi see first as he or she exits Highway 58, and enters Tucker Road when there is build-out on the proposed annexation? The scene will be a line of commercial buildings on both sides of the road, with light industrial buildings just to the east. Instead of the scenic Tehachapi Mountains, one will see the blight of commercial and industrial development marring the entrance to a mountain valley.

What effect will this commercial/industrial area have on consideration of designating Highway 58 a Scenic Highway? In recent years, there have been hearings and workshops to discuss the possibility of designating Highway 58 a Scenic Highway.

Most would agree that this proposed annexation /development would have a demonstrable negative aesthetic effect on a major entrance to Tehachapi.

In conclusion, we question the validity of using a Negative Declaration to assess the environmental impacts of Annexation No. 85. There is inadequate consideration and discussion of the **cumulative impacts** of this proposed annexation/development to the environment. We look forward to your response to our questions and concerns.

We appreciate the opportunity to comment on this proposed project.

Sincerely,

Georgette Theotig,
Member, Executive Committee
Kern-Kaweah Chapter, Sierra Club

RESOLUTION

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TEHACHAPI APPROVING A PRE-ZONE DESIGNATION OF M-1 (LIGHT INDUSTRIAL) C-3 (General Commercial) and O-S (Open Space)

WHEREAS, the City Council of the City of Tehachapi in accordance with the provisions of Section 65353 of the Government Code, held a public hearing on August 17, 2015, regarding a pre-zoning request of the proposed annexation of certain property to the City of Tehachapi, notice of the time and place of hearing were published in the *Tehachapi News*, a local newspaper of general circulation and posted on the subject site; and

WHEREAS, the City of Tehachapi adopted Zoning Ordinance No. 14-03-717 which includes a Zoning Map; and

WHEREAS, a pre-zoning request was submitted towards establishing internal consistency between the requested pre-zone designation and the subject sites existing General Plan designation of Special District 1 (Freeway Corridor); and

WHEREAS, the applicant is requesting a pre-zone designation in combination of M-1 (Light Industrial), C-3 (General Commercial) and OS (Open Space) to be applied over the entire subject site in order to facilitate the orderly development of the property; and

WHEREAS, a Negative Declaration was adopted by the Planning Commission and mitigation measures were included with the Negative Declaration and findings were adopted in accordance with the requirements of the California Environmental Quality Act; and

WHEREAS, by the Resolution No. 2015-05 on July 13, 2015 the Planning Commission recommended approval of the pre-zone to the City Council based on the findings made by the Planning Commission as set forth in this Resolution as follows:

1. The M-1 (Light Industrial), C-3 (General Commercial) and O-S (Open Space) zoning districts are appropriate to maintain internal consistency with the General Plan and compatibility with the established pattern of area development already evident in the Tucker Road (SR 202) corridor.

2. Municipal facilities are or can reasonably be extended to provide services to this site.
3. The subject parcel is located within the City's sphere of influence north of and contiguous to the existing City limit line, east and west of Tucker Road (SR 202) north of the Union Pacific Rail line and south of Hwy 58.
4. The topography, parcel size, configuration and surrounding uses are appropriate for the proposed M-1 (Light Industrial) C-3 (General Commercial) and O-S (Open Space) zones to be applied to this site.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Tehachapi as follows:

1. That the foregoing recitals are true and correct.
2. That the subject parcels located contiguous to, east and west of Tucker Road (SR 202), north of the Union Pacific Rail Line and south of Hwy 58.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Tehachapi at a regular meeting this 17th day of August 2015.

SUSAN WIGGINS, Mayor
of the City of Tehachapi, California

ATTEST:

VICTORIA MARSH, City Clerk
of the City of Tehachapi, California

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TEHACHAPI RECOMMENDING PROCEEDINGS FOR ANNEXATION OF TERRITORY TO THE CITY OF TEHACHAPI IDENTIFIED AS ANNEXATION NO. 85

WHEREAS, the City Council of the City of Tehachapi held a public hearing on August 17, 2015 to consider annexation of certain property to the City of Tehachapi more particularly described in Exhibits "A" and "B" attached hereto and by this reference made a part hereof; and

WHEREAS, by resolution, the City Council of the City of Tehachapi approved and adopted pre-zoning for the territory to be annexed:

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Tehachapi as follows:

