AGENDA

WEDNESDAY, JUNE 22, 2022

REGULAR MEETING
PLANNING COMMISSION
CITY OF YUBA CITY

6:00 P.M. – REGULAR MEETING
COUNCIL CHAMBERS/VIRTUAL

CHAIRPERSON	• Michele Blake
VICE CHAIRPERSON	• John Shaffer
COMMISSIONER	• Jackie Sillman
COMMISSIONER	• Lorie Adams
COMMISSIONER	• Stacy Brookman
COMMISSIONER	• Bhavin Singh Dale
COMMISSIONER	• Karri Campbell (Sutter Co. Rep)

1201 Civic Center Blvd
Yuba City, CA 95993

Wheelchair Accessible

If you need assistance in order to attend the Planning Commission meeting, or if you require auxiliary aids or services, e.g., hearing aids or signing services to make a presentation to the Planning Commission, the City is happy to assist you. Please contact City offices at 530-822-4817 at least 72 hours in advance so such aids or services can be arranged. ***City Hall TTY: 530-822-4732***

AGENDA
PLANNING COMMISSION
CITY OF YUBA CITY
JUNE 22, 2022
6:00 P.M. - REGULAR MEETING
COUNCIL CHAMBERS/VIRTUAL

Materials related to an item on this Agenda, submitted to the Commission after distribution of the agenda packet, are available for public inspection at City Hall at 1201 Civic Center Blvd., Yuba City, during normal business hours. Such documents are also available on the City of Yuba City's website at www.yubacity.net, subject to staff's availability to post the documents before the meeting.

The Council Chambers will be open for public attendance and participation. The meeting will also be live streamed for public viewing, but not participation, at the following link: https://us06web.zoom.us/webinar/register/WN_X8VSySLiTDe3vfRa4wEe3Q.

Emailed comments sent to developmentservices@yubacity.net at least 24 hours before the meeting will be distributed to the Planning Commission prior to the meeting. Please identify the Agenda item(s) addressed by the comments.

Call to Order

Roll Call:

_____ Chairperson Blake
_____ Vice Chairperson Shaffer
_____ Commissioner Sillman
_____ Commissioner Adams
_____ Commissioner Brookman
_____ Commissioner Dale
_____ Commissioner Campbell (Sutter County Representative)

Pledge of Allegiance to the Flag

Public Comment on Items not on the Agenda

You are welcome and encouraged to participate in this meeting. Public comment on items not listed on the agenda will be heard at this time. Comments on controversial items may be limited and large groups are encouraged to select representatives to express the opinions of the group.

1. Written Requests

Members of the public submitting written requests, at least 24 hours prior to the meeting, will be normally allotted five minutes to speak.

2. Appearance of Interested Citizens

Members of the public may address the Planning Commission on items of interest that are within the City's jurisdiction. Individuals addressing general comments are encouraged to limit their statements to three minutes.

Planning Commission Business

3. Agenda Modifications

Approval of Minutes

4. Minutes from May 25, 2022

Business Item

5. Approve Development Plan 22-03 to allow the development of a new four-story hotel, TownePlace Suites, at 911 Gray Avenue.

Recommendation: A. Conduct a Public Hearing and make the necessary findings to:

B. Adopt a Resolution to determine the project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15332, Infill Development, and approve Development Plan 22-03, subject to the Conditions of Approval, to allow the development of a new four-story Marriott brand TownePlace Suites hotel with 90 guest rooms, an outdoor pool, and on-site parking at 911 Gray Avenue (APN: 52-171-019).

Future Agenda Items

Development Services Director Report

Report of Actions of the Yuba City Planning Commission/Sutter County Update

Adjournment

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Persons dissatisfied with any decision of the Planning Commission may appeal such action to the City Council. Appeals, accompanied by a fee of $788.93, must be filed with the City Clerk, 1201 Civic Center Boulevard, Yuba City, CA 95993 within 10 days of such action. If no appeal is filed within this time limit, the Planning Commission action becomes final. The exception to this is rezone requests. Please check with the Planning Division, 1201 Civic Center Boulevard, Yuba City, CA 95993 for the procedure. Mailed notices of the Council hearings will be accomplished in the same manner as the Planning Commission hearings unless additional notice is deemed necessary.

PLANNING COMMISSION
CITY OF YUBA CITY
MAY 25, 2022
6:00 P.M. – REGULAR MEETING
Video link to full Planning Commission meeting:
https://youtu.be/RXuG0T9x2tw

Materials related to an item on the Agenda, submitted to the Commission after distribution of the agenda packet, are available for public inspection at City Hall at 1201 Civic Center Blvd., Yuba City, during normal business hours. Such documents are also available on the City of Yuba City's website at www.yubacity.net, subject to staff's availability to post the documents before the meeting.

Call to Order

Meeting called to order by Chairperson Blake at 6:00 pm.

Roll Call

Commissioners in Attendance:

Chairperson Michele Blake
Vice Chairperson John Shaffer
Commissioner Jackie Sillman
Commissioner Lorie Adams
Commissioner Karri Campbell (Sutter County Representative)

Commissioners Absent:

Commissioner Stacy Brookman
Commissioner Bhavin Singh Dale

The Pledge of Allegiance was led by Commissioner Campbell.

Public Communication

You are welcomed and encouraged to participate in this meeting. Public comment is taken on items listed on the agenda when they are called. Public comments on items not listed on the agenda will be heard at this time. Comments on controversial items may be limited and large groups are encouraged to select representatives to express the opinions of the group.

1. Written Requests

Members of the public submitting written requests, at least 24 hours prior to the meeting, will be normally allotted five minutes to speak.

There were no written requests received.

2. Appearances of Interested Citizens

Members of the public may address the Planning Commission on items of interest that are within the City's jurisdiction. Individuals addressing general comments are encouraged to limit their statements to three minutes.

Public Comment: Heather Esemann commented regarding the need for electronic vehicle charging stations in Yuba City.

Planning Commission Business

3. Agenda Modifications/Approval of Agenda

There were no agenda modifications.

Chairperson Blake requested approval of the agenda:

Motion by: Commissioner Sillman
Second by: Vice Chairperson Shaffer
Vote: The vote passed 5-0, with Commissioners Brookman and Dale absent

Approval of Minutes

4. Minutes from January 26, 2022.

Chairperson Blake requested approval of the minutes:

Motion by: Commissioner Sillman
Second by: Commissioner Campbell
Vote: The vote passed 4-0, with Commissioners Brookman and Dale absent and Commissioner Campbell abstained

Business Item

5. Consideration of a requested two-year extension of time for Use Permit 17-08 and Development Plan 17-01, Woodward Street Hotel / Springhill Suites

Item was called and Ben Moody gave a presentation.

Public Comment: No public comment.

Commissioner Comment:

Commissioner Campbell asked if the Municipal Code limits the number of Use Permit / Development Plan extensions.

Commissioner Adams asked if it is possible to add a condition to future projects to include EV parking and if it is possible to give a recommendation to the applicant to include EV parking on this project.

Motion by: Vice Chairperson Shaffer
Second by: Commissioner Campbell
Vote: The vote passed 5-0, with Commissioners Brookman and Dale absent

6. Consideration of a requested two-year extension of time for Development Plan 19-04, Sutter Foods Processing

Item was called and Jaspreet Kaur gave a presentation.

Public Comment: No public comment.

Commissioner Comment:

Vice Chairperson Shaffer asked if the reasoning for the extension is primarily economical and Ryan Hutton, Laughlin and Spence explained that the project has been prolonged due to COVID-19, supply chain issues, etc.

Motion by: Commissioner Adams
Second by: Commissioner Sillman
Vote: The vote passed 5-0, with Commissioners Brookman and Dale absent

7. Consideration of a requested 18-month extension of time for Tentative Subdivision Map 16-04, Yuba Crossing

Item was called and Doug Libby gave a presentation.

Public Comment: No public comment.

Commissioner Comment:

Commissioner Adams requested clarification about the location of the property and the current status of development.

Vice-Chairperson Shaffer asked if the price points are known for the project.

DaJshey Chatman, New Faze Development, explained that they are currently working on dry utilities at the site, and that at this point the price point is still unknown.

Motion by: Commissioner Sillman
Second by: Vice-Chairperson Shaffer
Vote: The vote passed 5-0, with Commissioners Brookman and Dale absent

8. Yuba City Capital Improvement Project Budget 2022-2027

Item was called and Ben Moody gave a presentation.

Public Comment: Heather Esemann commented on two items in the CIP Budget – Cooper's Corner and the Bark Park.

Commissioner Comment:

Commissioner Sillman explained that she is happy to hear about the new projects happening in the City and that it would be great to continue to get sound bites out to the community regarding new and upcoming projects.

Motion by: Commissioner Campbell
Second by: Commissioner Adams
Vote: The vote passed 5-0, with Commissioners Brookman and Dale absent

<u>Future Agenda Items</u>

Secretary Moody provided the following potential agenda items for the upcoming Planning Commission meetings:

- June 8, 2022 meeting – cancelled
- June 22, 2022:
    - Richland Development Plan Extension
    - TownePlace Suites Development Plan
    - Potentially Hwy 20 Self Storage
- Future projects
    - Onstott Subdivision: West Onstott Rd. 112 single family lots
    - Sohal Ranch Subdivision: Corner of Lincoln Rd and George Washington 171 single family lots with a park
    - Housing Element Rezones
    - Henson Rezone: North Colusa Frontage Rd rezone to R-3
    - Springhill Suites: Woodward Street hotel, increase to 91 rooms
    - Home2 Suites: E Onstott, north of Target, 102 rooms
    - The Ridge Estates Subdivision: by River Valley HS, 51 single family 'estate' lots
    - Fredrick / Cooper Rezone: 6 units (duplexes)
    - Yuba Sutter Mall Parcel Map: new parcel creation for future development

Development Services Director Reports

- New staff updates – Doug Libby
- City Annexations
- Hobby Lobby open
- Burlington and Boot Barn submitted plans
- New Boba Tea Café in Carriage Square
- Final Maps in review: Faith Court, Domain 3, Henson Ranch, Yuba Crossing
- Open Counter Software
- General Plan Element updates
- Housing Element Certified by HCD

Report of Actions of the Planning Commission/Sutter County Update

- Truck stops and parking facility projects
- Request to amend F-PARK Sutter County zoning to allow truck yards

Adjournment

Chairperson Blake adjourned the meeting at 7:37 pm

CITY OF YUBA CITY
PLANNING COMMISSION
STAFF REPORT

Date:	June 22, 2022
To:	Chairwoman and Members of the Planning Commission
From:	Development Services Department
Presentation by:	Doug Libby, Deputy Development Services Director

Subject:	**Development Plan (DP) 22-03 TownePlace Suites located at 911 Gray Avenue**
Recommendation:	A. Conduct a Public Hearing and make the necessary findings to: B. Adopt a Resolution to determine the project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15332, Infill Development, and approve Development Plan 22-03, subject to the Conditions of Approval, to allow the development of a new four-story Marriott brand TownePlace Suites hotel with 90 guest rooms, an outdoor pool, and on-site parking at 911 Gray Avenue (APN: 52-171-019).

Applicant/Owner:	Steve Rigor, Arris Studio Architects / Sanjay Patel
Project Location:	911 Gray Avenue (APN: 52-171-019)
Project Number:	Development Plan 22-03
General and Specific Plans:	**Land Use Designation:** Community Commercial
Zoning:	General Commercial District (C-3)

Purpose:

Consideration of Development Plan (DP) 22-03 to allow the development of a new four-story Marriott brand TownePlace Suites hotel with 90 guest rooms.

Project Description:

This proposal is to request the approval of Development Plan 22-03 to develop a new four story 51,105 sq. ft Marriott brand TownePlace Suites hotel. The proposed hotel will consist of 90 guest rooms, lobby space, gym facilities, an outdoor pool and patio areas. The site will consist of drive aisle, parking areas with solar canopies. Landscape areas will be provided in compliance with all

relevant landscape code requirements. Access from the site will be from a main entrance from Gray Avenue and a secondary entrance from Louise Avenue.

Analysis:

Compatibility with neighboring uses

This project is in central Yuba City and surrounded by a variety of commercial uses. As the proposed project is also a commercial use, there are no perceived incompatibilities of use.

Adjacent land uses include:

TABLE 1: BORDERING LAND USES	
North:	Wyndham Travelodge (Regional Commercial)
South:	Chiropractic Office (Community Commercial)
East:	Self-Storage / Vacant Lot (Community Commercial)
West:	Shopping Center (semi vacant) / Parking Lot (Community/Regional Commercial)

Traffic and Parking

A traffic study was prepared for this project analyzing site access and traffic operations at Gray Avenue / Louise Avenue and Stafford Way / Louise Avenue. The scope was determined through conversations with staff and the traffic consultant, KD Anderson.

Proposed site access is similar to that currently allowed to other businesses along Gray Avenue. However, due to the proximity of the main driveway to the Gray Avenue / Louise Avenue traffic signal, queuing may interfere with traffic and block access at some times. For that reason, a Condition of Approval has been added to restrict this driveway to right in, right out only through signage.

Sufficient parking spaces for the use is proposed consistent with City standards and will include ADA and EV parking in compliance with local, state, and federal regulations. The parking area also includes covered solar canopies along the perimeter of the site.

Site and Building Design

The quality of site and building design was a major component of review for this project. In order to comply with Yuba City Design Guidelines, staff required additional architectural elements be incorporated into the building design such as, inset windows, variety of color and material types, stone/brick column wrapping, etc.

The proposed development features the following key design elements:

- Recessed windows to add depth to the wall surfaces

- Exterior wall lighting that will further enhance its appearance. The wall mounted lights will be decorative and of proportional size relative to the building versus light fixtures that are commonly found in a residential application.
- Stone veneer incorporated into the columns
- Decorative fencing / wall materials
- A coordinating color palette that includes a variety of material types/textures
- Blade type signage along Gray Avenue

Landscaping

The proposed landscape plan includes sufficient landscaping per Yuba City Municipal Code. In addition, the landscape plan includes street trees from the Yuba City approved street tree list, and water-wise planting materials were recommended. A final landscape plan will be provided at the time of building permit demonstrating compliance with State water efficient landscape requirements.

Availability of City services

All City services, including water, sewer, and storm-water drainage (a combination of City and Gilsizer County Drainage District) are available to this site.

Environmental Determination:

This project is Categorically Exempt from review under the California Environmental Quality Act (CEQA) Guidelines section 15332, Infill Development, with the basis that this project is consistent with existing General Plan designation and zoning regulations, the proposed development occurs within city limits on a project site of no more than five acres, the project site has no value as habitat for endangered, rare or threatened species, the approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and the site can be adequately served by all required utilities and public services. Furthermore, Staff has determined that none of the exception to Categorical Exemptions set forth in the CEQA Guidelines, section 15300.2 apply to this project.

Recommended Action:

A. Conduct a public hearing and make the following findings:

Environmental Finding:

Find that the project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15332, Infill Development.

Development Plan 22-03 Findings:

Based upon analysis of the Development Plan application and subject to the applicant's compliance with the conditions of approval noted, staff concludes that the following required

findings of Section 8-5.7001(C) of the Municipal Code can be made.

1. *The site for the proposed use is adequate in size and shape to accommodate said use, public access, parking and loading, yards, landscaping, and other features required by this chapter.*

   The 1.58-acre site is of adequate size to accommodate the project. The project meets all parking and landscaping requirements and provides adequate setbacks, and fencing from abutting properties that minimize any potential issues.

2. *The streets serving the site are adequate to carry the quantity of traffic generated by the proposed use.*

   The traffic study completed for the project concluded that there will be no short-term or long-term significant impacts to traffic in the vicinity. The recommendations outlined in the traffic study have been carried forward as project Conditions of Approval.

3. *The site design, design of the buildings, and the scale of the project will complement neighboring facilities.*

   Based on the analysis provided in the staff report, the design of the project adequately considered the impacts on neighboring properties, and that there is adequate perimeter landscaping that also reduces the project's appearance to neighboring parcels. The proposed landscaping, architectural components and decorative fencing will complement neighboring businesses in this commercial area of the City. In addition, the proposed building height is compatible with development standards outlined in the Yuba City Municipal Code.

4. *The application satisfies at least one of the findings found in Title 6, Chapter 9, Article 6 of the Municipal Code.*

   The facilities of the State plan of flood control or other flood management facilities protect the property to the urban level of flood protection in urban and urbanizing areas or the national Federal Emergency Management Agency standard of flood protection in nonurbanized areas.

B. Adopt a Resolution to determine the project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15332, Infill Development, and approve Development Plan 22-03, subject to the Conditions of Approval, to allow the development of a new four-story Marriott brand TownePlace Suites hotel with 90 guest rooms, an outdoor pool, and on-site parking at 911 Gray Avenue (APN 52-171-019).

Attachments:

1. Planning Commission Resolution 22-02
   - Exhibit A: TownePlace Suites Location Map
   - Exhibit B: Development Plan 22-03
   - Exhibit C: Conditions of Approval
2. Traffic Study
3. Public Comments Received

ATTACHMENT 1

PLANNING COMMISSION RESOLUTION NO. PC22-02

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF YUBA CITY (PLANNING COMMISSION) TO DETERMINE THE PROJECT IS CATEGORICALLY EXEMPT FROM CEQA PURSUANT TO CEQA GUIDELINES SECTION 15332, INFILL DEVELOPMENT, AND APPROVE DEVELOPMENT PLAN 22-03, SUBJECT TO THE CONDITIONS OF APPROVAL, TO ALLOW THE DEVELOPMENT OF A NEW FOUR-STORY MARRIOTT BRAND TOWNEPLACE SUITES HOTEL WITH 90 GUEST ROOMS, AN OUTDOOR POOL, AND ON-SITE PARKING AT 911 GRAY AVENUE (APN 52-171-019).

WHEREAS, this property is within Yuba City's city limits and the property owner wished to develop their property to urban levels; and

WHEREAS, the City received a Development Plan (DP) application for this property in March 2022 to develop the approximately 1.58-acre property. Approval of DP 22-03 authorizes the construction of a new four-story Marriott brand TownePlace Suites hotel with 90 guest rooms, onsite parking and other related facilities; and

WHEREAS, a review of the General Plan and Zoning Regulations determined that the proposed development is consistent with the General Plan and Zoning Regulations; and

WHEREAS, Staff have performed a preliminary environmental assessment of this project and have determined that it falls within the Categorical Exemption set forth in CEQA Guidelines section 15332, Infill Development, with the basis that the project is consistent with all applicable general plan designation and zoning regulations, the proposed development occurs within city limits on a project site of no more than five acres, the project site has no value as habitat for endangered, rare or threatened species, the approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and the site can be adequately served by all required utilities and public services. Furthermore, Staff has determined that none of the exception to Categorical Exemptions set forth in the CEQA Guidelines, section 15300.2 apply to this project; and

WHEREAS, the City on June 10, 2022, published a legal notice and a public hearing notice was mailed to each property owner within at least 350 feet of the project site in compliance with State law concerning the Planning Commission's consideration on June 22, 2022, subject to the Conditions of Approval; and

WHEREAS, the Planning Commission held a duly noticed public hearing on June 22, 2022 and at which time it received input from City Staff, the applicant; public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission, after which public testimony was closed; and

WHEREAS, the Planning Commission has reviewed the associated documents prepared for the project, and all of the evidence received by the Planning Commission; and

WHEREAS, after deliberation and consideration of all relevant items, the Planning Commission now desires to determine the project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15332, and approve Development Plan 22-03, subject to the Conditions of Approval, to allow the development of a new four-story Marriott brand TownePlace

Suites hotel with 90 guest rooms, an outdoor pool, and on-site parking at 911 Gray Avenue (APN 52-171-019).

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Yuba City approves Development Plan 22-03, subject to the Conditions of Approval, to allow the development of a new four-story Marriott brand TownePlace Suites hotel at 911 Gray Avenue and as follows:

1. Recitals. The Planning Commission hereby finds that all of the facts set forth in the recitals above are true and correct and incorporated herein.

2. CEQA. Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) of 1970, the City, as the Lead Agency, has analyzed the proposed project have determined that it falls within the Categorical Exemption set forth in CEQA Guidelines section 15332, Infill Development, with the basis that the project is consistent with all applicable general plan designation and zoning regulations, the proposed development occurs within city limits on a project site of no more than five acres, the project site has no value as habitat for endangered, rare or threatened species, the approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and the site can be adequately served by all required utilities and public services. Furthermore, Staff has determined that none of the exception to Categorical Exemptions set forth in the CEQA Guidelines, section 15300.2 apply to this project.