1. That the forgoing recitals are true and correct.
2. That the City Council of the City of Tehachapi hereby proposes to commence annexation proceedings of the territory identified in Exhibit "A" and Exhibit "B" attached hereto and made a part of this resolution as though fully set forth herein.
3. That there is a plan for providing municipal services within the affected territory of the proposed annexation in accordance with the provisions of Section 56653 of the Government Code and that said plan is consistent with the City's public facilities element of the General Plan.
4. That this proposal for annexation is made pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 and it is requested that proceedings be authorized for annexation in accordance therewith.
5. That the territory proposed for annexation is uninhabited.
6. That the reason for the proposed annexation is that the owner of the affected territory desires to receive municipal services from the City and consent to same, and the City desires to receive tax revenues for benefits given and to be given to the territory proposed to be annexed.
7. That for this proposed annexation, and pre-zoning thereof, resolutions were adopted and an Initial Study was conducted and it was determined that the

proposed project (Annexation No. 85) would not have a significant effect on the environment. A Mitigated Negative Declaration was prepared and circulated for public review and comment on April 16, 2015.

8. Said CEQA document prepared in conjunction with the subject annexation was adequate to complete the annexation process with the understanding that a subsequent CEQA document will be required at the development stage when impacts can be assessed and mitigation measures can be applied with greater specificity.
9. That pursuant to the General Plan policies and procedures the applicant or successors in interest shall file a Master Plan of development so as not to piece meal the development review and CEQA process. Said Master Plan shall be filed prior to or in conjunction with the first actual development proposal and shall illustrate conceptually land uses and land use intensities within the subject development boundary along with points of ingress, egress in addition to illustrating the overall circulation network.
10. That the laws and regulations relating to the preparation and adoption of Negative Declarations as set forth in the California Environmental Quality Act have been duly followed and the Negative Declaration for this proposed annexation is hereby approved and adopted.
11. That the property owners of the annexed territory have consented to the annexation.
12. That the annexed territory is within the City of Tehachapi sphere of influence boundary.
13. That the Local Agency Formation Commission is requested to waive the protest hearing proceedings pursuant to Part 4, commencing with Section 57000 of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.
14. That the annexation be conditioned as described in the last recital above which is incorporated herein by this reference.
15. That the appropriate City officials shall file the appropriate number of copies of this Resolution, with Exhibits, with the Executive Officer of the Local Agency Formation Commission of Kern County at 5300 Lennox, Bakersfield, California 93301.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Tehachapi at a regular meeting this 17th day of August 2015.

SUSAN WIGGINS, Mayor
of the City of Tehachapi, California

ATTEST:

VICTORIA MARSH, City Clerk
of the City of Tehachapi, California

EXHIBIT "A"

ANNEXATION NO. 85 TO THE CITY OF TEHACHAPI

BY RESOLUTION NO. _____

PARCEL "A"

BEING PORTIONS OF SECTIONS 17, 18, 19 AND 20, TOWNSHIP 32 SOUTH, RANGE 33 EAST, M.D.B.&M., COUNTY OF KERN, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 20, SAID CORNER BEING A CALIFORNIA DIVISION OF HIGHWAYS BRASS CAP PER RECORD OF SURVEY, RECORDED IN BOOK 13 OF RECORD OF SURVEYS, PAGES 20 AND 21, IN THE KERN COUNTY RECORDER'S OFFICE;

THENCE SOUTH 89° 49' 51" WEST, 1499.31 FEET MORE OR LESS ALONG THE NORTH LINE OF SAID SECTION 20, TO AN ANGLE POINT IN THE EXISTING CITY OF TEHACHAPI BOUNDARY PER ANNEXATION NO. 23 BY ORDINANCE NO. 280, DATED 10/15/1962 (NO RECORD OF SAID DOCUMENT BEING RECORDED IN THE KERN COUNTY RECORDER'S OFFICE) SAID POINT ALSO BEING THE TRUE POINT OF BEGINNING FOR THIS DESCRIPTION:

(1) THENCE CONTINUING ALONG THE NORTH LINE OF SAID SECTION 20 AND THE EXISTING CITY BOUNDARY PER SAID ANNEXATION NO. 23, SOUTH 89° 49' 51" WEST, 2503.73 FEET MORE OR LESS TO ANGLE POINT IN SAID ANNEXATION NO. 23 AND THE NORTHEAST CORNER OF ANNEXATION NO. 25 (CEMETERY) BY ORDINANCE NO. 291 DATED 11/7/1963 (NO RECORD OF SAID DOCUMENT BEING RECORDED IN THE KERN COUNTY RECORDER'S OFFICE);