3. Findings. Based upon analysis of the Use of the Development Plan application, and subject to the applicant's compliance with the Conditions of Approval, staff concludes that the following required findings of Section 8-5.7001(c) of the Zoning Regulations can be made:

    i. The site for the proposed use is adequate in size and shape to accommodate said use, public access, parking and loading, yards, landscaping and other features required by this chapter.
    ii. The streets serving the site are adequate to carry the quantity of traffic generated by the proposed use.
    iii. The site design, design of the buildings and the scale of the project will complement neighboring facilities.
    iv. The application satisfies at least one of the findings found in Title 6, Chapter 9, Article 6 of the Municipal Code.

4. Evidence.

    i. The 1.58-acre site is of adequate size to accommodate the project. The project meets all parking and landscaping requirements and provides adequate setbacks, and fencing from abutting properties that minimize any potential issues.
    ii. The traffic study completed for the project concluded that there will be no short-term or long-term significant impacts to traffic in the vicinity. The recommendations outlined in the traffic study have been carried forward as project Conditions of Approval.
    iii. Based on the analysis provided in the staff report, the design of the project adequately considered the impacts on neighboring properties, and that there is adequate perimeter landscaping that also reduces the project's appearance to neighboring parcels. The proposed landscaping, architectural components and decorative fencing will complement neighboring businesses in this commercial area of the City. In

addition, the proposed building height is compatible with development standards outlined in the Yuba City Municipal Code.

iv. The facilities of the State plan of flood control or other flood management facilities protect the property to the urban level of flood protection in urban and urbanizing areas or the national Federal Emergency Management Agency standard of flood protection in nonurbanized areas.

5. Certification. The Secretary shall certify to the adoption of the Resolution and shall transmit copies of the same to the applicant.

6. Effective Date of Resolution. This Resolution shall become effective immediately.

AND, BE IT FURTHER RESOLVED, that the Planning Commission determine the project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15332, Infill Development, and approves Development Plan 22-03, TownePlace Suites Hotel, as shown in **Exhibits A and B**, subject to the Conditions of Approval as provided in **Exhibit C**.

The foregoing resolution was introduced at the regular meeting of the Planning Commission held on June 22, 2022, by Commissioner _____ who moved its adoption, which motion was seconded by Commissioner _____ and carried by the following vote:

Ayes:

Noes:

Absent:

Recused:

By order of the Planning Commission of the City of Yuba City.

_____
Michele Blake, Planning Commission Chair

ATTEST:

_____
Benjamin Moody, Secretary to the Planning Commission

Attachments:

Exhibit A: TownePlace Suites Location Map
Exhibit B: Development Plan 22-03
Exhibit C: Conditions of Approval

EXHIBIT A

Development Plan (DP 22-03)

Location Map - TownePlace Suites

EXHIBIT B

TOWNEPLACE SUITES

911 GRAY AVENUE YUBA CITY, CALIFORNIA

arris STUDIO ARCHITECTS	**TOWNEPLACE SUITES** PROPOSED HOTEL 911 GRAY AVE. YUBA CITY, CA **COVER SHEET**	DATE Feb. 25, 2022 ARRIS PROJECT # A19085 SCALE 11x17 SHEET NO SCALE 24x36 SHEET NO SCALE **A0.0**

TOWNEPLACE SUITES

911 GRAY AVENUE YUBA CITY, CALIFORNIA

PROJECT DIRECTORY

OWNER
NORWEST LODGING, LLC
7126 DE SOTO
CANOGA PARK, CA 91303
ATTN SANJAY PATEL
EMAIL SANJAY@SANJHOTELS.COM

ARCHITECT
ARRIS STUDIO ARCHITECTS
1327 ARCHER STREET, SUITE 220
SAN LUIS OBISPO, CA 93401
ATTN STEVE RIGOR
PHONE (805) 547-2240 x112
EMAIL SRIGOR@ARRIS-STUDIO.COM

LANDSCAPE ARCHITECT
CONTOUR LANDSCAPE ARCHITECTURE
1370 STAFFORD STREET, APT. A
SAN LUIS OBISPO, CA 93405
ATTN GREG ROSS
PHONE (805) 78-6732
EMAIL GREG@CONTOURLANDSCAPEARCHITECTURE.COM

PROJECT STATISTICS

PROJECT DESCRIPTION

THIS PROJECT PROPOSES A NEW 4-STORY, TOWNEPLACE SUITES BY MARRIOTT HOTEL. THE BUILDING WILL CONSISTS OF 4-STORIES OF TYPE V-A WOOD CONSTRUCTION THAT WILL BE FULLY SPRINKLERED (NFPA 13 COMPLIANT) WITH A FIRE ALARM (NFPA 72 COMPLIANT). HOTEL WILL CONSIST OF 90 GUEST ROOMS, LOBBY SPACE, GYM FACILITIES, OUTDOOR POOL AND PATIO AREAS.

THE SITE WILL CONSIST OF DRIVE AISLE, PARKING AREAS WITH SOLAR CANOPIES. LANDSCAPE AREAS WILL BE PROVIDED IN COMPLIANCE. ACCESS TO SITE WILL BE FROM MAIN ENTRANCE FROM GRAY AVENUE AND SECONDARY ENTRANCE FROM LOUISE AVENUE.

SITE STATISTICS

ADDRESS	911 GRAY AVENUE YUBA CITY, CA
ASSESSOR PARCEL NUMBER	52-171-019
PARCEL AREA	1.56 ACRES (+/- 68,061 SF)
ZONING	C-3 GENERAL COMMERCIAL
EXISTING USE	ENTERPRISE CAR RENTAL LOT
PROPOSED USE	HOTEL
SITE SETBACKS	
FRONT	10'
STREET SIDE	10'
INTERIOR SIDE	0' ADJ. TO COMMERCIAL 15' ADJ. TO RESIDENTIAL
REAR	0' ADJ. TO COMMERCIAL 15' ADJ. TO RESIDENTIAL
SITE COVERAGE	13,446 SF / 68,061 SF = 19.75%
FLOOR AREA RATIO (F.A.R.)	51,105 SF / 68,061 SF = 0.75
HEIGHT ALLOWED:	52'-0"
HEIGHT PROPOSED:	44'-0" T.O. PARAPET 52'-0" T.O. TOWER
FIRE SPRINKLERS	YES, NFPA 13
FIRE ALARM	YES, NFPA 72

PARKING

PARKING REQUIRED	1 SPACE / GUEST ROOM + 1 SPACE / 2 EMPLOYEES 90 GUESTROOMS = 90 SPACES 8 EMPLOYEES = 4 SPACES 94 SPACES REQUIRED
PARKING PROVIDED	
STANDARD SPACES	92 SPACES
ACCESSIBLE SPACES	4 SPACES
TOTAL PARKING	**96 SPACES**

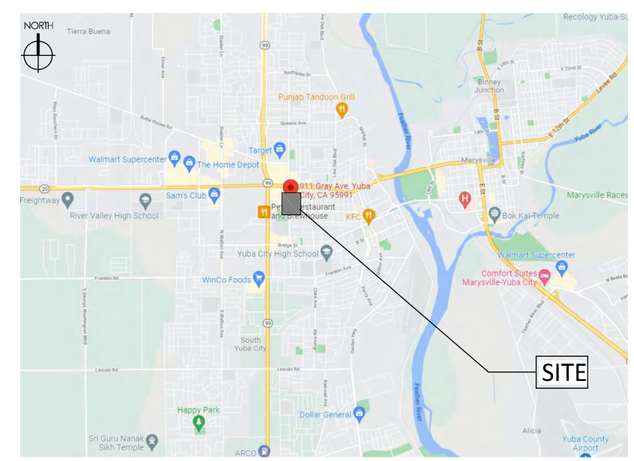
BUILDING STATISTICS

BUILDING AREA	
GROUND FLOOR	13,446 SF
SECOND FLOOR	12,553 SF
THIRD FLOOR	12,553 SF
FOURTH FLOOR	12,553 SF
TOTAL BUILDING AREA	**51,105 SF**
GUESTROOM MIX	
GROUND FLOOR	12 GUESTROOMS
STUDIO KING	3 GUESTROOMS
DOUBLE QUEEN	7 GUESTROOMS
1-BEDROOM	1 GUESTROOM
1-BEDROOM ACCESSIBLE	1 GUESTROOM
SECOND FLOOR	26 GUESTROOMS
STUDIO KING	11 GUESTROOMS
STUDIO KING ACCESSIBLE	1 GUESTROOM
DOUBLE QUEEN	11 GUESTROOMS
DOUBLE QUEEN ACCESSIBLE	1 GUESTROOM
1-BEDROOM	1 GUESTROOM
THIRD FLOOR	26 GUESTROOMS
STUDIO KING	11 GUESTROOMS
DOUBLE QUEEN	12 GUESTROOMS
DOUBLE QUEEN ACCESSIBLE	1 GUESTROOM
1-BEDROOM	1 GUESTROOM
FOURTH FLOOR	26 GUESTROOMS
STUDIO KING	11 GUESTROOMS
STUDIO KING ACCESSIBLE	1 GUESTROOM
DOUBLE QUEEN	12 GUESTROOMS
1-BEDROOM	2 GUESTROOMS
TOTAL GUESTROOMS	**90 GUESTROOMS**
STUDIO KING	36 GUESTROOMS
STUDIO KING ACCESSIBLE	2 GUESTROOMS
DOUBLE QUEEN	42 GUESTROOMS
DOUBLE QUEEN ACCESSIBLE	2 GUESTROOMS
1-BEDROOM	7 GUESTROOM
1-BEDROOM ACCESSIBLE	1 GUESTROOM

SHEET INDEX

A0.0	COVER SHEET
A0.1	PROJECT DATA
A1.0	TOPOGRAPHIC SURVEY
A1.1	CONCEPTUAL SITE PLAN
A2.0	CONCEPTUAL GROUND FLOOR PLAN
A2.1	CONCEPTUAL UPPER FLOOR PLAN
A3.0	EXTERIOR ELEVATIONS
A4.0	EXTERIOR PERSPECTIVE
A4.1	EXTERIOR PERSPECTIVE
A4.2	EXTERIOR PERSPECTIVE
A4.3	EXTERIOR PERSPECTIVE
A4.4	EXTERIOR PERSPECTIVE
A5.0	COLOR / MATERIAL BOARD
L1.0	CONCEPTUAL LANDSCAPE PLAN

VICINITY MAP



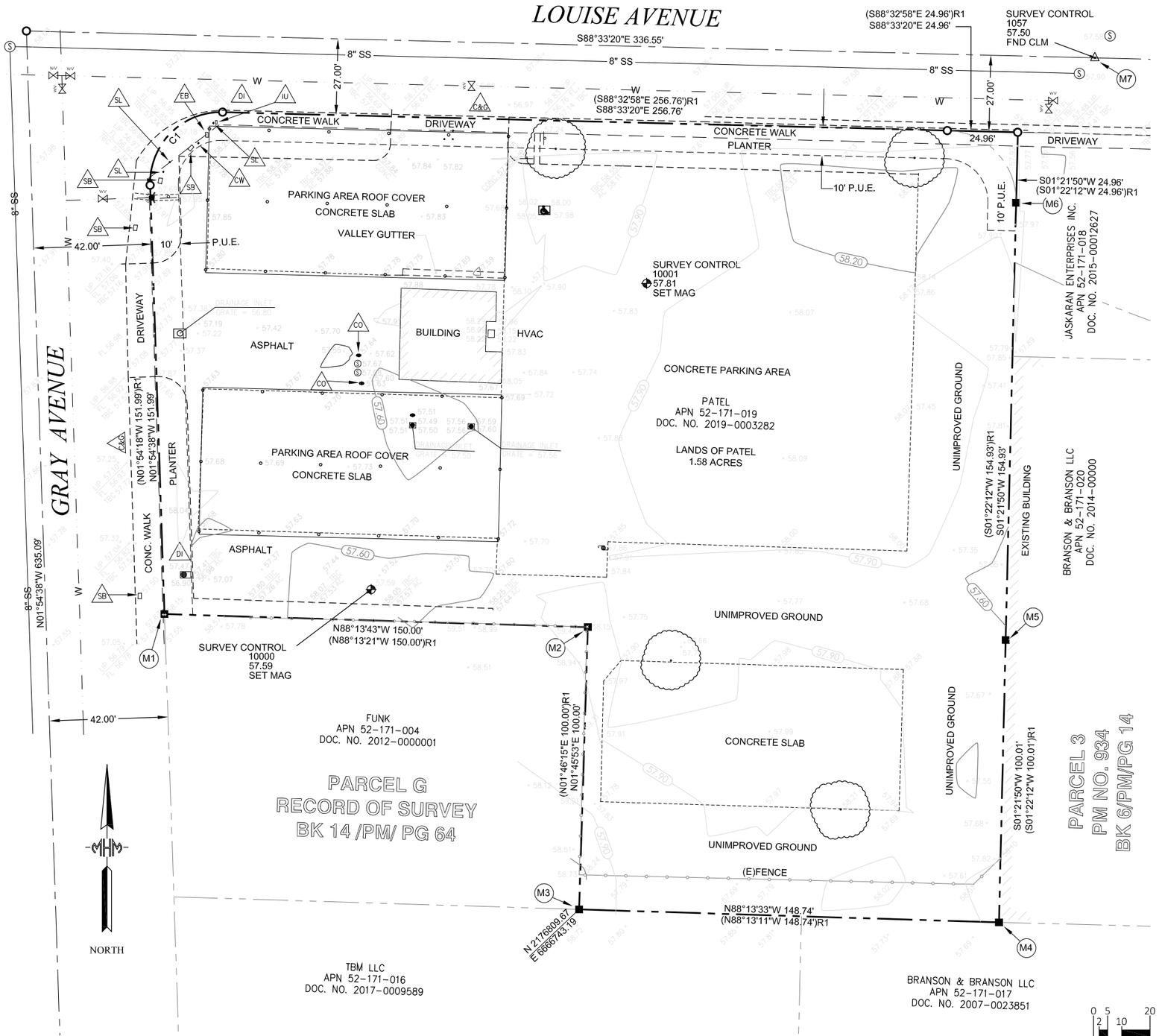
arris STUDIO ARCHITECTS

TOWNEPLACE SUITES
PROPOSED HOTEL
911 GRAY AVE. YUBA CITY, CA

PROJECT DATA

DATE Feb. 25, 2022
ARRIS PROJECT # A19085
SCALE 11x17 SHEET NO SCALE
24x36 SHEET NO SCALE

A0.1



LEGEND

- FOUND MONUMENT AS INDICATED
- STANDARD CENTERLINE MONUMENT IN WELL
- SURVEY CONTROL POINT
- CALCULATED POINT, NOTHING FOUND OR SET
- GRATE INLET SYMBOL
- POLE- UTILITY POLE SYMBOL
- SANITARY SEWER CLEANOUT SYMBOL
- SANITARY SEWER MANHOLE SYMBOL
- FIRE HYDRANT SYMBOL
- WATER VALVE SYMBOL
- FENCE
- CLM CENTERLINE MONUMENT
- (E) EXISTING
- FL FLOWLINE
- TBC TOP BACK CURB
- TBW TOP BACK WALK
- C&G CURB-GUTTER-SIDEWALK
- CB COMMUNICATION BOX
- DI DRAINAGE INLET
- EB ELECTRIC BOX
- IU IRRIGATION UTILITY
- CO SANITARY SEWER CLEANOUT
- SB SIGNAL BOX
- SL SIGNAL LIGHT POLE
- CW CROSS WALK BUTTON

MONUMENT TABLE

M1	5/8" REBAR & CAP RCE 29490 0.5' EAST OF BACK OF WALK
M2	5/8" REBAR & CAP RCE 29490 AT CORNER BLOCK WALL 0.8' DEEP
M3	5/8" REBAR & CAP RCE 29490 3' EAST OF CONCRETE DRIVE
M4	5/8" REBAR & CAP RCE 18003
M5	5/8" REBAR & CAP RCE 29490 AT CHAIN LINK FENCE CORNER
M6	5/8" REBAR & CAP RCE18003 EAST SIDE CHAIN LINK FENCE POST 0.11' NORTH
M7	STANDARD CITY CENTERLINE MONUMENT W/ 2" BRASS DISK IN MONUMENT WELL

PROPERTY INFORMATION

OWNER: SANJAY J. PATEL & ANAND B. PATEL
7126 DE SOTO AVENUE
CANOGA PARK, CA 91303

ZONING: C3

ADDRESS: 911 GRAY AVENUE
YUBA CITY, CA 95991

AREA: 1.58 ACRES

GENERAL NOTES

1. THE TOPOGRAPHIC SURVEY BOUNDARY WAS BASED UPON PARCEL MAP NO. 934 FILED IN BOOK 6 OF PARCEL MAPS AT PAGE 14, SUTTER COUNTY RECORDS. CONTOUR INTERVAL SHOWN IS 0.30 FEET.

2. UNDERGROUND UTILITIES ARE BASED UPON VISUAL INSPECTION.THE BEST AVAILABLE EVIDENCE, RECORD INFORMATION AND SURFACE FEATURES AND SHOULD NOT BE CONSIDERED EXACT OR THAT OTHER UTILITIES EXIST THAT ARE NOT SHOWN. UNDERGROUND UTILITIES CAN ONLY BE IDENTIFIED BY CAREFUL EXCAVATION AND MEASUREMENT IN COORDINATION WITH THE APPROPRIATE ENTITY RESPONSIBLE FOR THE UTILITY. MHM ASSUMES NO LIABILITY FOR THE EXISTANCE OR NON-EXISTANCE OF UNDERGROUND FACILITIES.

3. REFER TO THE HORIZONTAL CONTROL STATEMENT AND VERTICAL CONTROL STATEMENT ON THIS SHEET.

4. PROPERTY CORNER INFOMATION IS NOTED IN THE MONUMENT TABLE ON THIS SHEET.

RECORD REFERENCE

R1 GRANT DEED
DOCUMENT NO. 2019-0003282
SUTTER COUNTY RECORDS

HORIZONTAL CONTROL STATEMENT

COORDINATE VALUES AND BEARINGS SHOWN FOR THIS SURVEY ARE BASED UPON THE TOPCON POSITIONING SYSTEMS, INC. CONTINUOUS OPERATING REFERENCE STATION (CORS) NETWORK USING REAL TIME KINETIC GLOBAL POSITIONING SYSTEM TECHNOLOGY. TOPCON CORS (2021) VALUES REFERENCE THE NORTH AMERICAN DATUM OF 1983 (NAD83). HORIZONTAL CO. . TROL VALUES HAVE BEEN ESTABLISHED ON TWO INDEPENDENT CONTROL POINTS LOCATED ON SITE AS SHOWN.

VERTICAL CONTROL STATEMENT

ELEVATION VALUES SHOWN FOR THIS SURVEY ARE BASED UPON THE TOPCON POSITIONING SYSTEMS, INC. CONTINUOUS OPERATING REFERENCE STATION (CORS) NETWORK.
TOPCON CORS (2021) ELEVATION VALUES REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). VERTICAL CONTROL VALUES HAVE BEEN ESTABLISHED ON TWO INDEPENDENT CONTROL POINTS LOCATED ON SITE AS SHOWN.

SITE SURVEY CONTROL TABLE

PT. NO.	NORTHING (Y)	EASTING (X)	ELEV. (Z)	DESCRIPTION
1057,	2177111.25,	6666925.87,	57.50,	FND CLM
10000,	2176922.94,	6666669.50,	57.59,	SET MAG
10001,	2177031.37,	6666767.08,	57.81,	SET MAG

SURVEYOR'S STATEMENT

THIS TOPOGRAPHIC SURVEY WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON FIELD SURVEYS UTILIZING PROPER FIELD PROCEDURES, INSTRUMENTATION AND ADEQUATE PERSONNEL IN ORDER TO ACHEIVE RESULTS COMPARABLE TO THE UNITED STATES NATIONAL MAP ACCURACY STANDARDS.

ROGER K. HANLIN, P.L.S.
DATE:

0 2 5 10 20 40

TRUE NORTH

M·H·M
ENGINEERS & SURVEYORS SINCE 1892
ENGINEERING-SURVEYING
523 "J" STREET
MARYSVILLE, CALIF. 95901-1674
Ph: (530)742-6485/Fax(530)742-5639

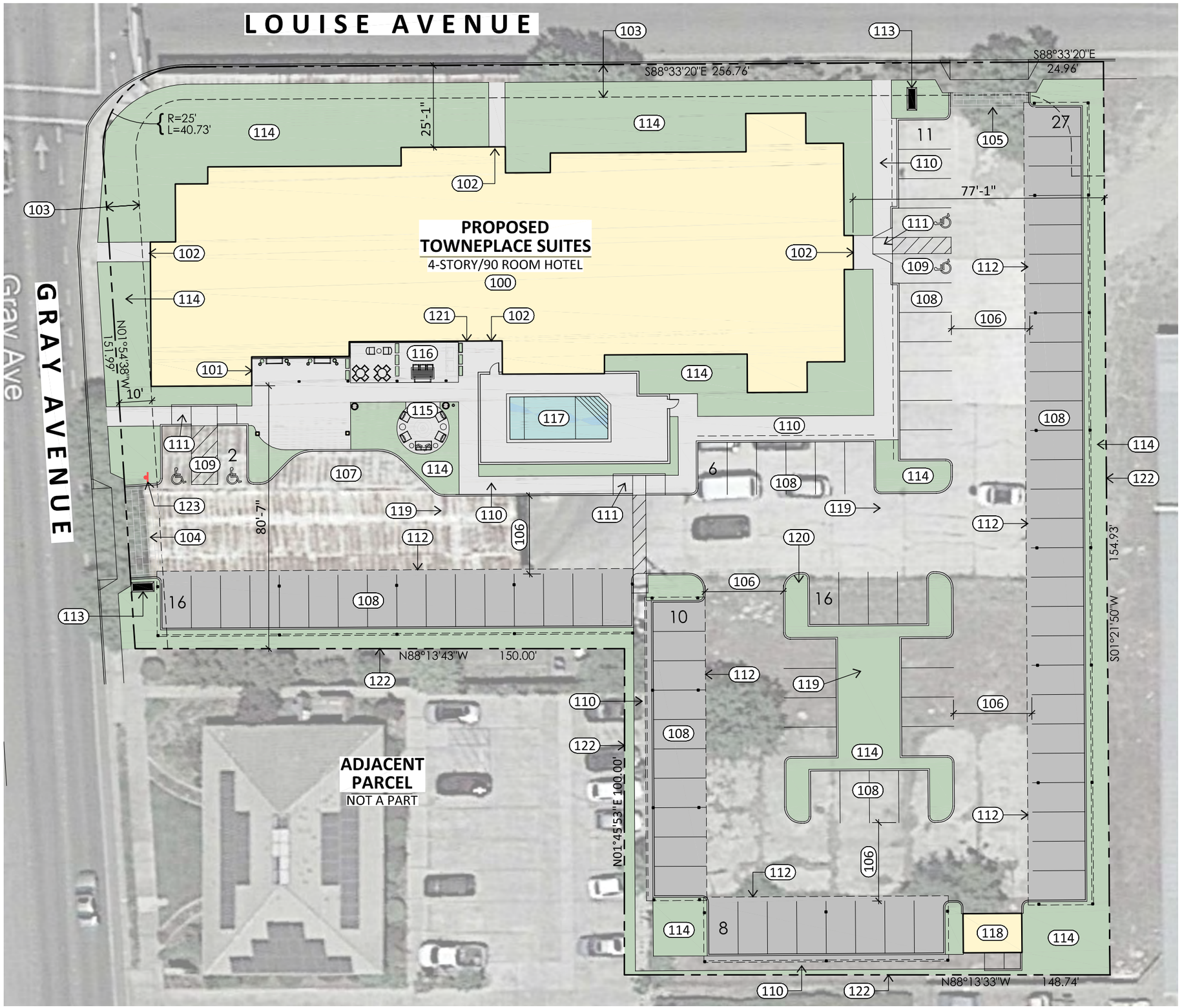
Arris STUDIO ARCHITECTS

TOWNEPLACE SUITES
PROPOSED HOTEL
911 GRAY AVE. YUBA CITY, CA

TOPOGRAPHIC SURVEY

DATE Feb. 25, 2022
ARRIS PROJECT # A19085
SCALE
11x17 SHEET 1" = 40'-0"
24x36 SHEET 1" = 20'-0"

A1.0



REFERENCE NOTES

100. PROPOSED BUILDING, SEE FLOOR PLAN
101. MAIN BUILDING ENTRANCE, SEE FLOOR PLAN
102. EMERGENCY/SECONDARY ENTRANCE, SEE FLOOR PLAN
103. 10' SETBACK LINE
104. 28' WIDE MAIN ENTRANCE WITH DECORATIVE PAVING
105. 24' WIDE SECONDARY ENTRANCE WITH DECORATIVE PAVING
106. 24' WIDE DRIVE AISLE
107. GUEST CHECK IN/DROP OFF AREA
108. STANDARD PARKING (9' x 18'). CAR OVERHANG (SHOWN DASHED)
109. ACCESSIBLE PARKING SPACE (9'x18')
110. CONCRETE WALKWAY
111. CONCRETE RAMP
112. SOLAR CANOPIES (DASHED OUTLINE/SHADED)
113. ENTRANCE MONUMENT SIGN
114. LANDSCAPE AREA, SEE LANDSCAPE PLANS
115. GUEST AMENITY - FIRE PIT
116. GUEST AMENITY - OUTDOOR SEATING AREA
117. GUEST AMENITY - POOL. DECORATIVE FENCE OVER 4'-0" HIGH SOLID WALL TO BE PROVIDED
118. TRASH ENCLOSURE, TO COMPLY WITH CITY STANDARD. ENCLOSURE SHALL INCLUDE:
    - (1) 4-CUBIC YARD TRASH
    - (1) 4-CUBIC YARD RECYCLE
    - COVER SHALL BE PROVIDED OVER ENCLOSURE
119. SITE LIGHTING
    - PARKING & DRIVE AISLE LIGHTING ON **18'** TALL POLES
    - WALL MOUNTED LIGHTING TO BE SET AT **12'** A.F.S. **SEE IMAGE BELOW FOR TYPICAL FIXTURE**
    - LIGHTS AT UNDERSIDE OF SOLAR CANOPIES
    - ALL LIGHTING TO BE DARK SKY COMPLIANT.
    - ALL BUILDING MOUNTED LIGHTING SHALL BE DECORATIVE. PER CITY OF YUBA CITY, WAL-PACS ARE NOT ALLOWED
120. FIRE HYDANT, LOCATION TO BE DETERMINED BY CIVIL ENGINEER
121. BIKE RACK, 6 RACKS. CITY GOAL IS TO PROVIDED A MIN. OF 3% OF PARKING TO BE PROVIDED VIA BIKE SPACES.
122. 6'-0" TALL METAL PICKET FENCE AT SITE PERIMETER. **SEE IMAGE BELOW**
123. **SIGNAGE STATING "RIGHT OUT ONLY"**

EXTERIOR WALL LIGHT
REFERENCE NOTE 119

6'-0" HIGH METAL PICKET FENCE
REFERENCE NOTE 122

0 5 10 15 30
2

TRUE NORTH

Arris STUDIO ARCHITECTS

TOWNEPLACE SUITES
PROPOSED HOTEL
911 GRAY AVE. YUBA CITY, CA

PROPOSED SITE PLAN

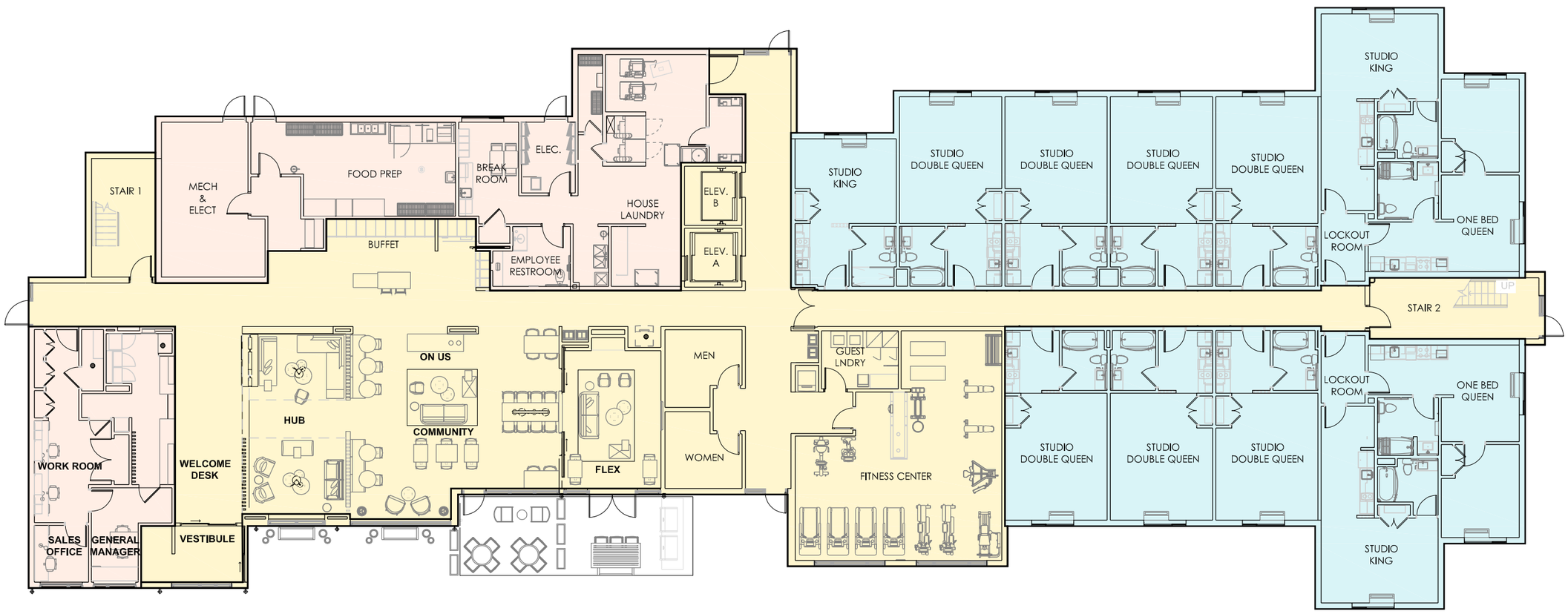
DATE JUNE 15, 2022
ARRIS PROJECT # A19085
SCALE 11x17 SHEET 1" = 30'-0"
24x36 SHEET N/A

A1.1

GUEST ROOM DATA

FLOOR	ROOM TYPE: STUDIO K	STUDIO QQ	1-BED Q	TOTAL
1ST FLR	3	7	2 (1 ACC)	12
2ND FLR	12 (1 ACC)	12 (1 ACC)	2	26
3RD FLR	11	13 (1 ACC)	2	26
4TH FLR	12 (1 ACC)	12	2	26
TOTAL	**38**	**44**	**8**	**90**

ADA ROOMS	3 ADA TUB 2 ADA SHOWER
TOTAL ADA PROVIDED	5 ADA ROOMS



0 1 2 4 8 16

Arris STUDIO ARCHITECTS

TOWNEPLACE SUITES
PROPOSED HOTEL
911 GRAY AVE. YUBA CITY, CA

PROPOSED FIRST FLOOR PLAN

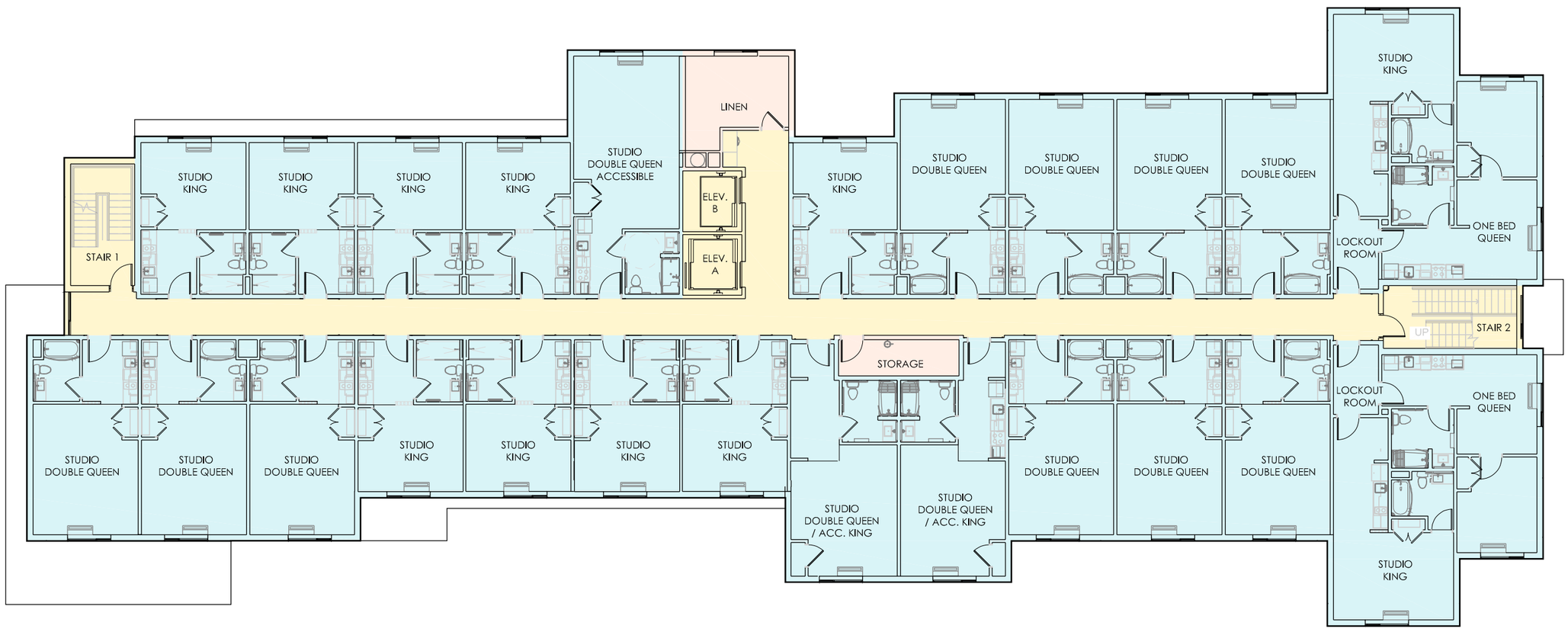
DATE Feb. 25, 2022
ARRIS PROJECT # A19085
SCALE 11x17 SHEET 1/16" = 1'-0"
24x36 SHEET 1/8" = 1'-0"

A2.0

GUEST ROOM DATA

FLOOR	ROOM TYPE: STUDIO K	STUDIO QQ	1-BED Q	TOTAL
1ST FLR	3	7	2 (1 ACC)	12
2ND FLR	12 (1 ACC)	12 (1 ACC)	2	26
3RD FLR	11	13 (1 ACC)	2	26
4TH FLR	12 (1 ACC)	12	2	26
TOTAL	**38**	**44**	**8**	**90**

ADA ROOMS	3 ADA TUB 2 ADA SHOWER
TOTAL ADA PROVIDED	5 ADA ROOMS



0 1 2 4 8 16

arris STUDIO ARCHITECTS

TOWNEPLACE SUITES
PROPOSED HOTEL
911 GRAY AVE. YUBA CITY, CA

PROPOSED SECOND FLOOR PLAN

DATE Feb. 25, 2022
ARRIS PROJECT # A19085
SCALE 11x17 SHEET 1/16" = 1'-0"
24x36 SHEET 1/8" = 1'-0"

A2.1

FRONT ELEVATION

RIGHT ELEVATION

BACK ELEVATION

LEFT ELEVATION

Arris STUDIO ARCHITECTS

TOWNEPLACE SUITES

PROPOSED HOTEL

911 GRAY AVE. YUBA CITY, CA

EXTERIOR ELEVATIONS

DATE	Feb 25, 2022
ARRIS PROJECT #	A19085
SCALE 11x17 SHEET	1" = 30'
24x36 SHEET	N/A

A3.0

VIEW FROM ENTRANCE ON GRAY AVENUE

Arris STUDIO ARCHITECTS

TOWNEPLACE SUITES

PROPOSED HOTEL

911 GRAY AVE. YUBA CITY, CA

PERSPECTIVE VIEW

DATE	FEB 25, 2022
ARRIS PROJECT #	A19085
SCALE 11x17 SHEET	N/A
24x36 SHEET	N/A

A4.0

VIEW FROM SOUTHEAST REGION OF PARKING LOT

Arris STUDIO ARCHITECTS

TOWNEPLACE SUITES
PROPOSED HOTEL
911 GRAY AVE. YUBA CITY, CA

PERSPECTIVE VIEW

DATE	FEB 25, 2022
ARRIS PROJECT #	A19085
SCALE 11x17 SHEET	N/A
24x36 SHEET	N/A

A4.1

VIEW FROM INTERESECTION OF GRAY AVENUE & LOUISE AVENUE

Arris
STUDIO ARCHITECTS

TOWNEPLACE SUITES
PROPOSED HOTEL
911 GRAY AVE. YUBA CITY, CA
PERSPECTIVE VIEW

DATE	FEB 25, 2022
ARRIS PROJECT #	A19085
SCALE 11x17 SHEET	N/A
24x36 SHEET	N/A

A4.2

VIEW FROM ENTRANCE ON LOUISE AVENUE

Arris STUDIO ARCHITECTS

TOWNEPLACE SUITES

PROPOSED HOTEL

911 GRAY AVE. YUBA CITY, CA

PERSPECTIVE VIEW

DATE	FEB 25, 2022
ARRIS PROJECT #	A19085
SCALE 11x17 SHEET	N/A
24x36 SHEET	N/A

A4.3

- RECESSED WINDOWS AND PROVIDED COMPLIMENTARY COLOR
- ADDED RECESSED ELEMENT WITH HIGH WINDOWS & WOOD LOOK MATERIAL
- CHANGED COLOR AT CORNER ELEMENT
- ADDED BLADE SIGN
- PROVIDED ADDITIONAL WINDOW IN OFFICES
- WHITE SCORED ELEMENTS OVERLAP BLUE ELEMENT

VIEW AT CORNER OF LOUISE AVE & GRAY AVE

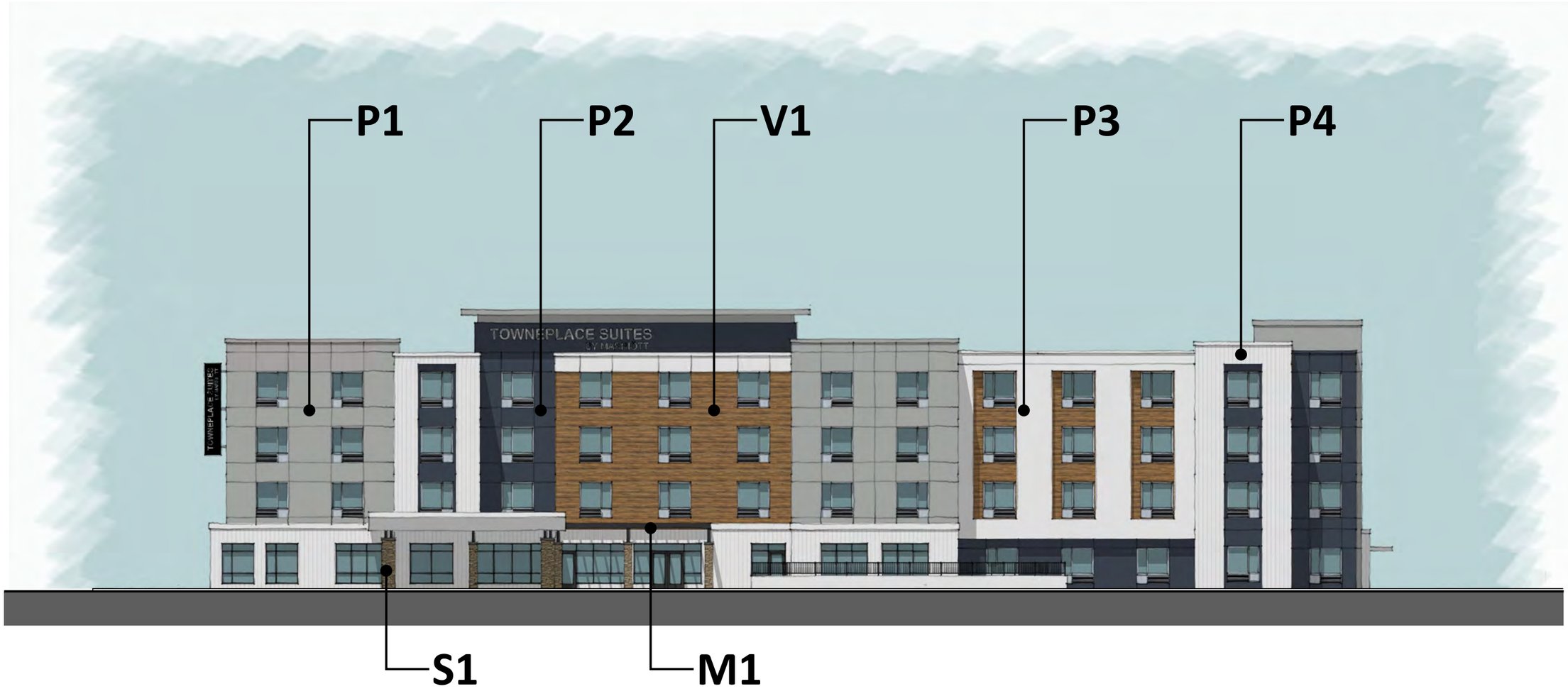
Arris STUDIO ARCHITECTS

TOWNEPLACE SUITES
PROPOSED HOTEL
911 GRAY AVE. YUBA CITY, CA

PERSPECTIVE VIEW

DATE	FEB 25, 2022
ARRIS PROJECT #	A19085
SCALE 11x17 SHEET	N/A
24x36 SHEET	N/A

A4.4



P1
PAINTED EXTERIOR STUCCO
SMOOTH FINISH
BENJAMIN MOORE
HC-169 "COVENTRY GRAY"