(2) THENCE CONTINUING ALONG THE NORTH LINE OF SAID SECTION 20 AND THE EXISTING CITY BOUNDARY PER SAID ANNEXATION NO. 25, SOUTH 89° 49' 51" WEST, 362.20 FEET MORE OR LESS TO THE NORTHWEST CORNER OF SAID ANNEXATION NO. 25 AND AN ANGLE POINT IN THE EXISTING CITY BOUNDARY, FROM WHICH POINT THE NORTHWEST CORNER OF SAID SECTION 20 BEARS SOUTH 89° 49' 51" WEST, 972.147 FEET MORE OR LESS;

(3) THENCE DEPARTING SAID NORTH LINE OF SAID SECTION 20, BUT CONTINUING ALONG THE EXISTING CITY BOUNDARY AND THE WEST LINE OF SAID ANNEXATION NO. 25, SOUTH $00^{\circ} 19' 08''$ WEST, 426.00 FEET MORE OR LESS TO THE SOUTHWEST CORNER OF SAID ANNEXATION NO. 25 AND AN ANGLE POINT IN THE EXISTING CITY BOUNDARY;

(4) THENCE NORTH $89^{\circ} 49' 51''$ EAST, 362.20 FEET MORE OR LESS ALONG THE EXISTING CITY BOUNDARY AND THE SOUTH LINE OF SAID ANNEXATION NO. 25, TO THE SOUTHEAST CORNER OF SAID ANNEXATION NO. 25, SAID CORNER IS ALSO AN ANGLE POINT IN THE EXISTING CITY BOUNDARY AND A POINT ON THE EXISTING ANNEXATION NO. 23 BOUNDARY LINE, SAID POINT IS ALSO A POINT ON THE EAST LINE OF THE NORTHWEST ONE-QUARTER ($\frac{1}{4}$) OF THE NORTHWEST ONE-QUARTER ($\frac{1}{4}$) OF SAID SECTION 20;

(5) THENCE SOUTH $00^{\circ} 19' 08''$ WEST, 916.52 FEET MORE OR LESS ALONG THE EXISTING CITY BOUNDARY AND BOUNDARY LINE OF SAID ANNEXATION NO. 23 AND THE EAST LINE OF THE NORTHWEST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF SAID SECTION 20 TO THE SOUTHEAST CORNER OF SAID NORTHWEST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF SAID SECTION 20 AND AN ANGLE POINT IN SAID CITY BOUNDARY AND SAID ANNEXATION NO. 23;

(6) THENCE SOUTH $89^{\circ} 50' 09''$ WEST, 346.30 FEET MORE OR LESS ALONG THE EXISTING CITY BOUNDARY AND THE BOUNDARY LINE OF SAID ANNEXATION NO. 23 AND THE SOUTH LINE OF THE NORTHWEST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF SAID SECTION 20, TO AN ANGLE POINT IN THE EXISTING CITY BOUNDARY AND AN ANGLE POINT IN SAID ANNEXATION NO. 23;

(7) THENCE DEPARTING SAID ANNEXATION NO. 23 BOUNDARY AND EXISTING CITY BOUNDARY, BUT CONTINUING ALONG THE SOUTH LINE OF THE NORTHWEST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF SAID SECTION 20, SOUTH $89^{\circ} 50' 09''$ WEST, 407.82 FEET MORE OR LESS TO THE POINT OF INTERSECTION WITH THE NORTHERLY RIGHT-OF-WAY LINE OF THE UNION PACIFIC RAILROAD (FORMERLY THE SOUTHERN PACIFIC RAILROAD) SAID RAILROAD RIGHT-OF-WAY ESTABLISHED BY AN ACT OF CONGRESS 7/27/1866 (LATEST REVISIONS IN THE AREA DATED 8/27/1942 ON RAILROAD MAP NUMBER V-52-13 IN OMAHA, NEBRASKA), SAID RAILROAD RIGHT-OF-WAY IN THIS AREA IS 200.00 FEET WIDE, 100.00 FEET ON EACH SIDE OF THE ORIGINAL CENTERLINE, THE RAILROAD CENTERLINE STATIONING PERPENDICULAR TO THIS COURSE (7) INTERSECTION WITH THE RAILROAD RIGHT-OF-WAY IS 1,406, 0+08.7 MORE OR LESS;