P2
PAINTED EXTERIOR STUCCO
SMOOTH FINISH
BENJAMIN MOORE
HC-154 "HALE NAVY"

P3
PAINTED EXTERIOR STUCCO
SMOOTH FINISH
BENJAMIN MOORE
2123-70"ICE MIST"

P4
PAINTED EXTERIOR STUCCO
SMOOTH FINISH WITH SCORELINES
BENJAMIN MORE
2123-70 "ICE MIST"

S1
STONE VENEER
CORONADO STONE
OLD WORLD LEDGESTONE
COLOR: CHABLIS

V1
WOOD VENEER
PLANK SIDING
CHERRY WOOD

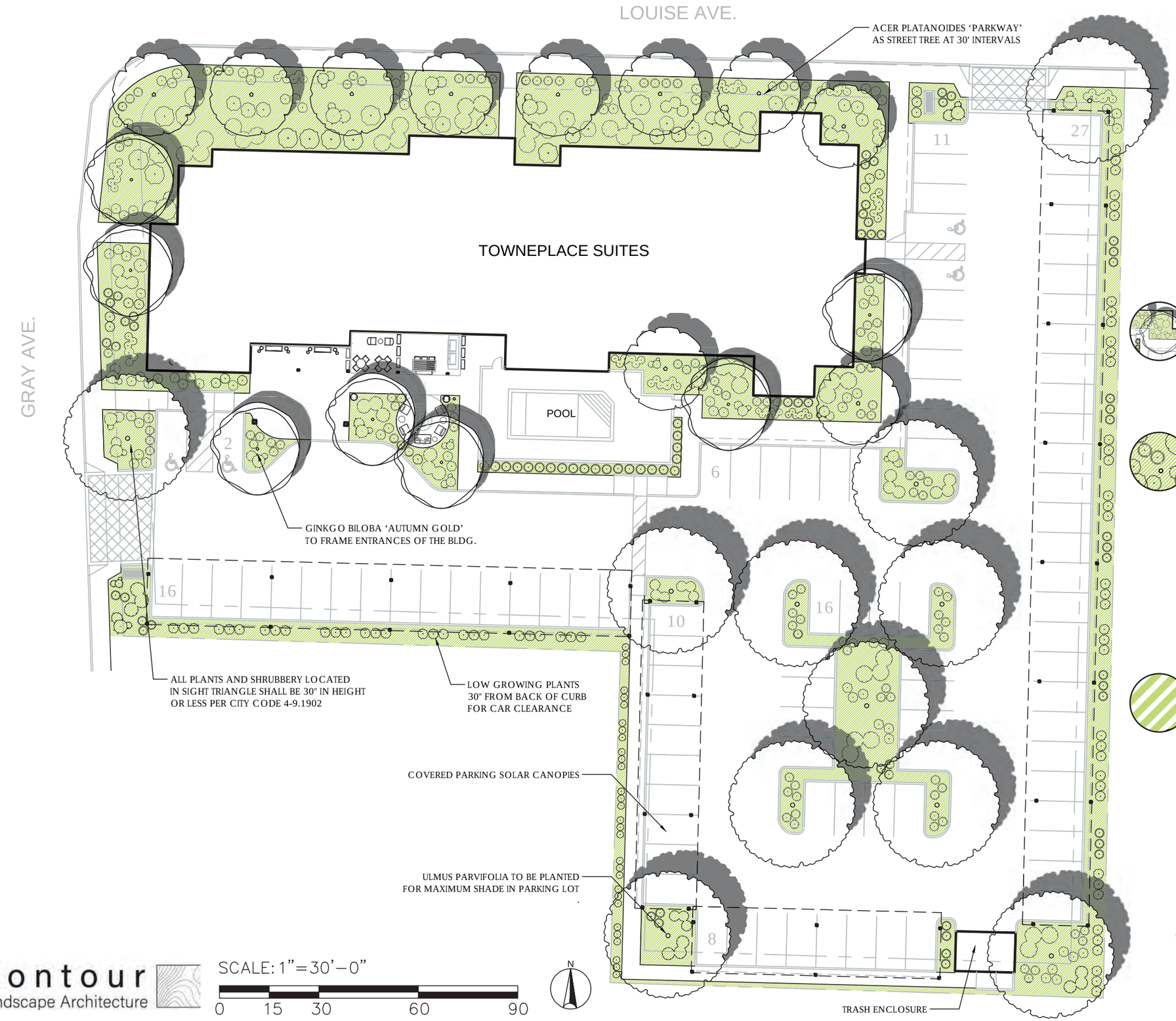
M1
METAL TRELLIS AND COLUMNS
SMOOTH FINISH
BENJAMIN MOORE
2129-20 "SOOT"

Arris STUDIO ARCHITECTS

TOWNEPLACE SUITES
PROPOSED HOTEL
911 GRAY AVE. YUBA CITY, CA
COLOR / MATERIAL BOARD

DATE	FEB 25, 2022
ARRIS PROJECT #	A19085
SCALE 11x17 SHEET	N/A
24x36 SHEET	N/A

A5.0



LEGEND

Total landscaped area: 15,502 sq. ft.
Total parking: 22,456 sq. ft.
Shaded area of uncovered parking: 8,301 sq. ft.
Total area of solar canopies: 11,061 sq. ft.
Percentage of uncovered parking lot that is shaded: 37%

SCHEMATIC PLANTING LIST

TREES FROM YUBA CITY APPROVED STREET TREE LIST

Acer platanoides 'Parkway' / Parkway norway maple
Ginkgo biloba 'Autumn Gold' / Autumn gold ginkgo
Ulmus parvifolia / Chinese elm

SHRUBS

Arctostaphylos densiflora 'Howard Mcminn' / Manzanita
Lavandula x intermedia 'Provence' / Provence french lavender
Leymus condensatus 'Canyon Prince' / Canyon prince wild rye
Muhlenbergia rigens / Deer grass
Olea europaea 'Campo Dwarf' / Campo dwarf olive
Perovskia 'Blue Spire' / Blue spire russian sage
Rhamnus californica 'Eve Case' / Coffeeberry
Sesleria autumnails 'Campo Verde' / Autumn moor grass
Salvia 'Allen Chickering' / Sage

GROUNDCOVER

Achillea millefolium "Moonshine"
Arctostaphylos 'Pacific Mist'
Cistus salvifolius / Sage-leaved rockrose
Helictotrichon sempervirens / Blue oat grass
Santolina chamaecyparissus / Lavender cotton
Rosmarinus officnalis / Prostrate rosemary
Teucrium chamaedrys / Germander

Contour
Landscape Architecture

SCALE: 1"=30'-0"
0 15 30 60 90

Arris
STUDIO ARCHITECTS

TOWNEPLACE SUITES
PROPOSED HOTEL
911 GRAY AVE. YUBA CITY, CA
PROPOSED LANDSCAPE PLAN

DATE Feb. 25, 2022
ARRIS PROJECT # A19085
SCALE 11x17 SHEET 1" = 30'-0"
24x36 SHEET N/A
L1.0

EXHIBIT C

CITY OF YUBA CITY
CONDITIONS OF APPROVAL
DEVELOPMENT PLAN 22-03
June 22, 2022
TOWNEPLACE SUITES
APN: 52-171-019

NOTICE TO PROJECT APPLICANT

In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedication, reservations or exactions for this project are subject to protest by the project applicant at the time of approval or conditional approval of the development or within ninety (90) calendar days after the date of imposition of fees, dedications, reservation, or exactions imposed on the development project. This notice does not apply to those fees, dedications, reservations, or exactions which were previously imposed and duly noticed; or, where no notice was previously required under the provisions of Government Code Section 66020(d)(1) in effect before January 1, 1997.

IMPORTANT: PLEASE READ CAREFULLY

Please note that this project is subject to a variety of discretionary conditions of approval. These include conditions based on adopted City plans and policies, those determined through tentative development plan review and environmental assessment essential to mitigate adverse effects on the environment including the health, safety, and welfare of the community, and recommended conditions for development that are not essential to health, safety, and welfare, but would on the whole enhance the project and its relationship to the neighborhood and environment.

Discretionary conditions of approval may be appealed. All code requirements, however, are mandatory and may only be modified by variance, provided the findings can be made.

All discretionary conditions of approval will ultimately be deemed mandatory unless appealed by the applicant to the City Council within 10 days after the decision by the Planning Commission. In the event you wish to appeal the Planning Commission's decision or discretionary conditions of approval, you may do so by filing a written appeal with the City Clerk. The appeal shall state the grounds for the appeal and wherein the Commission failed to conform to the requirements of the zoning ordinance. This should include identification of the decision or action appealed and specific reasons why you believe the decision or action appealed should not be upheld.

These conditions are applicable to any person or entity making use of this tentative development plan, and references to "developer" or "applicant" herein also include any applicant, property owner, owner, leasee, operator, or any other person or entity making use of this tentative development plan.

CONDITIONS OF APPROVAL

1. To the furthest extent allowed by law, applicant/property owner shall indemnify, hold harmless and defend City and each of its officers, officials, employees, consultants, agents and volunteers from any and all loss, liability, fines, penalties, forfeitures, damages and costs (including attorney's fees, litigation expenses and administrative

record preparation costs) arising from, resulting from, or in connection with any Third-Party Action (as hereinafter defined). The term "Third Party Action" collectively means any legal action or other proceeding instituted by (i) a third party or parties, or (ii) a governmental body, agency or official other than the City, that: (a) challenges or contests any or all of these Conditions of Approval or any approval associated with entitlements associated with the project (collectively "Approvals"); or (b) claims or alleges a violation of CEQA or another law in connection with the Approvals by the City, or the grant, issuance or approval by the City of any or all Approvals. Applicant's/property owner's obligations under this paragraph shall apply regardless of whether City or any of its officers, officials, employees, consultants, agents or volunteers are actively or passively negligent, but shall not apply to any loss, liability, fines, penalties forfeitures, costs or damages caused solely by the active negligence or willful misconduct of the City or any of its officers, officials, employees, agents or volunteers. The provisions of this section shall survive any termination, revocation, overturn, or expiration of an approval.

Nothing in this section shall obligate the City to defend any claim and the City shall not be required to pay or perform any settlement arising from any such claim not defended by the City, unless the City approves the settlement in writing. Nor shall the City be prohibited from independently defending any claim, and if the City does decide to independently defend a claim, the applicant/property owner shall be responsible for City's attorneys' fees, expenses of litigation, and costs for that independent defense, including the costs of preparing any required administrative record. Applicant/property owner shall submit all documents filed in the Third-Party Action for review and approval of the City Attorney prior to filing of said documents on behalf of the City.

The City may, at any time, require the applicant to reimburse the City for costs that have been, or which the City reasonably anticipates will be, incurred by the City during the course of processing or defending any Third-Party Actions. The City shall provide applicant/property owner with an invoice detailing all reasonable costs incurred. Applicant/property owner shall tender to the City payment-in-full of all reasonable and necessary costs within thirty (30) days from the date upon the invoice. Applicant/property owner shall contact the City within a reasonable time to arrange any extension of the thirty (30) day time period for payment-in-full of the invoiced amount. Applicant/property owner further acknowledges and agrees, failure to timely tender payment-in-full to the City shall be considered a breach and non-compliance with the conditions of approval for the project. Applicant/property owner shall also be required, upon request of the City, to deposit two month's estimated costs anticipated by the City to be incurred, which may be used by the City as a draw down account to maintain a positive balance pending tender of payment by Applicant/property owner as noted herein.

2. The development and operation of the project shall comply with the development plan as approved by the Planning Commission on June 22, 2022, unless as otherwise approved by the Development Services Director.

3. Approval of Development Plan DP 22-03 shall be null and void without further action if either the project has not been substantially commenced within 2 years of the approval date of the development plan or that a request for an extension of time has been submitted to the City.

4. The development and operation of the project shall comply with all local, state, and federal codes (including Building and Fire codes).

5. The development must comply with the letter from the Feather River Air Quality Management District (FRAQMD), dated April 15, 2022 (Attached).

6. To help contain fugitive dust, construction sites shall be watered down during the construction phase of the project or as directed by the Public Works Department.

7. Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.

8. The Developer, at their expense, shall be solely responsible for all quality control associated with the project. The quality control shall include, but is not limited to, the following: survey work, potholing existing utilities, all geotechnical testing, soil reports, concrete testing, asphalt testing, and any other required special testing/inspections. The City will only perform necessary testing to assure compliance.

9. Storage of construction material is not allowed in the travel way.

10. An Improvement Agreement outlining any costs (hot tap, connection fee, fair share contribution, etc.) associated with the development shall be accepted by the City prior to approval of the Improvement Plans.

PRIOR TO ISSUANCE OF A GRADING PERMIT

11. The improvement plans for the development of the subject property shall include all measures required to ensure that no increased drainage runoff resulting from the development of the property flow onto the adjacent lands or that the development will not impede the drainage from those properties. If retaining walls are required they shall be constructed of concrete or masonry block.

PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS

12. The development is to comply with the traffic impact analysis report, dated March 9, 2022 (Attachment 2 in Staff Report Packet, June 22, 2022).

13. Obtain all necessary approvals from City, State, and Federal agencies, utilities and other effected parties that are required for the project including, but not limited to, the preparation of drawings, studies, reports and permit applications, and payment of fees. Prior to City approval of Improvement Plans the Developer shall provide evidence, to the satisfaction of the Public Works Department, that all such obligations have been met.

14. The contractor shall obtain an Encroachment Permit from the City prior to performing any work within public rights of way.

15. The Developer shall comply with all City requirements related to drainage, including submittal of a drainage plan for any drainage improvements for the proposed development. A drainage analysis, along with calculations, shall be submitted to the City Engineer for approval. The analysis shall include, but is not limited to:

a. Grading and drainage plan showing the proposed drainage conveyance and storage system.

b. Supporting calculations demonstrating adequacy of conveyance capacity and storage volume. The calculation analysis shall meet the requirements of the Yuba City Basin Drainage Study.

c. Street Flow- The street system shall be designed to convey the 100-year, 24-hour runoff while maintaining a water surface at least 1 foot below the adjacent building pad elevations (or alternatively, the building pad elevations shall be at least 1 foot above the 100-year water level). The grading plan shall ensure that the 100-year, 24-hour runoff can be conveyed through the development and to the receiving drainage facility.

d. The Drainage Study shall be completed and stamped by a Professional Engineer and determined by the City Engineer and the Sutter County Water Agency Engineer to be comprehensive, accurate, and adequate.

16. Development shall comply with Yuba City's stormwater requirements and Post-Construction Standards Plan. The Post Construction information can be found here: https://www.yubacity.net/city_hall/departments/public_works/engineering/stormwater_management

17. All development shall be designed to local, state, and federal flood standards.

18. Striping, pavement markings and traffic signage shall be provided on all streets as necessary and as required by the Public Works Department. Signage restricting parking and red painted curbing shall be installed where appropriate.

19. The street trees are public improvements which shall meet the Parks Division Planting Standards and be included in the Improvement Plans and Specifications for the development when the improvement plans are submitted for the first improvement plan check.

20. The Gray Avenue driveway shall be limited to right in / right to help facilitate traffic movement, with appropriate signage as approved by the City. In addition, space for one vehicle between the sidewalk and the first parking stall should be provided at the Gray Avenue driveway or as otherwise determined by the Public Works Director.

21. Required Improvement Plan Notes:

    a. "Any excess materials shall be considered the property of the contractor/owner and shall be disposed of away from the job site in accordance with applicable local, state and federal regulations."

    b. "During construction, the Contractor shall be responsible for controlling noise, odors, dust and debris to minimize impacts on surrounding properties and roadways. The Contractor shall be responsible for all construction equipment to be equipped with manufacturers approved muffler baffles. Failure to do so may result in the issuance of an order to stop work."

    c. "If any hazardous waste is encountered during the construction of this project, all work shall be immediately stopped and the Sutter County Environmental Health Department, the Fire Department, the Police Department, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies."

d. "The Contractor(s) shall be required to maintain traffic flow on affected roadways during non-working hours, and to minimize traffic restriction during construction. The Contractor shall be required to follow traffic safety measures in accordance with the "California Manual of Uniform Traffic Control Devices, latest edition." The City of Yuba City emergency service providers shall be notified, at least two working days in advance, of proposed construction scheduled by the contractor(s)."

e. "Soil shall not be treated with lime or other cementitious material without prior express permission by the Public Works Department."

f. "Where an excavation for a trench and/or structure is five (5) feet deep or more, the contractor shall conform to O.S.H.A. requirements. The contractor shall provide a copy of the approved O.S.H.A. permit, and shoring details and calculations prepared by California licensed structural engineer to the Public Works Department, prior to beginning construction."

PRIOR TO ACCEPTANCE OF THE PUBLIC IMPROVEMENTS

22. Prior to final paving, the Developer shall vacuum test all manholes to ensure no leakage will occur.

23. Prior to final paving, the Developer shall hydroflush, and televise, all storm drain mains and all sewer mains. In addition, prior to the City's acceptance of the subdivision improvements, and at the Public Works Department's discretion, the storm sewer and sewer mains shall be re-hydroflushed.

24. The contractor shall maintain record drawings of the improvements and keep them on site at all times. When the project is complete, the contractor shall deliver a marked set of plans to the Engineer of Record. The Engineer of Record shall update the improvement plans with the record information. Once the changes have been added to the plans, the Engineer of Record shall submit both an electronic copy (Civil 3D version 2017 or newer) and a hard copy to the City. The City will not accept the completion of the improvements until the electronic copy and hard copy have been submitted.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

25. The Developer's Superintendent/Representative shall submit three (3) sets of Pacific Gas and Electric approved utility plans showing joint trench locations and distribution lines prior to issuance of first building permit for each phase of construction.

PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY

26. The curb, gutter, sidewalk, and lot drainage shall be inspected and approved by the City. Any curb, gutter and sidewalk which is not in accord with City standards or is damaged before or during construction, shall be replaced. All sidewalks along the City right-of-way shall be free of any non-control joint cracking. In addition, any concrete with cracks, chips, blemishes, and spalling greater than an inch in diameter shall be replaced from control joint to control joint.

27. Prior to issuance of any certificate of occupancy, all underground utilities, public improvements, and site improvements, including rough grading, shall be completed in accordance with City requirements.

Exhibit "A": Feather River Air Quality Management District (FRAQMD) letter, dated April 15, 2022

Exhibit “A”

541 Washington Avenue
Yuba City, CA 95991
(530) 634-7659
FAX (530) 634-7660
www.fraqmd.org

Christopher D. Brown, AICP
Air Pollution Control Officer

Serving Sutter and Yuba Counties

April 15, 2022

City of Yuba City Development Services
1201 Civic Center Blvd
Yuba City, CA 95993

Re: TownePlace Suites

Dear Ashley Potocnik,

The Feather River Air Quality Management District (District) appreciates the opportunity to review and comment in the project referenced above.

The District recommends that the project prepare a Fugitive Dust Control Plan for the constructional phase of development and submit it to the air district. Further, the project will be responsible during construction phase to adhere to District Rule 3.16 which states that the developer or contractor are required to control dust emissions from earth moving activities, handling, or storage activity from leaving the project site.

The District has also attached a list of local and state regulations applicable to new development that each project must adhere to in addition to any mitigation measures proposed to reduce construction or operational air quality impacts.

The hotel building and associated driveways and parking would be subject to the Indirect Source Fee at the commercial rate of $0.06 per square foot.

If you need any further assistance, please contact me at (530) 634-7659 x209. Air District staff will be available to assist the project proponent or lead agency as needed.

Sincerely,

Peter Angelonides
Air Quality Planner

Enclosures: Rules and Regulations Statement, Fugitive Dust Control Plan

File: Chron
ISR

FRAQMD Rules & Regulations Statement: New Development

The following statement is recommended as standard condition of approval or construction document language for **all** development projects within Feather River Air Quality Management District (FRAQMD). All projects are subject to FRAQMD rules in effect at the time of construction. A complete listing of current rules is available at www.fraqmd.org or by calling 530-634-7659. Specific rules that may relate to construction activities or building design may include, but are not limited to:

Regulation IV: Stationary Emission Sources Permit System and Registration. Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from FRAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or internal combustion engine should contact the FRAQMD early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc.) with an internal combustion engine over 50 horsepower are required to have a FRAQMD permit or a California Air Resources Board portable equipment registration. Other general types of uses that require a permit include, but are not limited to fumigation chambers, gasoline tanks and dispensing, spray booths, and operations that generate airborne particulate emissions.

Rule 3.0: Visible Emissions. A person shall not discharge into the atmosphere from any single source of emissions whatsoever, any air contaminants for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated as No. 2 on the Ringleman Chart.

Rule 3.15: Architectural Coatings. The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

Rule 3.16: Fugitive Dust. The developer or contractor is required to control dust emissions from earth moving activities, storage or any other construction activity to prevent airborne dust from leaving the project site.

Rule 3.17: Wood Burning Devices. This rule requires newly installed wood burning devices meet emission standards. Wood burning fireplaces are prohibited unless they meet emission standards.

Rule 3.23: Natural Gas-Fired Water Heaters, Small Boilers, and Process Heaters. This rule requires all newly purchased or installed units 75,000 Btu/hr up to 1 million Btu/hr meet emission limits.

Rule 7.10: Indirect Source Fee. An applicant for a building permit shall pay fees to the FRAQMD based on number of units (residential) or square footage of the building and associated parking (commercial and industrial).

Disposal by Burning: Open burning is yet another source of fugitive gas and particulate emissions and shall be prohibited at the project site. No open burning of vegetative waste (natural plant growth wastes) or other legal or illegal burn materials (trash, demolition debris, et. al.) may be conducted at the project site. Vegetative wastes should be chipped or delivered to waste to energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials offsite for disposal by open burning.

In addition, other State or Federal rules and regulations may be applicable to construction phases of development projects, including:

California Health and Safety Code (HSC) section 41700. Except as otherwise provided in Section 41705, no person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

HSC section 41701. Except as otherwise provided in Section 41704, or Article 2 (commencing with Section 41800) of this chapter other than Section 41812, or Article 2 (commencing with Section 42350) of Chapter 4, no person shall discharge into the atmosphere from any source whatsoever any air contaminant, other than uncombined water vapor, for a period or periods aggregating more than three minutes in any one hour which is: (a) As dark or darker in shade as that designated as No. 2 on the Ringelmann Chart, as published by the United States Bureau of Mines, or (b) Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in subdivision (a).

California Vehicle Code section 23114 regarding transportation of material on roads and highways.

California Code of Regulations Title 13 Chapter 10 section 2485: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. Limits idling time to 5 minutes for on-road heavy duty diesel trucks.

California Code of Regulations Title 13 Chapter 9 Article 4.8 section 2449: Regulation for In-Use Off-Road Diesel Vehicles. Limits idling time to 5 minutes.

California Code of Regulations Title 17 Division 3 Chapter 1 Subchapter 7.5 section 93105: Asbestos ATCM for Construction, Grading, Quarrying, and Surface Mining Operations.

California Code of Regulations Title 17 Division 3 Chapter 1 Subchapter 7.5 section 93106: Asbestos ATCM for Surfacing Applications.

Asbestos NESHAP. Prior to demolition of existing structures, an asbestos evaluation must be completed in accordance with the Asbestos National Emission Standard for Hazardous Air Pollutants (NESHAP) regulations. Section 61.145 requires written notification of demolition operations. Asbestos NESHAP Demolition/Renovation Notification Form can be downloaded at http://www.arb.ca.gov/enf/asbestos/asbestosform.pdf. This notification should be typewritten and postmarked or delivered no later than ten (10) days prior to the beginning of the asbestos demolition or removal activity. Please submit the original form to USEPA and a copy each to California Air Resources Board (CARB) and the District at the addresses below:

U.S. EPA
Attn: Asbestos NESHAP Program
75 Hawthorne Street
San Francisco, CA 94105

CARB, Compliance Division
Attn: Asbestos NESHAP Program
P.O. Box 2815
Sacramento, CA 95814

FRAQMD
Attn: Karla Sanders
541 Washington Avenue
Yuba City, CA 95991

Feather River Air Quality Management District
Fugitive Dust Control Plan

This plan, upon signature and submittal to the FRAQMD, will serve as an approved Fugitive Dust Control Plan to be implemented at the designated site. This plan must be submitted by the project proponent and received at the air district prior to start of work.

The approved plan serves as an acknowledgment by the project proponent of their duty to address state and local laws governing fugitive dust emissions and the potential for first offense issuance of a Notice of Violation by the air district where violations are substantiated by District staff. This plan (along with standard mitigation measures for all projects and best available mitigation measures where applicable) shall be made available to the contractors and construction superintendent on the project site.

- Site Location: _____

- Project Type (circle all that apply): Residential Commercial Industrial Transportation

- List of responsible persons:

  Company:_____

  Office (name, title, address, phone): _____

  _____

  Field (name, title, phone): _____

- Projected Start and End Dates: _____
  (Day/Month/Year)

Project Proponent: _____ _____
Printed Name Company/Phone

By signing this document I acknowledge that I have read the FRAQMD Rules and Regulations Statement: New Development, which includes state and local fugitive dust emission laws. I understand that it is my responsibility as the project proponent to ensure that appropriate materials and instructions are available to site employees to implement fugitive dust mitigation measures appropriate for each development phase of this project in order to ensure compliance.

I further acknowledge that it is my responsibility to ensure that site employees are made formally aware of fugitive dust control laws, requirements, and available mitigation techniques, and that appropriate measures are to be implemented at the site as necessary to prevent fugitive dust violations.

Signature: _____ Name: _____

Title: _____ Date: _____

Please Submit to: FRAQMD, 541 Washington Avenue, Yuba City, CA 95991 Attn: Planning
Phone: 530-634-7659 x210 FAX: 530-634-7660 Email: planning@fraqmd.org

ATTACHMENT 2

TRAFFIC IMPACT ANALYSIS

FOR

TOWNPLACE SUITES

Yuba City, CA

Prepared For:

NORWEST LODGING LLC
7126 De Soto Avenue
Canoga Park, CA 91303

Prepared By:

KDAnderson & Associates, Inc.
3853 Taylor Road, Suite G
Loomis, California 95650
(916) 660-1555

March 9, 2021

4840-01

Yuba City TownPlace

TRAFFIC IMPACT STUDY FOR TOWNPLACE SUITES

TABLE OF CONTENTS

INTRODUCTION / SUMMARY 1

Study Purpose and Project Description 1
Overall Analysis Approach 1
Summary Conclusions 1

EXISTING SETTING 5

Study Area 5
Bicycle and Pedestrian Facilities, Transit 6
Evaluation Methodology 6
Existing Traffic Conditions and Levels of Service 8

PROJECT TRAFFIC OPERATIONAL EFFECTS 11

Project Characteristics 11
Existing plus Project Effects 12
Site Access Evaluation 17

APPENDICES 20

March 9, 2022

KDA

TRAFFIC IMPACT ANALYSIS FOR
TOWNPLACE SUITES
Yuba City, CA

INTRODUCTION / SUMMARY

Study Purpose and Project Description

Location. This traffic impact study presents an analysis of the traffic-related effects associated with the TownPlace Suites project proposed at the Gray Avenue / Louise Avenue intersection in the City of Yuba City. The project would occupy a 1½ acre in-fill site now home to an Enterprise Rent-A-Car facility. Figure 1 presents the regional location of the project site.

Access. Figure 2 presents the project site plan. Access to the site will be provided by new driveways on Louise Avenue and on Gray Avenue at the far ends of the project's frontage. These driveways replace existing access to Enterprise Rent-A-Car that are closer to the Gray Avenue / Louise Avenue traffic signal. Full access is proposed at each location. The Gray Avenue access is located about 135 feet south of the Louise Avenue intersection (crosswalk to driveway centerline), and the Louise Avenue driveway is about 265 feet from Gray Avenue.

Land Use. For the purpose of this analysis, the project is a 90 room hotel which will replace a car rental facility on a lot of roughly 48,000 sf.

Overall Analysis Approach

This traffic study presents an analysis of traffic operations under the following two (2) scenarios:

- Existing a.m. and p.m. peak hour conditions (with Enterprise Rent-A-Car on the site)
- Existing Plus TownPlace Suites Project conditions

Study Area Intersections. The quality of traffic flow is typically governed by the operation of intersections along an arterial street system. To quantitatively evaluate traffic conditions and to provide a basis for comparison of operating conditions with and without traffic generated by the proposed project, traffic operations at the following intersections were evaluated:

- Gray Avenue / Louise Avenue (traffic signal)
- Stafford Way / Louise Avenue – North leg (Side street stop)
- Stafford Way / Louise Avenue – South leg (Side street stop)

Summary Conclusions

Current Traffic Operating Conditions. With the existing Enterprise Rent-A-Car on the subject site, the Gray Avenue / Louise Avenue intersection operates at LOS B during peak hours. This satisfies the City General Plan's minimum LOS D standard. The two stop controlled Louise

Avenue intersections on Stafford Way east of the project operate at LOS A, and neither intersection carries traffic volumes that satisfy peak hour traffic signal warrants. No capacity improvements are required today.

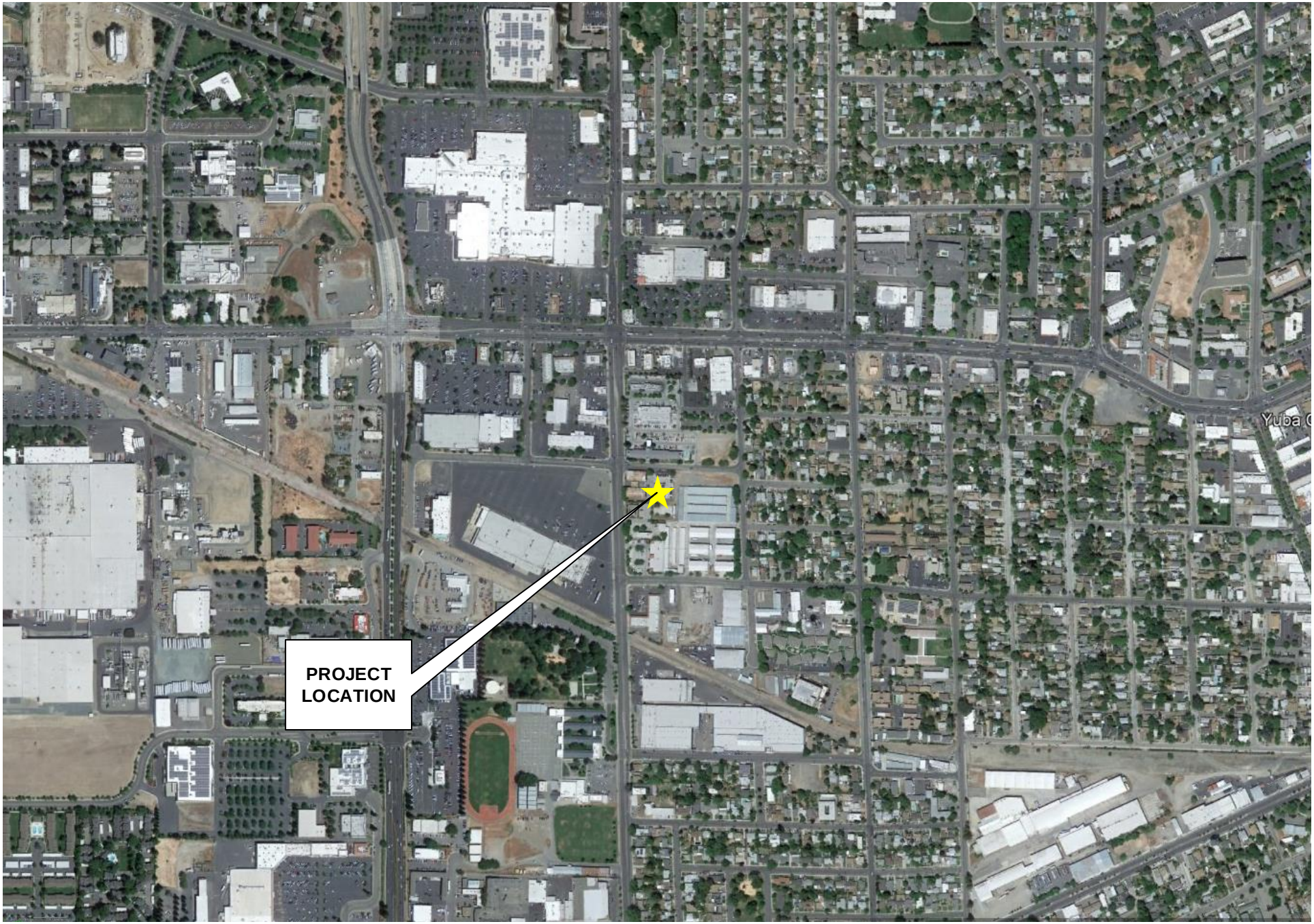
Sidewalks exist on the streets near the project, and Class 2 bicycle lanes are provided along the length of Gray Avenue. Crosswalks with push-button pedestrian activation are provided at the signalized Gray Avenue / Louise Avenue intersection. Yuba-Sutter Transit Route 1 (Yuba City to Yuba College) has stops at the Gray Avenue / Louise Avenue intersection and connects the site with the Alturas / Shasta terminal.

The project site with the Enterprise Rent-A-Car in operation has an existing driveway on Gray Avenue that is 60 feet south of the Louise Avenue intersection. Two driveways exist (inbound and outbound) on Louise Avenue roughly 100 feet east of Gray Avenue. As requested by City staff, all existing driveways will be closed and replaced with new driveways that are further from the Gray Avenue / Louise Avenue traffic signal.

Trip Generation. The proposed 90 room hotel project is projected to generate a total of 41 trips in the a.m. peak hour and 53 trips in the p.m. peak hour. As a comparison the existing Enterprise Rent-A-Car that will be eliminated is estimated to generate up to 66 trips during peak hours.

Project Traffic Operational Effects. The addition of project traffic will have a very minor effect on the length of delays at study intersections, but Level of Service will not change, and minimum City standards will continue to be satisfied. Resulting traffic volumes at the Louise Avenue intersections on Stafford Way would not satisfy peak hour traffic signal warrants. No capacity improvements are needed for this project.

Site Access. The project proposes access that is similar to that currently allowed without restriction to other businesses on Gray Avenue south of the Louise Avenue intersection. However, because the driveway is close to the Gray Avenue / Louise Avenue traffic signal, queueing is likely to periodically interfere with inbound project traffic and to block the view of exiting traffic. For that reason, it is recommended that the Gray Avenue driveway be limited to right turns only. A slightly longer throat depth is also recommended at the Gray Avenue driveway.



VICINITY MAP

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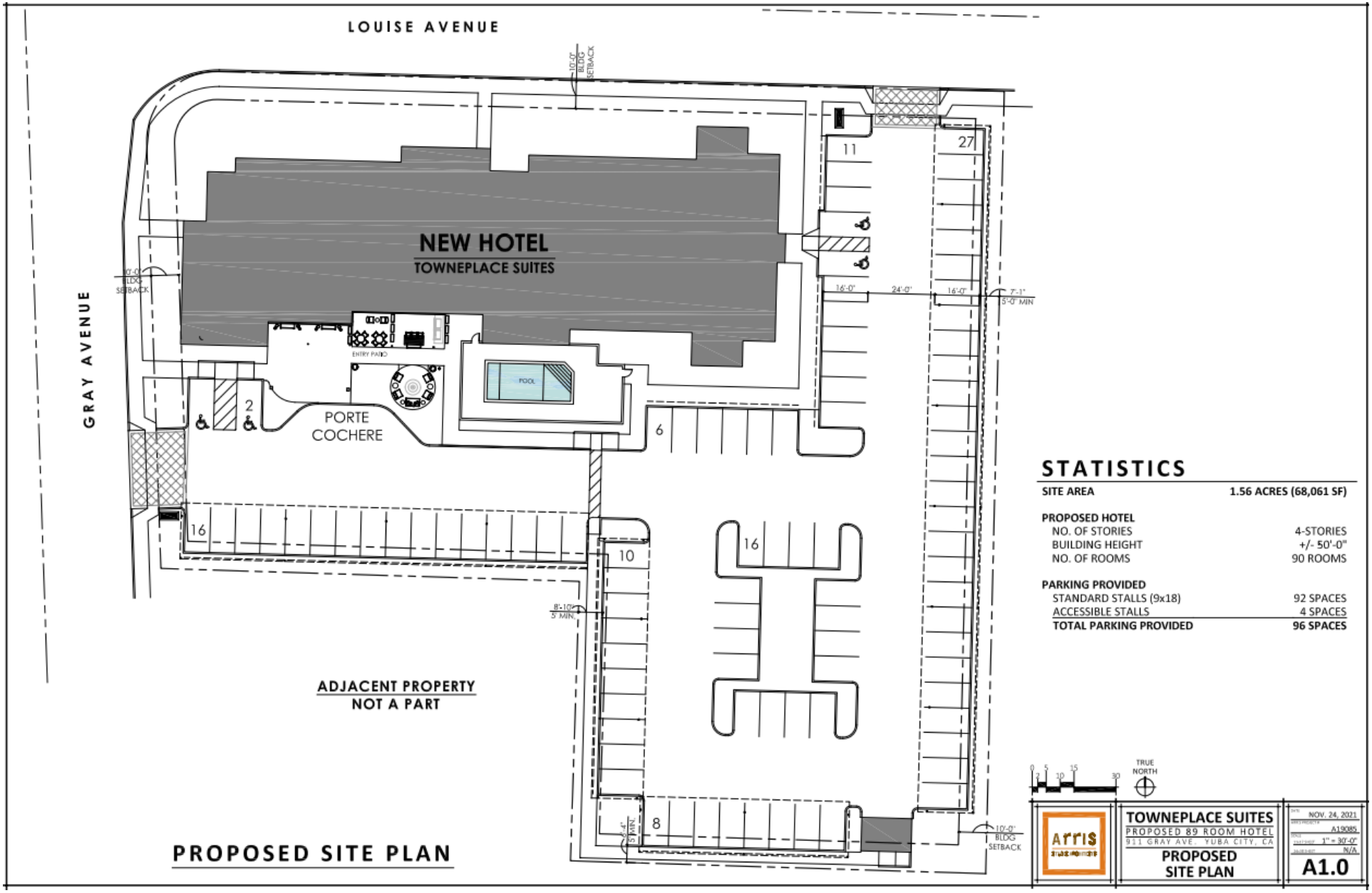
4840-01 RA 3/9/2022

figure 1



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SITE PLAN

4840-01 RA 3/9/2022

figure 2

EXISTING SETTING

Study Area

This traffic impact study presents analyses of traffic operating conditions at intersections within the area that may be affected by the proposed project. The limits of the study area were identified through discussions with Yuba City staff based on their knowledge of the community based on the results of previous traffic studies conducted for other development in southern Yuba City.

Roadways. The following information is a description of area roadways that provide vehicular access to the project site. These roadways are shown in Figure 3.

- **Gray Avenue** is a north-south minor arterial that extends north from Franklin Road across Colusa Avenue (SR 20) to Pease Road near the northern city limit. Gray Avenue is a 4-lane facility in the area of the proposed project. On-street parking is prohibited, and the posted speed limit is 35 mph.

- **Louise Avenue** is a two-lane east-west local street that originates in the commercial area near the SR 99 right of way and extends east for about 3,000 feet across Gray Avenue to Cooper Avenue. Along the project frontage the roadway is 40 feet wide (curb-to-curb) and on-street parking is allowed. A 25 mph commercial area prima facie speed limit is in effect.

- **Stafford Way** is a two-lane north-south local street that originates in the area south of Forbes Avenue and continues northerly for about a mile across Colusa Avenue to Queen Avenue. The roadway is 40 feet wide (curb-to-curb) and on-street parking is allowed. A 25 mph commercial area prima facie speed limit is in effect.

Intersections. The following information describes the study intersection.