(8) THENCE DEPARTING THE SOUTH LINE OF THE NORTHWEST ¼ OF THE NORTHWEST ¼ OF SAID SECTION 20, NORTH 80° 51' 10" WEST, 80.80 FEET MORE OR LESS ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID UNION PACIFIC RAILROAD TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1332.69 FEET, FROM WHICH POINT THE RADIUS POINT BEARS NORTH 09° 08' 50" EAST;

(9) THENCE CONTINUING ALONG SAID RAILROAD RIGHT-OF-WAY LINE ALONG SAID TANGENT CURVE THROUGH A CENTRAL ANGLE OF 09° 12' 42", AN ARC DISTANCE OF 214.26 FEET MORE OR LESS TO A POINT OF INTERSECTION WITH THE EXISTING STATE ROUTE 202 (TUCKER ROAD) EASTERLY RIGHT-OF-WAY LINE AND AN ANGLE POINT IN THE WESTERLY BOUNDARY LINE OF THAT CERTAIN PARCEL OF LAND DEEDED FROM THE STATE OF CALIFORNIA TO JOHN S. BROOME (LOOP RANCH) AND RECORDED IN 7/30/1971 IN BOOK 4556, PAGE 469, O.R., IN THE KERN COUNTY RECORDER'S OFFICE, SAID PARCEL (1667- DD) SHOWN ON STATE RW RECORD MAP 06-KER-202-R9.62/15.49 PAGES 4 AND 5 OF 8 PAGES;

(10) THENCE DEPARTING SAID RAILROAD RIGHT-OF-WAY LINE, NORTH 19° 46' 20" WEST, 1316.19 FEET MORE OR LESS INTO SECTION 19, T.32S., R. 33.E., ALONG THE EXISTING EASTERLY RIGHT-OF-WAY LINE OF SAID STATE ROUTE 202 TO AN ANGLE POINT IN SAID STATE ROUTE 202, SAID ANGLE POINT ALSO BEING THE SOUTHERLY POINT IN THE BOUNDARY LINE OF THAT CERTAIN PARCEL OF LAND DEEDED BACK TO THE STATE OF CALIFORNIA FROM THE BROOME FAMILY TRUST (LOOP RANCH) AND RECORDED IN 1/03/2001 IN DOCUMENT NO. 0201000407, O.R., IN THE KERN COUNTY RECORDER'S OFFICE, SAID PARCEL (3406-1) SHOWN ON STATE RW RECORD MAP 06-KER-202-R9.2/15.49 PAGE 5 OF 8 PAGES;

(11) THENCE CONTINUING ALONG SAID EXISTING STATE ROUTE 202 RIGHT-OF-WAY LINE AND THE EASTERLY LINE OF SAID STATE PARCEL NO. 3406-1 AS DESCRIBED IN COURSE (10) ABOVE, NORTH 20° 23' 46" EAST, 37.96 FEET MORE OR LESS TO AN ANGLE IN SAID STATE RIGHT-OF-WAY LINE AND SAID PARCEL 3406-1;

(12) THENCE CONTINUING ALONG SAID EXISTING STATE ROUTE 202 RIGHT-OF-WAY LINE AND STATE PARCEL NO. 3406-1 EASTERLY BOUNDARY LINE, NORTH 19° 46' 20" WEST, 130.41 FEET MORE OR LESS INTO SECTION 18, T.32S., R.33E., TO THE MOST NORTHERLY POINT OF SAID STATE PARCEL NO. 3406-1 AND AN ANGLE POINT IN SAID STATE ROUTE 202, SAID POINT ALSO BEING AN ANGLE POINT IN THE BROOME PARCEL NO. 1667-DD DESCRIBED IN COURSE (9) ABOVE;

(13) THENCE CONTINUING ALONG SAID EXISTING STATE ROUTE 202 RIGHT-OF-WAY LINE AND THE BROOME PARCEL NO. 1667-DD PROPERTY LINE, NORTH 00° 56' 03" WEST, 113.52 FEET MORE OR LESS TO A COMMON CORNER FOR STATE ROUTE 202 AND STATE ROUTE 58 AS DESCRIBED IN THE FINAL ORDER OF CONDEMNATION, RECORDED 4/8/1969 IN BOOK 4263, PAGE 993, O.R., IN THE KERN COUNTY RECORDER'S OFFICE, AS SHOWN ON STATE ROUTE 58 MAP M33, SHEET 2 AND 6-1a-58M31 SHEETS 2 AND 5 IN THE KERN COUNTY SURVEYOR'S OFFICE, SAID POINT ALSO BEING THE MOST NORTHERLY POINT OF THE SAID BROOME PARCEL NO. 1667-DD;

THENCE ALONG THE SAID STATE ROUTE 58 SOUTHERLY RIGHT-OF-WAY LINE THE FOLLOWING SEVEN (7) COURSES;

(14) THENCE NORTH 23° 21' 07" EAST, 225.95 FEET MORE OR LESS TO AN ANGLE POINT IN SAID RIGHT-OF-WAY LINE;

(15) THENCE NORTH 89° 40' 06" EAST, 505.66 FEET MORE OR LESS INTO SECTION 17, T.32S., R.33E., TO AN ANGLE POINT IN SAID RIGHT-OF-WAY LINE;

(16) THENCE SOUTH 85° 05' 03" EAST, 692.61 FEET MORE OR LESS TO AN ANGLE POINT IN SAID RIGHT-OF-WAY LINE;

(17) THENCE SOUTH 78° 52' 47" EAST, 859.35 FEET MORE OR LESS TO AN ANGLE POINT IN SAID RIGHT-OF-WAY LINE;

(18) THENCE SOUTH 85° 23' 57" EAST, 721.97 FEET MORE OR LESS TO AN ANGLE POINT IN SAID RIGHT-OF-WAY LINE;

(19) THENCE NORTH 89° 39' 36" EAST, 840.55 FEET MORE OR LESS TO AN ANGLE POINT IN SAID RIGHT-OF-WAY LINE;

(20) THENCE SOUTH 88° 15' 27" EAST, 340.58 FEET MORE OR LESS TO A POINT ON THE EXISTING CITY BOUNDARY LINE AND BOUNDARY LINE FOR SAID ANNEXATION NO. 23;

(21) THENCE DEPARTING SAID STATE ROUTE 58 RIGHT-OF-WAY LINE, SOUTH 00° 44' 39" EAST, 144.09 FEET MORE OR LESS ALONG THE EXISTING BOUNDARY LINE OF SAID ANNEXATION NO. 23 TO THE TRUE POINT OF BEGINNING FOR THIS DESCRIPTION.

CONTAINS 60.41 ACRES.



COUNCIL REPORTS

MEETING DATE: AUGUST 17, 2015 **AGENDA SECTION:** DEVELOPMENT SERVICES

TO: HONORABLE MAYOR WIGGINS AND COUNCIL MEMBERS

FROM: JOHN (JAY) SCHLOSSER, P.E., CITY ENGINEER

DATE: AUGUST 12, 2015

SUBJECT: CURRY AND VALLEY INTERSECTION IMPROVEMENTS PROJECT – CHANGE ORDER APPROVAL

BACKGROUND:

As the Council is aware, the City of Tehachapi has awarded the above-named project to Cen-Cal Construction. Once construction was underway, the contractor encountered multiple unforeseen obstacles. The first of which, included un-marked underground utilities that created conflicts with the proposed storm drain. As a result of the conflicting utilities, the storm drain line and corresponding catch basins had to be lowered. This change in depth created a cost increase associated with additional excavation, additional shoring constraints, additional backfill, and additional utility crossings, thus slowing production. As such, there has been a tangible cost impact to the project and the contractor.

In addition, the original design did not foresee the potential for storm water to cross Valley Boulevard west of Curry from the south side to north side. Valley Boulevard is graded to drain to the north, thus conveying any storm water that was captured in the gutter on the south side of the street directly to the north. The recent storm shed light on the problems associated with the current grade of Valley Boulevard. As a result of the storm, Staff began exploring options to remedy the issue. Four options were determined to be feasible.

The first option consisted of installing an additional inverted syphon on the west side of Curry Street in a parallel alignment to that on the east side. This option wasn't heavily considered due to alignment restrictions as the storm drain would run immediately adjacent to an existing waterline, complicating the installation. The installation would be further impacted by the crossing conflicts that were previously encountered on the east half of the intersection. Finally, the impact to traffic would be significant as half of the intersection would need to remain closed to facilitate the work.

The second option consisted of adding asphalt to create a crown in Valley Blvd. to prevent the water from crossing the street. This option wasn't heavily considered due to the potential cost as asphalt is typically the most expensive part of a road project. There would still be some risk of water sheeting across Valley Blvd. as

the grades would need to flatten out to tie into the existing conditions at the intersection with Curry Street. Therefore, some uncertainty would still remain regarding a permanent fix.