The **Gray Avenue/ Louise Avenue intersection** is controlled by a traffic signal. Separate left turn lanes exist on each approach. The northbound left turn lane is 100 feet long but continues beyond that length along the project frontage as a Two-Way Left-Turn (TWLT) lane. The westbound left turn lane is 100 feet long and is preceded by a 60-foot bay taper. Crosswalks are striped across each leg of the intersection, and accessible ramps are provided.

Louise Avenue intersects Stafford Way at two "Tee" intersections that are offset by about 75 feet (centerline to centerline). Each Louise Avenue approach is controlled by a stop sign. There are no marked crosswalks at either location. Accessible ramps exist across the northern Louise Avenue approach. Streetlights exist at the intersection.

Existing Site access. The site has an existing driveway on Gray Avenue that is 60 feet south of the Louise Avenue intersection. Two driveways exist (inbound and outbound) on Louise Avenue roughly 100 feet east of Gray Avenue. All existing driveways will be closed and

preplaced with new driveways that are further from the Gray Avenue / Louise Avenue traffic signal.

Other Access. Access to the north side of Louise Avenue is available for the Travel Lodge roughly 390 feet beyond the Gray Avenue intersection. Measured centerline to centerline this driveway would be offset from the proposed project driveway by 135 feet. A full access driveway exists for a medical office building on the east side of Gray Avenue about 140 feet south of the proposed project's access (centerline-to-centerline).

Bicycle and Pedestrian Facilities, Transit

Class 2 bicycle lanes and sidewalks are provided along the length of Gray Avenue, and sidewalks exist on Louise Avenue. Crosswalks with push-button pedestrian activation are provided at the signalized Gray Avenue / Louise Avenue intersection.

Yuba-Sutter Transit provides fixed route bus service in the study area. Yuba-Sutter Transit Route 1 (Yuba City to Yuba College) has stops at the Gray Avenue / Louise venue intersection and connect the site with the Alturas / Shasta terminal.

Evaluation Methodology

The following is a description of the methods used in this impact study to analyze intersection operations.

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

Both signalized intersections and un-signalized stop sign controlled intersections have been analyzed using methods presented in the *Highway Capacity Manual, 6th Edition (HCM)*. "*Synchro*" traffic software has been used to calculate the levels of service at study intersections. The calculations utilize a 2% heavy vehicle component for all movements.

Un-signalized intersections with side street stop sign control have also been evaluated using HCM procedures. At side street stop-sign-controlled intersections, the LOS is presented for turning movements experiencing the most delay. This is typically a left turn made from the minor street stop-sign-controlled approach onto the major street.

TABLE 1 LEVEL OF SERVICE DEFINITIONS		
Level of Service	**Signalized Intersections**	**Unsignalized Intersection**
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay ≤ 10.0 sec	Little or no delay. Delay ≤ 10 sec/veh
"B"	Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and ≤ 20.0 sec	Short traffic delays. Delay > 10 sec/veh and ≤ 15 sec/veh
"C"	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and ≤ 35.0 sec	Average traffic delays. Delay > 15 sec/veh and ≤ 25 sec/veh
"D"	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and ≤ 55.0 sec	Long traffic delays. Delay > 25 sec/veh and ≤ 35 sec/veh
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and ≤ 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and ≤ 50 sec/veh
"F"	Total breakdown, stop-and-go operation. Delay > 80.0 sec	Intersection blocked by external causes. Delay > 50 sec/veh
Source: *Highway Capacity Manual, 6th Edition*		

Standards of Significance / Level of Service Thresholds. In this traffic impact study, the significance of the proposed project's effects on traffic operating conditions is based on a determination of whether project generated traffic results in roadway or intersection operating conditions below acceptable standards as defined by the governing agency. A project's effect on traffic conditions is considered significant if implementation of the project would result in LOS changing from levels considered acceptable to levels considered unacceptable, or if the project would significantly worsen an already unacceptable LOS without the project. Relevant policies for the study area consist of the following:

Yuba City General Plan (Adopted April 2004)

Implementing Policy 5.2-1-12 *(Traffic Level of Service)* of the General Plan's Transportation section states the following:

- Develop and manage the roadway system to obtain LOS D or better for all major roadways and intersections in the City. This policy does not extend to residential streets (i.e., streets with direct driveway access to homes) or bridges across the Feather River nor does the policy apply to state highways and their intersections, where Caltrans policies apply. Exceptions to LOS D policy may be allowed by the City Council in areas, such as downtown or near bridge crossings, where allowing a lower LOS would result in clear public benefits. Specific exceptions granted by the Council shall be added to the list of exceptions below:

- SR 20 (SR 99 to Feather River Bridge) – LOS F is acceptable;
- SR 20 (Feather River Bridge) – LOS F is acceptable;
- Bridge Street (SR 99 to Twin Cities Bridge) – LOS F is acceptable;
- Lincoln Road (New Bridge across the Feather River) – LOS F is acceptable;
- Bridge Street from North Palora Avenue to Second Street – LOS F is acceptable.

No new development will be approved unless it can be shown that the required level of service can be maintained on the affected roadways.

Based upon the above, the following standards and significance criteria have been used for this analysis to identify a significant impact.

- Cause level of service at a study intersection to degrade from LOS D or better to LOS E or F.

- Exacerbate the no project level of service at a study intersection operating at LOS E or F. Based upon direction provided by City staff for past studies in this area, exacerbation of unacceptable operations at a City signalized intersection is considered an impact if the proposed project causes an increase in the average vehicle delay of 5 seconds or more.

Signal Warrants. Traffic signal warrants are a series of standards which provide guidelines for determining if a traffic signal is an appropriate control. Signal warrant analyses are typically conducted at intersections of uncontrolled major streets and stop sign-controlled minor streets. If one or more signal warrants are met, signalization of the intersection may be appropriate. However, a signal should typically not be installed if none of the warrants are met, since the installation of signals would increase delays on the previously uncontrolled major street and may increase the occurrence of particular types of accidents.

For this traffic impact study, available data is limited to peak hour volumes. Therefore, un-signalized intersections were evaluated using the Peak Hour Warrant (Warrant Number 3) from the *California Manual on Uniform Traffic Control Devices (2014)*. This warrant was applied where the minor street experiences long delays in entering or crossing the major street for at least one hour of the day. It should also be noted that even if the Peak Hour Warrant is met, a more detailed signal warrant study is typically recommended before a signal is installed. The more detailed study should consider volumes during the eight highest hours of the day, pedestrian traffic, and accident histories.

Existing Traffic Conditions and Levels of Service

The following is a description of existing traffic operating conditions in the study area.

Existing Traffic Volumes. Peak hour traffic volume data was collected at study intersections in February 2022. In each case data was collected in 15-minute increments from 7:00 – 9:00 a.m. and 4:00 – 6:00 p.m. The contiguous one-hour periods with the highest volumes within the two-hour data collection period were used in this traffic impact study as the a.m. and p.m. peak hour.

Figure 3 presents the existing lane configurations and existing peak hour traffic volumes at these study intersections.

Existing Intersection Levels of Service. Table 2 presents a summary of existing peak hour Levels of Service at the three intersections. Level of Service calculations are provided in the Appendix. As shown in Table 2, the intersection currently operates satisfactorily within the minimum standards for Level of Service established by the City of Yuba City.

TABLE 2
EXISTING CONDITIONS
INTERSECTION LEVELS OF SERVICE

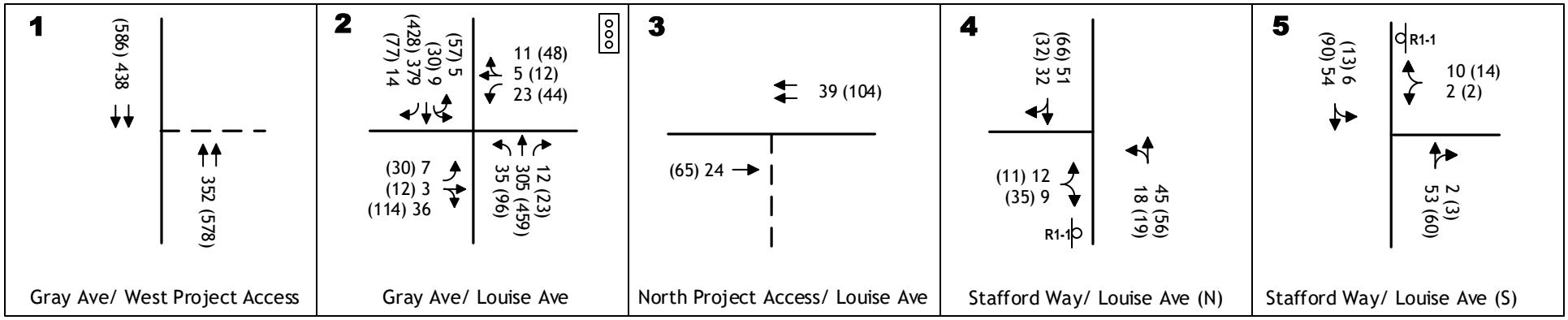
Intersection	Control	Existing			
		AM Peak Hour		PM Peak Hour	
		LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)
Gray Avenue / Louise Avenue	Signal	B	11.9	B	15.4
Stafford Way / Louise Avenue (N)	EB Stop	A	9.3	A	9.2
Stafford Way / Louise Avenue (S)	WB Stop	A	8.8	A	8.8

Traffic Signal Warrants. The current traffic volumes at the Louise Avenue intersections on Stafford Way were compared to MUTCD peak hour warrants to determine whether a traffic signal might already be justified. As noted in the attached worksheets, current volumes fall below the level that would satisfy warrant requirements.

95th Percentile Queues. The length of peak hour queues in the left turn lanes adjoining the site were quantified as a byproduct of the HCM LOS through simulation analysis, and the results are presented in Table 3. The average queue length and 95th percentile queues are shown.

TABLE 3
EXISTING CONDITIONS
PEAK HOUR 95TH PERCENTILE QUEUES AT INTERSECTION

Intersection	Lane	Storage (feet)	Existing					
			AM Peak Hour			PM Peak Hour		
			Volume (vph)	Queue (feet)		Volume (vph)	Queue (feet)	
				Average	95th %		Average	95th %
Gray Avenue / Louise Avenue	WB left	100	23	<25	35	44	25	60
	WB thru	-	16	<25	30	60	30	55
	NB left	100	35	30	65	96	50	85
	NB thru (2)	-	317	30	65	482	65	105



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Transportation Engineers

EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

4840-01 RA 3/9/2022

figure 3

PROJECT TRAFFIC OPERATIONAL EFFECTS

Development of the proposed project would attract additional traffic to the site. This section of the traffic impact study identifies the assumptions made regarding the travel characteristics of the project and describes the effects of project-related traffic relative to existing traffic conditions in the study area.

Project Characteristics

Parking. The 90 room hotel project provides 96 on-site parking spaces. City code requires one space per room plus 1 space for each 2 employees plus stalls as required for associated facilities.

Trip Generation. Development of the project would generate new vehicle trips and potentially affect traffic operations at the study intersections. The number of vehicle trips that are expected to be generated by development of the proposed project has been estimated using published trip generation data. The Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 11th Edition*, has been used where available.

The Trip Generation Manual was reviewed to identify the land use category that is most similar to the project. Rates are available for Hotels (Code 310) based on the number of rooms, and these rates have been employed, as noted in Table 4.

The identified trip generation rates have been applied and the resulting trip generation estimates are presented in Table 4. As shown, the proposed project is projected to generate a gross total of 719 daily trips with 41 trips in the a.m. peak hour and 53 trips in the p.m. peak hour.

TABLE 4
TRIP GENERATION RATES AND FORECAST

Land Use	Quantity	Trips per Unit						
			AM Peak Hour			PM Peak Hour		
		Daily	In	Out	Total	In	Out	Total
Proposed Project								
Hotel	room	7.99	56%	44%	0.46	51%	49%	0.59
TownPlace Suites	90 rooms	719	23	18	41	27	26	53
Estimate for Existing Use on Site								
Rental Car Lot[1]	1,000 sf of lot	12.7	55%	45%	0.50	50%	50%	1.00
Enterprise Rent-A-Car	48	610	13	11	24	24	24	48
Enterprise Rent-A-Car[2]	-	660	33	33	66	33	33	66

[1] Source: Crain & Associates, 2007

[2] J2 Engineering, Scottsdale, AZ Enterprise Rent-A-Car Transportation Impact and Mitigation Analysis, 1/30/2015

KDA

No ITE rates are available for rental car facilities, and an on-line search was conducted for information relating to this type of use in a "non-airport" setting. A 2007 study conducted by Crain & Associates identified rates, and a 2015 study by J2 Engineering estimated rates based on the number of reported transactions at other facilities. As shown, forecasts derived from both sources result in estimates for the current site use that are similar to those associated with the TownPlace Suites project. Thus the proposed projects required traffic effects would be similar to those already occurring with Enterprise Rent-A-Car.

Trip Distribution. The geographic distribution of vehicle trips associated with the proposed development has been based on existing traffic patterns, the location of residences within the project's trade area and the location of similar competing uses. Table 5 presents the geographic trip distribution percentages for the project's primary and pass-by trips used for this analysis.

TABLE 5
TRIP DISTRIBUTION ASSUMPTIONS

Direction	Route	Percent of Total Trips
North	Gray Avenue	55%
	Stafford Way	5%
East	Louise Avenue beyond Stafford Way	5%
South	Stafford Way	5%
	Gray Avenue	25%
West	Louise Avenue beyond Gray Avenue	5%
	Total	100%

Trip Assignment. The trips associated with the project were directed to the study area circulation system via the project's two access points. This assignment assumes that both driveways are generally "recognizable" to guests and employees. Figure 4 displays the "project only" traffic volumes for each driveway and for the study intersections during the a.m. and p.m. peak hours.

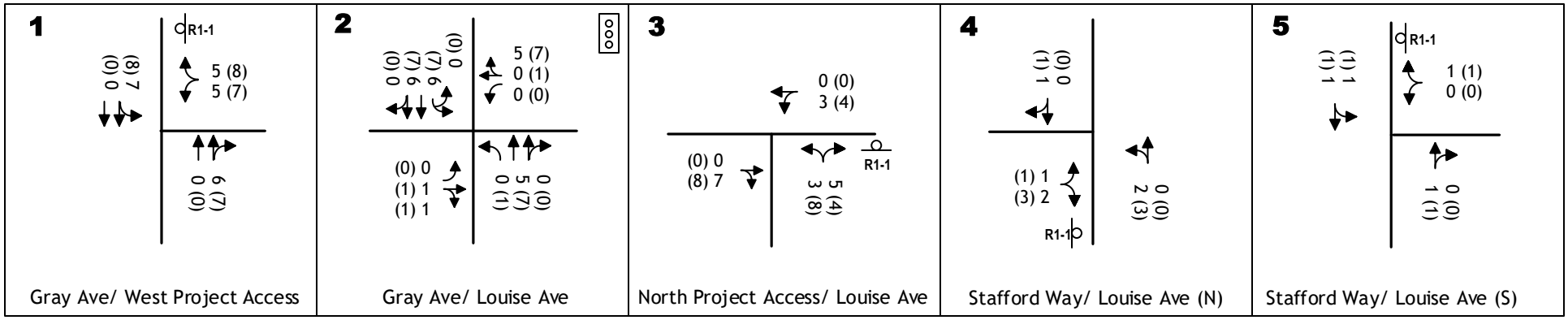
Existing plus Project Effects

Traffic Volumes. To evaluate traffic effects of the project its trips were superimposed onto current background traffic volumes and Figure 5 displays the resulting "Existing Plus Project" traffic volumes anticipated at each study intersection during the peak hours. This "worst case" method did not attempt to subtract the trips currently generated by Enterprise Rent-A-Car and already using each intersection. The resulting volumes were then employed to calculate operating Levels of Service, queueing and traffic signal warrants.

Level of Service. Table 6 displays the peak hour LOS at each study intersection under the Existing plus Project conditions. As shown, because the project's trip generation is relatively small, the addition of project generated traffic is projected to result in relatively minor increases in delay and no change in LOS. All intersections will continue to operate at LOS D or better. The project driveways would operate at LOS A or B. The effects of the project are consistent with the Circulation goals and policies of the Yuba City General Plan. LOS calculations were made for the project's driveways and are included in the appendix. The Gray Avenue driveway operates at LOS B and the Louise Avenue driveway operates at LOS A.

Project Effects on Peak Period Queues. Average and 95th percentile queue lengths have been determined on the approaches abutting the project at the Gray Avenue / Louise Avenue intersection as a byproduct of HCM Level of Service Analysis. The results are presented in Table 7 along with the peak hour traffic volumes in applicable lanes. As noted, no appreciable change results from the project, and with the addition of project traffic the 95th percentile queues in the westbound and northbound lanes do not reach the length that might interfere with use of the proposed site access.

Traffic Signal Warrants. The small amount of traffic added by the project does not result in any unsignalized intersection carrying volumes that meet peak hour traffic signal warrants.

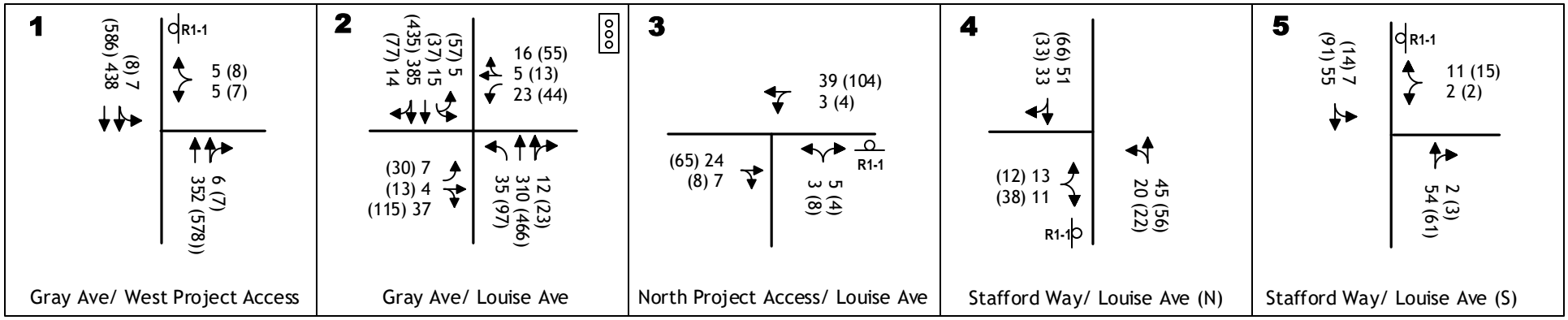


PROJECT ONLY TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
Transportation Engineers

4840-01 RA 3/9/2022

figure 4



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Transportation Engineers

EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

4840-01 RA 3/9/2022

figure 5

TABLE 6
EXISTING PLUS PROJECT CONDITIONS
INTERSECTION LEVELS OF SERVICE

Intersection	Control	AM Peak Hour				PM Peak Hour			
		Existing		Existing Plus Project		Existing		Existing Plus Project	
		LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)
Gray Avenue / Louise Avenue	Signal	B	11.9	B	12.2	B	15.4	B	15.6
Stafford Way / Louise Avenue (N)	EB Stop	A	9.3	A	9.4	A	9.2	A	9.3
Stafford Way / Louise Avenue (S)	WB Stop	A	8.8	A	8.8	A	8.8	A	9.2

TABLE 7
EXISTING PLUS PROJECT CONDITIONS
PEAK HOUR 95TH PERCENTILE QUEUES AT INTERSECTIONS

Intersection	Lane	Storage (feet)	Existing											
			AM Peak Hour						PM Peak Hour					
			Existing			Existing Plus Project			Existing			Existing Plus Project		
			Volume (vph)	Queue (feet)		Volume (vph)	Queue (feet)		Volume (vph)	Queue (feet)		Volume (vph)	Queue (feet)	
				Ave	95th %		Ave	95th %		Ave	95th %		Ave	95th %
Gray Avenue / Louise Avenue	WB left	100	23	<25	35	23	<25	35	44	25	60	44	25	60
	WB thru	-	16	<25	30	21	25	35	60	30	55	68	35	60
	NB left	100	35	25	60	35	25	60	96	50	85	97	55	100
	NB thru (2)	-	317	30	65	322	25	65	482	65	105	489	65	105
Gray Avenue / Access	SB left		-	-	-	7	<25	25	-	-	-	8	<25	30
	WB	-	-	-	-		<25	30	-	-	-		<25	40

Site Access Evaluation

The feasibility of access to the site as proposed has been evaluated with regards to these key issues:

- Legality of Access
- Proximity to other driveways
- Interference from queues at the Gray Avenue / Louise Avenue intersection
- Adequacy of driveway throats for waiting vehicles
- Sight distance

The project proposes full access on Gray Avenue in the area south of the Louise Avenue intersection. While a raised median has been installed along Gray Avenue to the north between Colusa Avenue and Louise Avenue to limit left turns, full access is permitted south of Louise Avenue via the existing Two-Way Left-Turn (TWLT) lane. The feasibility full access for the project depends on the layout of the intersection striping for "legal access" and on the extent to which queues at the traffic signal interfere with access to the driveway.