The third option consisted of extending curb and gutter on the south side of Valley Blvd. to convey the water further to the west. This solution was complicated by the existing topography immediately west of the project that would require a significant grading effort to remedy. In addition to the grading, the City was awarded an ATP grant in 2014 to install a bike lane on the south side of Valley Boulevard that connects to Curry Street. The ATP project scope includes grading and constructing roadway improvements in the affected area. Staff passed on this option as there would be significant potential to construct new improvements to turn around and undo them with the subsequent project as design is not far enough along to consider all of the impacts.

The fourth option seeks to extend curb and gutter on the north side of Valley Boulevard from Curry Street to Mill Street with some associated pavement widening. Staff analyzed this option and determined it to be the most feasible solution as it results in minimal grade work compared to the other solutions and provides permanent improvements for the roadway. Staff consulted Caltrans in regard to this potential solution and both parties feel this scope of work fits within the original concept of the grant and falls under the current environmental documentation.

FISCAL IMPACT:

The combination of the two changes is valued at up to \$140,000. The exact number is to be determined at this point as Staff is actively engaging the Contractor to negotiate a final scope and associated fair price for the work. Staff will also seek to maximize use of Caltrans funding available for these changes. The balance will be paid out of Local Traffic Funds as appropriate or from the General Fund at the Finance Department's direction.

RECOMMENDATION:

City staff has reviewed the storm drain conflicts and agrees that additional compensation is justified and has analyzed the available options to resolve the drainage problem west of Curry Street and recommends proceeding with the fourth option as described above.

AUTHORIZE STAFF TO MOVE FORWARD WITH RESOLVING THE CROSSING CONFLICT CHANGE ORDER REQUEST AND PURSUE THE INSTALLATION OF ADDITIONAL CURB AND GUTTER AS DESCRIBED IN OPTION FOUR AS WELL AS AUTHORIZE CITY MANAGER TO SIGN THE CHANGE ORDER ASSOCIATED WITH THE PREVIOUSLY DESCRIBED CHANGES.



APPROVED

DEPARTMENT HEAD: JHS

CITY MANAGER: _____

COUNCIL REPORTS

MEETING DATE: August 17, 2015 **AGENDA SECTION:** DEVELOPMENT SERVICES

TO: HONORABLE MAYOR SMITH AND COUNCIL MEMBERS

FROM: JOHN (JAY) SCHLOSSER, P.E.

DATE: August 12, 2015

SUBJECT: EXTENSION TO GEOTECHNICAL SERVICES AGREEMENT WITH BSK ASSOCIATES

BACKGROUND

As the Council is aware, the City of Tehachapi engaged in an agreement with BSK Associates resulting from the Geotechnical Services Request for Qualifications (RFQ) review held in May 2013. BSK has been responsive and has provided quality services to meet the City's needs for the term of the agreement. The successfully executed agreement ended in July 2015.

The RFQ made provisions for a mutually agreed upon two year extension. The consultant has asked that we consider allowing rate increases to several of the categories of work services they provide.

PROPOSED EXTENSION

The proposed extension validates our agreement with BSK through July 2017. This extension also adjusts the rate schedule as attached. Considering that two years have elapsed since the last rates were selected on a competitive basis, City Staff believes the requested rate changes are reasonable.

RECOMMENDATION

APPROVE THE TWO-YEAR EXTENSION TO THE ENGINEERING SERVICES AGREEMENT BETWEEN THE CITY OF TEHACHAPI AND BSK ASSOCIATES.

City of Tehachapi 2015-2017

Description	Non-Prevailing Wage			Prevailing Wage		
	Previous Rates	2015-2017 Rates	% Change	Previous Rates	2015-2017 Rates	% Change
Compaction Testing						
Technician	\$60/hr.	\$62/hr.	3.3	\$88/hr.	\$90/hr.	2.3
Soil Max. Density, ASTM D1557	\$125/each	\$128/each	2.4	\$125/each	\$128/each	2.4
Aggregate Base Max. Density, ASTM D1557	\$155/each	\$160/each	3.2	\$155/each	\$160/each	3.2
Sieve Analysis with wash, ASTM C-136	\$105/each	\$108/each	2.9	\$105/each	\$108/each	2.9
Sand Equivalent, Caltrans 217	\$95/each	\$98/each	3.2	\$95/each	\$98/each	3.2
Geotechnical Engineer if required	\$140/hr.	\$144/hr.	2.9	\$140/hr.	\$144/hr.	2.9
Concrete and AC Sampling and Testing						
Technician	\$60/hr.	\$62/hr.	3.3	\$88/hr.	\$90/hr.	2.3
Concrete Compression Test, ASTM C-39	\$80/set	\$82/set	2.5	\$80/set	\$82/set	2.5
AC Specific Gravity of Core, ASTM D2726	\$40/each	\$42/each	5.0	\$40/each	\$42/each	5.0
Theoretical Max of AC (Rice Method), ASTM	\$200/each	\$206/each	3.0	\$200/each	\$206/each	3.0
AC Oil Content (Centrifuge Method), ASTM	\$200/each	\$206/each	3.0	\$200/each	\$206/each	3.0
Reporting						
Report Preparation by Clerical Staff	\$40/hr.	\$42/hr.	5.0	\$40/hr.	\$42/hr.	5.0
Report Preparation by Geotechnical Engineer if required	\$140/hr.	\$144/hr.	2.9	\$140/hr.	\$144/hr.	2.9

Technician time will be charged from portal to portal. 1.5 times the hourly rate for overtime and 2 times the hourly rate for double time would apply when necessary. Re-tests, re-inspections and any services additional to this contract will be billed separately to City of Tehachapi. Tehachapi will be responsible for arrangements with the Contractors to recoup any additional charges. Tests not listed above will be charged in accordance to the BSK 2015 Fee Schedule.



APPROVED

DEPARTMENT HEAD: JHS

CITY MANAGER: _____

COUNCIL REPORTS

MEETING DATE: AUGUST 17, 2015 AGENDA SECTION: DEVELOPMENT SERVICES

TO: HONORABLE MAYOR WIGGINS AND COUNCIL MEMBERS

FROM: JOHN (JAY) SCHLOSSER, P.E., DEVELOPMENT SERVICES DIRECTOR

DATE: AUGUST 10, 2015

SUBJECT: CONGESTION MITIGATION AND AIR QUALITY PROGRAM FUNDING GRANT APPLICATION & RESOLUTION

BACKGROUND:

Every two years (on average) the City of Tehachapi, as a member agency of the Kern Council of Governments (Kern COG), is given an opportunity to pursue Congestion Mitigation and Air Quality Program (CMAQ) funds. This money descends from the federal highway transportation funds allocated by Congress on a periodic basis. The City of Tehachapi has used these available funds to make improvements to various roadways within the City as suggested by City Staff. A recent example of the use of these funds is the improvements at the intersection of Curry Street and Valley Boulevard.

While Tehachapi has consistently executed our projects without fail over the last 10+ years, other member agencies of the Kern COG have, at times, failed to follow through on commitments to execute similar work. As such, the Kern COG has asked all its member agencies to execute resolutions in support of funding applications to help ensure the timely use of the available funds.

PROJECT DESCRIPTION:

City Staff, with Council approval, is proposing to construct a Park & Ride facility on Tehachapi Boulevard between Mill Street and Pauley Street. This will include constructing a bus turn-out for both east and west bound traffic for Kern Regional Transit shuttles. Our initial estimate of this work is \$1,490,000. The proposed resolution commits the City to support this project including the associated matching funds totaling \$172,393 as currently estimated. If successful, City Staff believes we can redirect approximately \$90,000 in PTMISEA funds to this project. Furthermore, we will be working with Kern Regional Transit to see if they can help fund minor portions of the project thus limiting our funding requirement.

RECOMMENDATION:

ADOPT RESOLUTION, AUTHORIZING THE FILING OF AN APPLICATION FOR CONGESTION MITIGATION AND AIR QUALITY PROGRAM FUNDING AND COMMITTING THE NECESSARY LOCAL MATCH AND STATING THE ASSURANCE TO COMPLETE THE PROJECT.

RESOLUTION NO.