Legal Access. Today the left turn lane on northbound Gray Avenue ends 100 feet out of the intersection, and from that point the opening for the turn lane continues for about 60 feet to the project's property line. The TWLT lane begins at that point. The proposed driveway lies within the left turn lane opening, and it is legal under the CVC to cross the yellow stripe at that location when turning left. The project's access is "legal".

Because a legal southbound left turn would need to begin in the southbound through lane, the City could consider restriping Gray Avenue to shorten the left turn lane, move the opening to the north and extend the TWLT striping to the north into the area of the driveway. However, it appears that during the p.m. peak hour knowledgeable locals use Louise Avenue to cut through to the Rocca Way signal on Colusa Avenue. As a result, nearly 100 vehicles turned left in the p.m. peak hour. With this volume, shortening the northbound left turn lane is not recommended.

The Louise Avenue access is within a section of the street with a center line stripe, and access is legal at this location.

Proximity to Other Driveways. The locations of existing driveways in the vicinity of the proposed project were reviewed to determine whether any safety concerns may be anticipated.

There are no driveways on Louise Avenue across from the project site, but full access to the north side of Louise Avenue is available for the Travel Lodge roughly 390 feet beyond the Gray Avenue intersection. Measured centerline to centerline this driveway would be offset from the proposed project's new driveway by 135 feet. The orientation of the offset is such that westbound left turns into the project and eastbound left turns into Travel Lodge would both occur in this area. However, this layout should work acceptably because the volume of vehicles turning left into the proposed project is low (i.e., < 3 to 4 vehicles per hour), the background traffic volume on Louise Avenue is low and such turns would originate on opposite sides of the roadway centerline and not within a common turn area.

The are no driveways on Gray Avenue across from the proposed project, but a driveway exists for a medical office building on the east side of Gray Avenue about 140 feet south of the proposed project's access (centerline to centerline). In this case a driver might be turning left out from the project when a driver is exiting the office driveway. However, this location provides adequate distance for turning motorists to notice each other and stop if necessary. Moving the project driveway to increase the distance between these locations would shorter the separation between the driveway and the Louise Avenue traffic signal, which would be undesirable. No changes are recommended.

Effects of Traffic Signal Queues. The effects of queues created at the Gray Avenue / Louise Avenue traffic signal on the project's Gray Avenue access is considered in this report section and in the subsequent evaluation of sight distance. As was noted in Table 7, queues in the northbound through lanes on Gray Avenue that extended to the project driveway and block access are unlikely. The frequency and duration of blockage would not indicate that access is not feasible at this location.

However, the length of the forecast queue in the northbound left turn lane would have an effect on southbound motorists maneuvering to turn left into the site. As the 95th percentile queue extends for 100 feet in the p.m. peak hour, only 30 feet remains for a motorist to complete the turn. Because this could result in vehicles interfering with through traffic, it is recommended that southbound left turns into the site be prohibited at this driveway.

Driveway Throat Depth. The area available for vehicles waiting to exit at each driveway was identified from the site plan in order to determine whether exiting traffic may delay entering vehicles and potentially create a safety issue on adjacent streets.

Both locations have perpendicular parking that begins just inside of the property line about 10 feet beyond the Gray Avenue sidewalk and somewhat closer to the sidewalk on Louise Avenue. Thus, one vehicle waiting behind the sidewalk would block access to the first parking spaces. This configuration is not appreciably different from that at the adjoining medical office building driveway.

Review of the queuing analysis results reveals that the 95th queue on the westbound approach at the Gray Avenue driveway would be 40 feet in the p.m. peak hour. This queue would block access to the accessible parking stalls, but as the turnover in the spaces is unlikely to be frequent, this is unlikely to become an issue.

Any movement into and out of the first few parking spaces along the Gray Avenue entrance would temporarily block access into the site. Ideally the site layout should provide space for at least one waiting vehicle (i.e., 20 feet) between the sidewalk and the first parking stall to provide space outside of the flow of traffic on Gray Avenue for an entering vehicle that was forced to wait by a parking maneuver.

Sight Distance at Driveways. The adequacy of sight distance at each driveway has been reviewed. The view in each direction was evaluated within the context of minimum stopping

sight distance requirements based on review of roadway alignment and the effects of vehicle queuing at the adjoining Gray Avenue / Louise Avenue intersection.

Minimum Stopping Sight Distance (MSSD) requirements are outlined in Table 201.1 of the Caltrans Highway Design Manual (HDM). The MSSD is 250 feet at the 35 mph speed limit on Gray Avenue and is 150 feet at the 25 mph speed on Louise Avenue.

At the Gray Avenue driveway a motorist looking south from the driveway would have an unobstructed view of northbound traffic, and sight distance requirements would be met. Looking to the north, southbound vehicles 250 feet from the driveway would be north of the limits of the Gray Avenue / Louise Avenue intersection, and the view of arriving vehicles from the driveway could be obstructed by vehicles queuing at the intersection. The queuing analysis indicated that normally that queue would be fifty feet (average queue), but when a pedestrian crosses Gray Avenue the queue could be up to 100 feet long. These queues will dissipate quickly, and most of the time the view would satisfy HDM standards. However, the City of Yuba City could consider prohibiting outbound left turns at the driveway.

Sight distance is not an issue at the Louise Avenue access because the view is clear in both directions and any westbound queues from the Gray Avenue signal are not in the line of sight.

Conclusions Regarding Access. The project proposes access that is similar to that currently allowed without restriction to other businesses on Gray Avenue south of the Louise Avenue intersection. However, because the driveway is very close to the Gray Avenue / Louise Avenue traffic signal, queueing is likely to periodically interfere with inbound traffic and block the view of exiting traffic. For that reason, it is recommended that the Gray Avenue driveway be limited to right turns only. In addition, space for one vehicle between the sidewalk and the first parking stall should be provided at the Gray Avenue driveway.

APPENDICES

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	50	29	20	44	401	18	498
v/c Ratio	0.01	0.06	0.04	0.02	0.06	0.16	0.02	0.22
Control Delay	25.1	6.7	23.7	9.9	22.7	8.4	24.5	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	6.7	23.7	9.9	22.7	8.4	24.5	10.1
Queue Length 50th (ft)	0	0	0	0	0	0	1	0
Queue Length 95th (ft)	17	19	38	14	51	111	28	137
Internal Link Dist (ft)		1058		217		129		2112
Turn Bay Length (ft)	100		100				180	
Base Capacity (vph)	754	804	754	818	754	2750	754	2628
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.06	0.04	0.02	0.06	0.15	0.02	0.19

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	3	36	23	5	11	35	305	12	14	379	14
Future Volume (veh/h)	7	3	36	23	5	11	35	305	12	14	379	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	4	46	29	6	14	44	386	15	18	480	18
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	11	126	68	55	128	97	965	37	44	862	32
Arrive On Green	0.01	0.09	0.09	0.04	0.11	0.11	0.05	0.28	0.28	0.02	0.25	0.25
Sat Flow, veh/h	1781	128	1476	1781	498	1163	1781	3488	135	1781	3493	131
Grp Volume(v), veh/h	9	0	50	29	0	20	44	196	205	18	244	254
Grp Sat Flow(s),veh/h/ln	1781	0	1605	1781	0	1661	1781	1777	1846	1781	1777	1847
Q Serve(g_s), s	0.2	0.0	0.9	0.5	0.0	0.3	0.8	2.9	2.9	0.3	3.8	3.8
Cycle Q Clear(g_c), s	0.2	0.0	0.9	0.5	0.0	0.3	0.8	2.9	2.9	0.3	3.8	3.8
Prop In Lane	1.00		0.92	1.00		0.70	1.00		0.07	1.00		0.07
Lane Grp Cap(c), veh/h	23	0	137	68	0	184	97	491	511	44	439	456
V/C Ratio(X)	0.39	0.00	0.37	0.42	0.00	0.11	0.45	0.40	0.40	0.40	0.56	0.56
Avail Cap(c_a), veh/h	301	0	271	301	0	280	301	855	888	301	855	889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	13.8	15.0	0.0	12.8	14.7	9.4	9.4	15.4	10.5	10.5
Incr Delay (d2), s/veh	10.3	0.0	1.6	4.1	0.0	0.3	3.3	0.5	0.5	5.8	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.3	0.2	0.0	0.1	0.3	0.9	0.9	0.2	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	0.0	15.5	19.2	0.0	13.1	17.9	9.9	9.9	21.2	11.6	11.6
LnGrp LOS	C	A	B	B	A	B	B	A	A	C	B	B
Approach Vol, veh/h		59			49			445			516	
Approach Delay, s/veh		17.1			16.7			10.7			11.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	13.5	5.8	7.3	6.3	12.5	5.0	8.1
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Max Green Setting (Gmax), s	5.4	15.4	5.4	5.4	5.4	15.4	5.4	5.4
Max Q Clear Time (g_c+I1), s	2.3	4.9	2.5	2.9	2.8	5.8	2.2	2.3
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	2.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	9	18	45	51	32
Future Vol, veh/h	12	9	18	45	51	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	12	23	58	65	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	190	86	106	0	-	0
Stage 1	86	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	799	973	1485	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	786	973	1485	-	-	-
Mov Cap-2 Maneuver	786	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	920	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1485	-	857	-	-
HCM Lane V/C Ratio	0.016	-	0.031	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	10	53	2	6	54
Future Vol, veh/h	2	10	53	2	6	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	68	3	8	69

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	155	70	0	0	71	0
Stage 1	70	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	836	993	-	-	1529	-
Stage 1	953	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	832	993	-	-	1529	-
Mov Cap-2 Maneuver	832	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	933	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	962	1529	-
HCM Lane V/C Ratio	-	-	0.016	0.005	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

1: PROJ DWY & GRAY AVE Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	0.5	0.9	0.7

2: GRAY AVE & LOUISE AVE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.6	0.1	0.0	0.2	0.1
Total Del/Veh (s)	6.3	10.1	5.7	6.3	6.2

3: PROJ DWY & LOUISE AVE/LOUISE AVE (N) Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	0.1	0.4

4: STAFFORD WAY & LOUISE AVE (N) Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	2.7	0.5	0.4	0.8

5: LOUISE AVE (S) & STAFFORD WAY Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	2.6	0.5	0.1	0.6

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.4

Intersection: 1: PROJ DWY & GRAY AVE

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 2: GRAY AVE & LOUISE AVE

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	29	54	29	49	71	85	96	30	117	158
Average Queue (ft)	6	22	13	8	24	30	26	13	36	37
95th Queue (ft)	24	52	35	30	61	66	63	37	84	93
Link Distance (ft)		1084		207	139	139	139		2156	2156
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100		100					180		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: PROJ DWY & LOUISE AVE/LOUISE AVE (N)

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 4: STAFFORD WAY & LOUISE AVE (N)

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	30
Average Queue (ft)	12	1
95th Queue (ft)	35	10
Link Distance (ft)	337	51
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: LOUISE AVE (S) & STAFFORD WAY

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	11
95th Queue (ft)	33
Link Distance (ft)	1066
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	31	130	45	61	99	497	90	520
v/c Ratio	0.08	0.25	0.11	0.13	0.22	0.31	0.20	0.33
Control Delay	31.2	7.9	29.8	10.2	26.8	16.6	27.6	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	7.9	29.8	10.2	26.8	16.6	27.6	16.8
Queue Length 50th (ft)	7	3	9	3	20	45	18	46
Queue Length 95th (ft)	48	46	62	33	108	181	102	190
Internal Link Dist (ft)		1058		217		129		2112
Turn Bay Length (ft)	100		100				180	
Base Capacity (vph)	484	838	549	847	791	2424	726	2321
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.16	0.08	0.07	0.13	0.21	0.12	0.22

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	12	114	44	12	48	96	459	23	87	428	77
Future Volume (veh/h)	30	12	114	44	12	48	96	459	23	87	428	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	12	118	45	12	49	99	473	24	90	441	79
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	19	184	95	45	184	162	904	46	154	777	138
Arrive On Green	0.04	0.13	0.13	0.05	0.14	0.14	0.09	0.26	0.26	0.09	0.26	0.26
Sat Flow, veh/h	1781	148	1459	1781	321	1313	1781	3442	174	1781	3014	536
Grp Volume(v), veh/h	31	0	130	45	0	61	99	244	253	90	259	261
Grp Sat Flow(s),veh/h/ln	1781	0	1608	1781	0	1634	1781	1777	1839	1781	1777	1774
Q Serve(g_s), s	0.7	0.0	3.0	1.0	0.0	1.3	2.1	4.6	4.6	1.9	4.9	5.0
Cycle Q Clear(g_c), s	0.7	0.0	3.0	1.0	0.0	1.3	2.1	4.6	4.6	1.9	4.9	5.0
Prop In Lane	1.00		0.91	1.00		0.80	1.00		0.09	1.00		0.30
Lane Grp Cap(c), veh/h	70	0	202	95	0	229	162	467	483	154	458	457
V/C Ratio(X)	0.44	0.00	0.64	0.47	0.00	0.27	0.61	0.52	0.52	0.59	0.56	0.57
Avail Cap(c_a), veh/h	338	0	552	384	0	603	612	1294	1339	521	1203	1200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	16.2	17.9	0.0	15.0	17.1	12.3	12.3	17.2	12.6	12.6
Incr Delay (d2), s/veh	4.3	0.0	3.4	3.6	0.0	0.6	3.7	0.9	0.9	3.5	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.1	0.4	0.0	0.4	0.9	1.6	1.6	0.8	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	0.0	19.6	21.5	0.0	15.6	20.7	13.2	13.2	20.7	13.7	13.7
LnGrp LOS	C	A	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		161			106			596			610	
Approach Delay, s/veh		20.2			18.1			14.4			14.7	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	14.8	6.7	9.5	8.2	14.7	6.1	10.1
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Max Green Setting (Gmax), s	11.4	28.4	8.4	13.4	13.4	26.4	7.4	14.4
Max Q Clear Time (g_c+I1), s	3.9	6.6	3.0	5.0	4.1	7.0	2.7	3.3
Green Ext Time (p_c), s	0.1	3.0	0.0	0.4	0.1	3.1	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	35	19	56	66	32
Future Vol, veh/h	11	35	19	56	66	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	40	22	64	75	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	201	93	111	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	788	964	1479	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	776	964	1479	-	-	-
Mov Cap-2 Maneuver	776	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	916	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1479	-	911	-	-
HCM Lane V/C Ratio	0.015	-	0.057	-	-
HCM Control Delay (s)	7.5	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	14	60	3	13	90
Future Vol, veh/h	2	14	60	3	13	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	16	68	3	15	102

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	202	70	0	0	71	0
Stage 1	70	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	787	993	-	-	1529	-
Stage 1	953	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	779	993	-	-	1529	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1529	-
HCM Lane V/C Ratio	-	-	0.019	0.01	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

1: PROJ DWY & GRAY AVE Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	0.9	1.2	1.0

2: GRAY AVE & LOUISE AVE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.9	0.0	0.0	0.3	0.2
Total Del/Veh (s)	11.1	14.5	9.9	11.4	11.0

3: PROJ DWY & LOUISE AVE/LOUISE AVE (N) Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	0.8	0.2	0.5

4: STAFFORD WAY & LOUISE AVE (N) Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.7	0.4	0.4	1.1

5: LOUISE AVE (S) & STAFFORD WAY Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	2.4	0.3	0.3	0.4

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	12.6

Intersection: 1: PROJ DWY & GRAY AVE

Movement	NB
Directions Served	T
Maximum Queue (ft)	32
Average Queue (ft)	1
95th Queue (ft)	11
Link Distance (ft)	1778
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: GRAY AVE & LOUISE AVE

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	51	75	67	52	93	139	116	95	99	160
Average Queue (ft)	23	41	26	31	47	62	55	51	56	76
95th Queue (ft)	52	71	57	53	85	105	98	88	89	132
Link Distance (ft)		1084		207	139	139	139		2156	2156
Upstream Blk Time (%)						0				
Queuing Penalty (veh)						0				
Storage Bay Dist (ft)	100		100					180		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: PROJ DWY & LOUISE AVE/LOUISE AVE (N)

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 4: STAFFORD WAY & LOUISE AVE (N)

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	54	31
Average Queue (ft)	24	3
95th Queue (ft)	51	19
Link Distance (ft)	337	51
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: LOUISE AVE (S) & STAFFORD WAY

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	31
Average Queue (ft)	13	2
95th Queue (ft)	35	15
Link Distance (ft)	1066	51
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	352	6	7	438
Future Vol, veh/h	5	5	352	6	7	438
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	383	7	8	476

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	641	195	0	0	390	0
Stage 1	387	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	407	814	-	-	1165	-
Stage 1	656	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	403	814	-	-	1165	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	758	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	403	814	1165	-
HCM Lane V/C Ratio	-	-	0.013	0.007	0.007	-
HCM Control Delay (s)	-	-	14.1	9.5	8.1	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	52	29	26	44	407	25	505
v/c Ratio	0.01	0.07	0.04	0.03	0.06	0.16	0.03	0.22
Control Delay	25.3	6.8	23.9	9.1	22.9	8.4	24.3	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.3	6.8	23.9	9.1	22.9	8.4	24.3	10.2
Queue Length 50th (ft)	1	0	1	0	1	0	0	0
Queue Length 95th (ft)	17	19	38	15	51	112	34	139
Internal Link Dist (ft)		1058		217		129		2112
Turn Bay Length (ft)	100		100				180	
Base Capacity (vph)	737	792	737	797	737	2751	737	2627
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.07	0.04	0.03	0.06	0.15	0.03	0.19

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	4	37	23	5	16	35	310	12	20	385	14
Future Volume (veh/h)	7	4	37	23	5	16	35	310	12	20	385	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	5	47	29	6	20	44	392	15	25	487	18
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	14	132	68	44	146	97	938	36	60	866	32
Arrive On Green	0.01	0.09	0.09	0.04	0.12	0.12	0.05	0.27	0.27	0.03	0.25	0.25
Sat Flow, veh/h	1781	155	1454	1781	379	1264	1781	3490	133	1781	3495	129
Grp Volume(v), veh/h	9	0	52	29	0	26	44	199	208	25	247	258
Grp Sat Flow(s),veh/h/ln	1781	0	1609	1781	0	1643	1781	1777	1846	1781	1777	1847
Q Serve(g_s), s	0.2	0.0	1.0	0.5	0.0	0.5	0.8	3.0	3.0	0.4	3.9	3.9
Cycle Q Clear(g_c), s	0.2	0.0	1.0	0.5	0.0	0.5	0.8	3.0	3.0	0.4	3.9	3.9
Prop In Lane	1.00		0.90	1.00		0.77	1.00		0.07	1.00		0.07
Lane Grp Cap(c), veh/h	23	0	146	68	0	190	97	478	496	60	441	458
V/C Ratio(X)	0.39	0.00	0.36	0.43	0.00	0.14	0.45	0.42	0.42	0.42	0.56	0.56
Avail Cap(c_a), veh/h	297	0	269	297	0	274	297	846	879	297	846	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	13.8	15.2	0.0	12.8	14.8	9.7	9.7	15.3	10.6	10.6
Incr Delay (d2), s/veh	10.4	0.0	1.5	4.2	0.0	0.3	3.3	0.6	0.6	4.6	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.3	0.2	0.0	0.2	0.3	0.9	0.9	0.2	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	0.0	15.3	19.4	0.0	13.2	18.1	10.3	10.3	19.9	11.8	11.7
LnGrp LOS	C	A	B	B	A	B	B	B	B	B	B	B
Approach Vol, veh/h		61			55			451			530	
Approach Delay, s/veh		16.9			16.4			11.1			12.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	13.3	5.8	7.5	6.4	12.6	5.0	8.3
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Max Green Setting (Gmax), s	5.4	15.4	5.4	5.4	5.4	15.4	5.4	5.4
Max Q Clear Time (g_c+I1), s	2.4	5.0	2.5	3.0	2.8	5.9	2.2	2.5
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	2.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	7	3	39	5	3
Future Vol, veh/h	24	7	3	39	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	8	3	42	5	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	78	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1578	-	925	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	974	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1578	-	923	1044
Mov Cap-2 Maneuver	-	-	-	-	923	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	972	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	965	-	-	1578	-
HCM Lane V/C Ratio	0.009	-	-	0.002	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	11	20	45	51	33
Future Vol, veh/h	13	11	20	45	51	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	14	26	58	65	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	196	86	107	0	-	0
Stage 1	86	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	793	973	1484	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	779	973	1484	-	-	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	2.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1484	-	857	-	-
HCM Lane V/C Ratio	0.017	-	0.036	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	11	54	2	7	55
Future Vol, veh/h	2	11	54	2	7	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	69	3	9	71