AUTHORIZING THE FILING OF AN APPLICATION FOR CONGESTION MITIGATION AND AIR QUALITY PROGRAM FUNDING AND COMMITTING THE NECESSARY LOCAL MATCH AND STATING THE ASSURANCE TO COMPLETE THE PROJECT

The City of Tehachapi (herein referred to as APPLICANT) is submitting an application to the Kern Council of Governments (Kern COG) for \$1,490,000 in funding from the Congestion Mitigation and Air Quality program for the Tehachapi Park & Ride (herein referred to as PROJECT); and

APPLICANT has the financial capacity to complete, operate and maintain the project; and

APPLICANT will ensure that funds required from other sources will be reasonably expected to be available on the time frame needed to carry out the project; and

APPLICANT is authorized to execute and file an application for funding the PROJECT under the Congestion Mitigation and Air Quality Program; and

APPLICANT, by adopting this resolution, does hereby state that:

1. APPLICANT will provide \$172,393 in local matching funds; and
2. APPLICANT understands that the Congestion Mitigation and Air Quality Program funding for the project is fixed at the approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional Congestion Mitigation and Air Quality Program funding; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the program implementation procedures

described in Chapter 2 of the Kern COG Project Delivery Policies and Procedures manual; and

4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the FTIP; and
5. APPLICANT and the PROJECT will comply with the requirements as set forth in the program; and

APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with Kern COG for Congestion Mitigation and Air Quality Program funding for the PROJECT as referenced in this resolution.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Tehachapi at a regular meeting this 17th day of August, 2015.

AYES: _____
NOES: _____
ABSENT: _____
ABSTAIN: _____

Susan Wiggins, Mayor
City of Tehachapi, California

ATTEST:

Tori Marsh, City Clerk
City of Tehachapi, California

I hereby certify that the foregoing resolution was duly and regularly adopted by the City Council of the City of Tehachapi at a regular meeting thereof held on August 17, 2015.

Tori Marsh, City Clerk
City of Tehachapi, California



COUNCIL REPORTS

APPROVED

DEPARTMENT HEAD: 

CITY MANAGER: _____

MEETING DATE: August 17, 2015 **AGENDA SECTION:** CITY MANAGER

TO: HONORABLE MAYOR WIGGINS AND COUNCIL MEMBERS

FROM: GREG GARRETT, CITY MANAGER

DATE: AUGUST 12, 2015

SUBJECT: TEHACHAPI MOUNTAIN RODEO ASSOCIATION LEASE AMENDMENT

BACKGROUND

As the Council is aware, the City entered into a lease agreement with the Tehachapi Mountain Rodeo Association (TMRA) for the operation of the Tehachapi Event Center and Rodeo Grounds property, excluding the proposed motocross park. At this time, an Amendment to the area included within the TMRA lease is being presented that will add a small area of land to the leased property that adjacent to Dennison Road, as outlined in Exhibit A of the Amendment.

RECOMMENDATION

APPROVE THE FIRST AMENDMENT TO THE RODEO GROUNDS AGREEMENT

**FIRST AMENDMENT TO
RODEO GROUNDS AGREEMENT**

THIS AMENDMENT TO AGREEMENT made this _____ day of _____, 2015, by and between the CITY OF TEHACHAPI, a municipal corporation (the "City") and the TEHACHAPI MOUNTAIN RODEO ASSOCIATION, a nonprofit unincorporated association (the "TMRA"),

W I T N E S S E T H :

WHEREAS, the parties entered into that certain agreement entitled "Rodeo Grounds Agreement" dated July 3, 2012 (the "Agreement") and the parties wish to expand the Premises as hereinafter described.

NOW, THEREFORE, the parties hereby amend the Agreement as follows:

1. The parties incorporate the foregoing recitals as if fully set forth herein verbatim.

2. Unless otherwise specifically described herein, the capitalized terms used herein shall have the same meaning as in the Agreement.

3. The parties hereby replace Exhibit "A" of the Agreement with Exhibit "A" attached hereto and by this reference made a part hereof. The Premises shall consist of the green and pink cross-hatched areas on Exhibit "A."

4. Except as amended herein, the terms and conditions of the Agreement shall remain in full force and effect. Any inconsistency or ambiguity between this First Amendment and the Agreement shall be resolved in favor of this First Amendment.

5. This First Amendment may be executed in counterparts. A facsimile or electronic copy of this fully executed First Amendment shall be as effective as the original for all purposes.

///

///

///

///

///

///

IN WITNESS WHEREOF, the parties have executed this First Amendment to be effective on the date first hereinabove written.

SUSAN WIGGINS, Mayor, City of
Tehachapi, California, "City"

TEHACHAPI MOUNTAIN RODEO
ASSOCIATION, a Nonprofit
Unincorporated Association, "TMRA"

By: _____
DALMAS BUNN, President

EXHIBIT "A"
[Description of Premises]