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	160	71	0	0	72	0
Stage 1	71	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	831	991	-	-	1528	-
Stage 1	952	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	826	991	-	-	1528	-
Mov Cap-2 Maneuver	826	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	928	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	961	1528	-
HCM Lane V/C Ratio	-	-	0.017	0.006	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

1: PROJ DWY & GRAY AVE Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	5.7	0.7	0.8	0.8

2: GRAY AVE & LOUISE AVE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.5	0.2	0.0	0.1	0.1
Total Del/Veh (s)	4.5	7.8	3.3	4.5	4.1

3: PROJ DWY & LOUISE AVE/LOUISE AVE (N) Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.8	0.2	3.5	0.7

4: STAFFORD WAY & LOUISE AVE (N) Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	2.6	0.5	0.6	0.9

5: LOUISE AVE (S) & STAFFORD WAY Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	2.4	0.5	0.3	0.5

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	5.5

Intersection: 1: PROJ DWY & GRAY AVE

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	46	31
Average Queue (ft)	8	4
95th Queue (ft)	30	22
Link Distance (ft)	457	139
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: GRAY AVE & LOUISE AVE

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	30	50	48	35	71	70	90	53	74	142
Average Queue (ft)	3	16	11	13	26	25	22	18	32	30
95th Queue (ft)	18	41	35	35	51	55	67	45	60	82
Link Distance (ft)		1090		213	139	139	139		2156	2156
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100		100					180		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: PROJ DWY & LOUISE AVE/LOUISE AVE (N)

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	7
95th Queue (ft)	29
Link Distance (ft)	475
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: STAFFORD WAY & LOUISE AVE (N)

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	31
Average Queue (ft)	18	2
95th Queue (ft)	40	15
Link Distance (ft)	337	51
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: LOUISE AVE (S) & STAFFORD WAY

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	11
95th Queue (ft)	33
Link Distance (ft)	1066
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	8	578	7	8	586
Future Vol, veh/h	7	8	578	7	8	586
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	9	628	8	9	637

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	969	318	0	0	636	0
Stage 1	632	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	251	678	-	-	943	-
Stage 1	492	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	247	678	-	-	943	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	374	943	-
HCM Lane V/C Ratio	-	-	0.044	0.009	-
HCM Control Delay (s)	-	-	15.1	8.9	0.1
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	31	132	45	70	100	504	97	527
v/c Ratio	0.08	0.26	0.11	0.15	0.22	0.31	0.22	0.33
Control Delay	31.3	8.0	30.0	9.8	26.9	16.8	27.7	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	8.0	30.0	9.8	26.9	16.8	27.7	16.8
Queue Length 50th (ft)	7	3	9	3	20	46	20	47
Queue Length 95th (ft)	48	46	62	36	109	184	109	193
Internal Link Dist (ft)		1058		217		129		2112
Turn Bay Length (ft)	100		100				180	
Base Capacity (vph)	483	838	548	847	789	2419	724	2319
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.16	0.08	0.08	0.13	0.21	0.13	0.23

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	13	115	44	13	55	97	466	23	94	435	77
Future Volume (veh/h)	30	13	115	44	13	55	97	466	23	94	435	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	13	119	45	13	57	100	480	24	97	448	79
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	20	186	95	43	188	163	899	45	160	784	137
Arrive On Green	0.04	0.13	0.13	0.05	0.14	0.14	0.09	0.26	0.26	0.09	0.26	0.26
Sat Flow, veh/h	1781	158	1451	1781	303	1328	1781	3444	172	1781	3022	530
Grp Volume(v), veh/h	31	0	132	45	0	70	100	247	257	97	262	265
Grp Sat Flow(s),veh/h/ln	1781	0	1609	1781	0	1631	1781	1777	1839	1781	1777	1775
Q Serve(g_s), s	0.7	0.0	3.1	1.0	0.0	1.5	2.1	4.7	4.7	2.1	5.0	5.1
Cycle Q Clear(g_c), s	0.7	0.0	3.1	1.0	0.0	1.5	2.1	4.7	4.7	2.1	5.0	5.1
Prop In Lane	1.00		0.90	1.00		0.81	1.00		0.09	1.00		0.30
Lane Grp Cap(c), veh/h	70	0	206	95	0	231	163	464	480	160	461	461
V/C Ratio(X)	0.44	0.00	0.64	0.47	0.00	0.30	0.62	0.53	0.53	0.61	0.57	0.57
Avail Cap(c_a), veh/h	335	0	548	381	0	597	607	1283	1329	516	1193	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	16.3	18.1	0.0	15.1	17.2	12.5	12.5	17.2	12.6	12.7
Incr Delay (d2), s/veh	4.3	0.0	3.3	3.6	0.0	0.7	3.7	1.0	0.9	3.7	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.1	0.4	0.0	0.5	0.9	1.6	1.7	0.9	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	0.0	19.6	21.7	0.0	15.9	20.9	13.4	13.4	20.9	13.7	13.8
LnGrp LOS	C	A	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		163			115			604			624	
Approach Delay, s/veh		20.2			18.1			14.7			14.9	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	14.9	6.7	9.6	8.2	14.8	6.2	10.2
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Max Green Setting (Gmax), s	11.4	28.4	8.4	13.4	13.4	26.4	7.4	14.4
Max Q Clear Time (g_c+I1), s	4.1	6.7	3.0	5.1	4.1	7.1	2.7	3.5
Green Ext Time (p_c), s	0.1	3.0	0.0	0.4	0.1	3.1	0.0	0.2

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

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	65	8	4	104	8	4
Future Vol, veh/h	65	8	4	104	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	9	4	113	9	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	80	0	197	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1518	-	792	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1518	-	790	985
Mov Cap-2 Maneuver	-	-	-	-	790	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	901	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	846	-	-	1518	-
HCM Lane V/C Ratio	0.015	-	-	0.003	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	38	22	56	66	33
Future Vol, veh/h	12	38	22	56	66	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	43	25	64	75	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	208	94	113	0	-	0
Stage 1	94	-	-	-	-	-
Stage 2	114	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	780	963	1476	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	766	963	1476	-	-	-
Mov Cap-2 Maneuver	766	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1476	-	907	-	-
HCM Lane V/C Ratio	0.017	-	0.063	-	-
HCM Control Delay (s)	7.5	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	15	61	3	14	91
Future Vol, veh/h	2	15	61	3	14	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	17	69	3	16	103

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	206	71	0	0	72	0
Stage 1	71	-	-	-	-	-
Stage 2	135	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	782	991	-	-	1528	-
Stage 1	952	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	773	991	-	-	1528	-
Mov Cap-2 Maneuver	773	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	881	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	959	1528	-
HCM Lane V/C Ratio	-	-	0.02	0.01	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

1: PROJ DWY & GRAY AVE Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.1
Total Del/Veh (s)	6.5	1.3	1.5	1.5

2: GRAY AVE & LOUISE AVE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.8	0.0	0.0	0.3	0.2
Total Del/Veh (s)	11.8	13.4	10.1	13.0	11.7

3: PROJ DWY & LOUISE AVE/LOUISE AVE (N) Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.1	0.0
Total Del/Veh (s)	0.9	0.3	4.4	0.8

4: STAFFORD WAY & LOUISE AVE (N) Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	2.5	0.4	0.6	1.0

5: LOUISE AVE (S) & STAFFORD WAY Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	2.9	0.2	0.4	0.5

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	13.3

Intersection: 1: PROJ DWY & GRAY AVE

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	51	31
Average Queue (ft)	14	7
95th Queue (ft)	40	28
Link Distance (ft)	455	151
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: GRAY AVE & LOUISE AVE

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	52	108	88	69	137	117	114	108	178	204
Average Queue (ft)	18	51	24	32	52	54	63	53	71	88
95th Queue (ft)	46	92	57	61	101	95	105	94	131	153
Link Distance (ft)		1090		213	151	151	151		2156	2156
Upstream Blk Time (%)					0					
Queuing Penalty (veh)					0					
Storage Bay Dist (ft)	100		100					180		
Storage Blk Time (%)		0	0						0	
Queuing Penalty (veh)		0	0						0	

Intersection: 3: PROJ DWY & LOUISE AVE/LOUISE AVE (N)

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	9
95th Queue (ft)	32
Link Distance (ft)	475
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: STAFFORD WAY & LOUISE AVE (N)

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	54	30
Average Queue (ft)	28	2
95th Queue (ft)	47	15
Link Distance (ft)	337	51
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: LOUISE AVE (S) & STAFFORD WAY

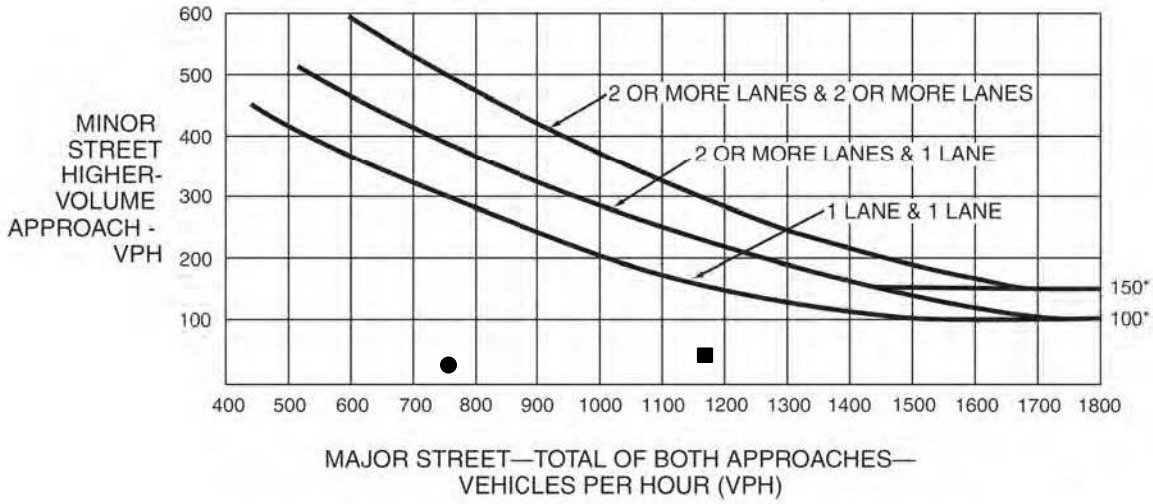
Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	31
Average Queue (ft)	11	1
95th Queue (ft)	34	11
Link Distance (ft)	1066	51
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

KDA

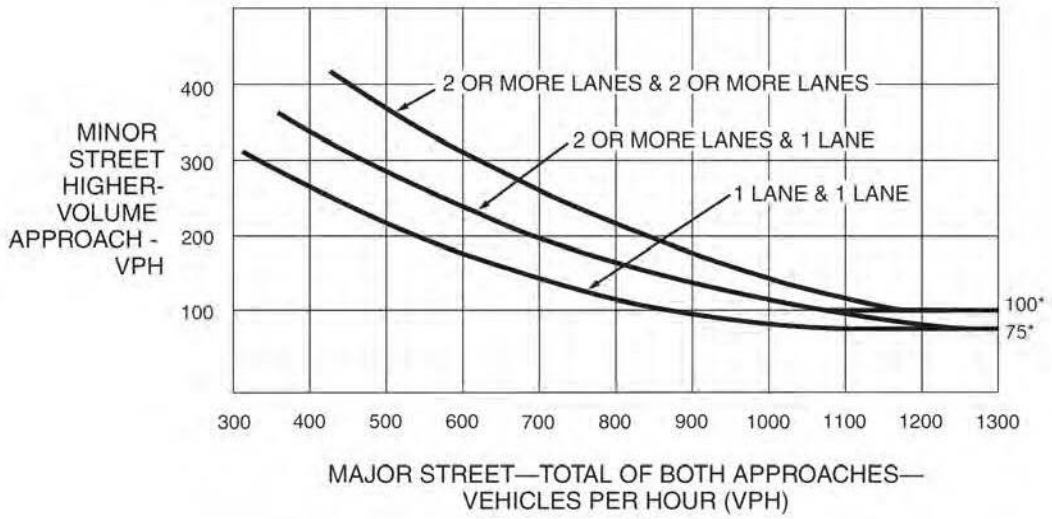
Figure 4C-3. Warrant 3, Peak Hour



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

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

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



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

GRAY AVE – LOUISE AVE : EXISTING

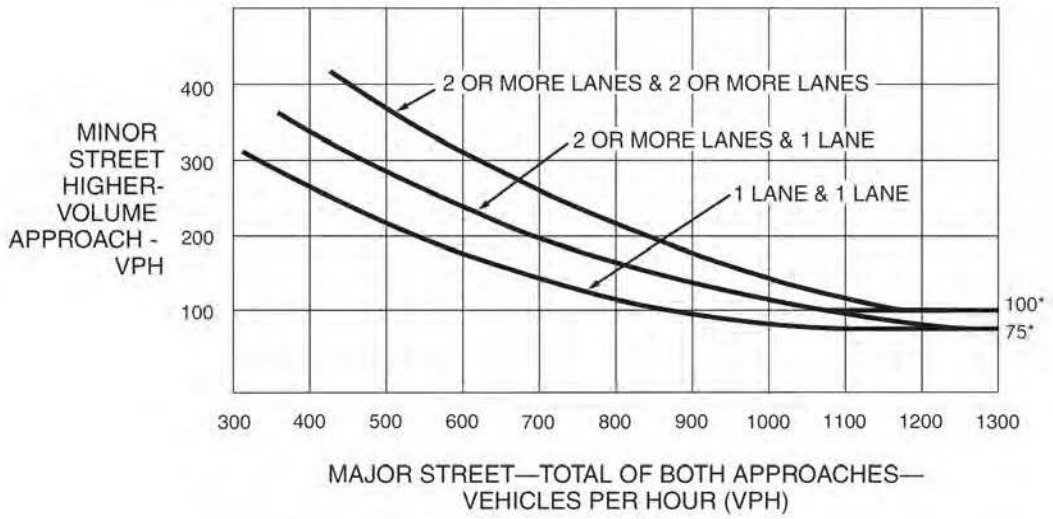
AM (●) : MAJOR 759 MINOR 23
PM (■) : MAJOR 1170 MINOR 44

Figure 4C-3. Warrant 3, Peak Hour

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

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

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



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

STAFFORD WAY – LOUISE AVE (N) : EXISTING

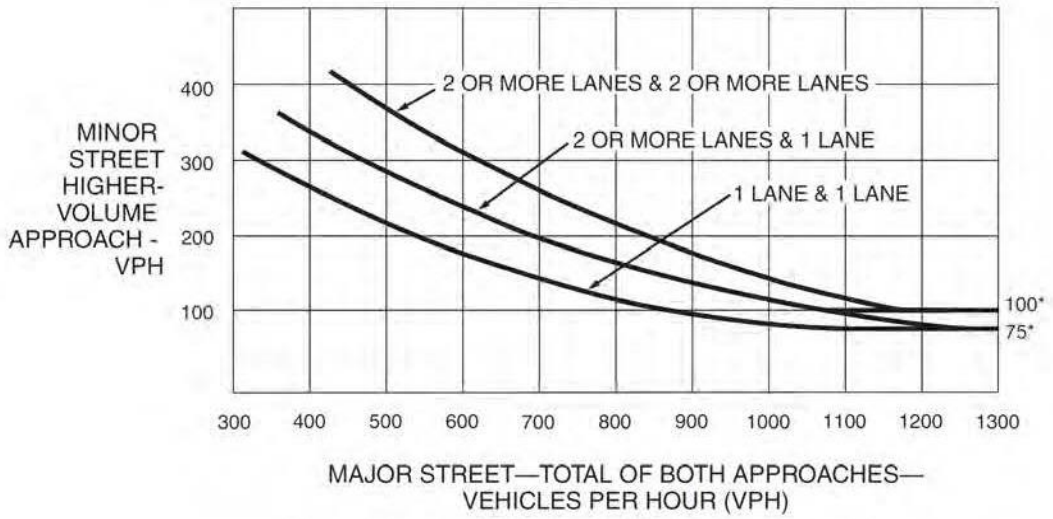
AM (●) : MAJOR 146 MINOR 21
PM (■) : MAJOR 177 MINOR 50

Figure 4C-3. Warrant 3, Peak Hour

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

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

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

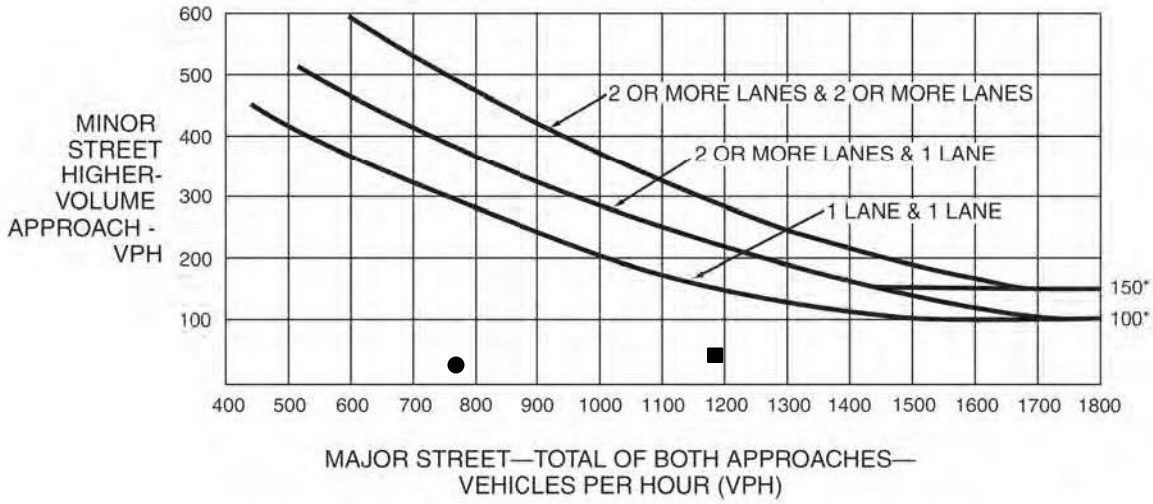


*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

STAFFORD WAY – LOUISE AVE (S) : EXISTING

AM (●) : MAJOR 115 MINOR 12
PM (■) : MAJOR 169 MINOR 17

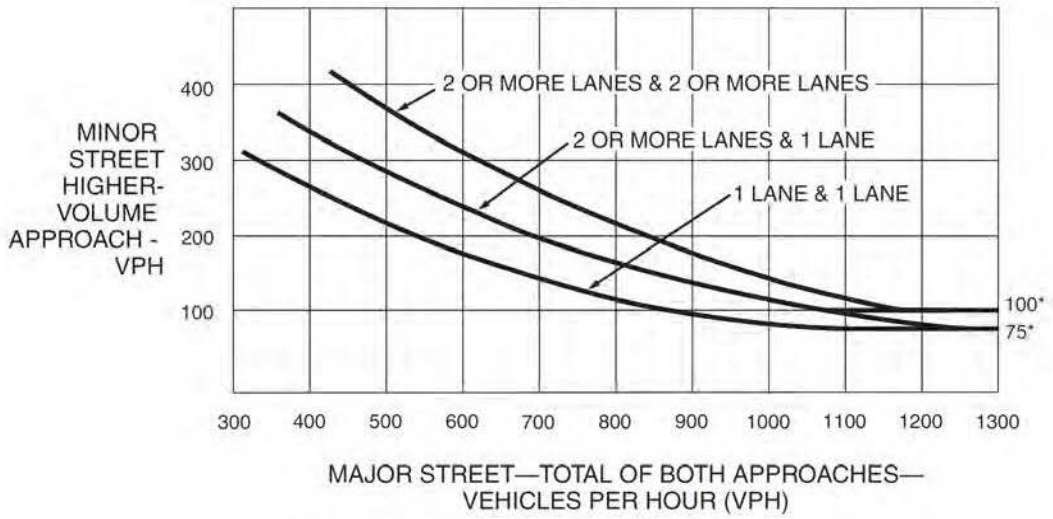
Figure 4C-3. Warrant 3, Peak Hour



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

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

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



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

GRAY AVE – LOUISE AVE : EXISTING PLUS PROJECT

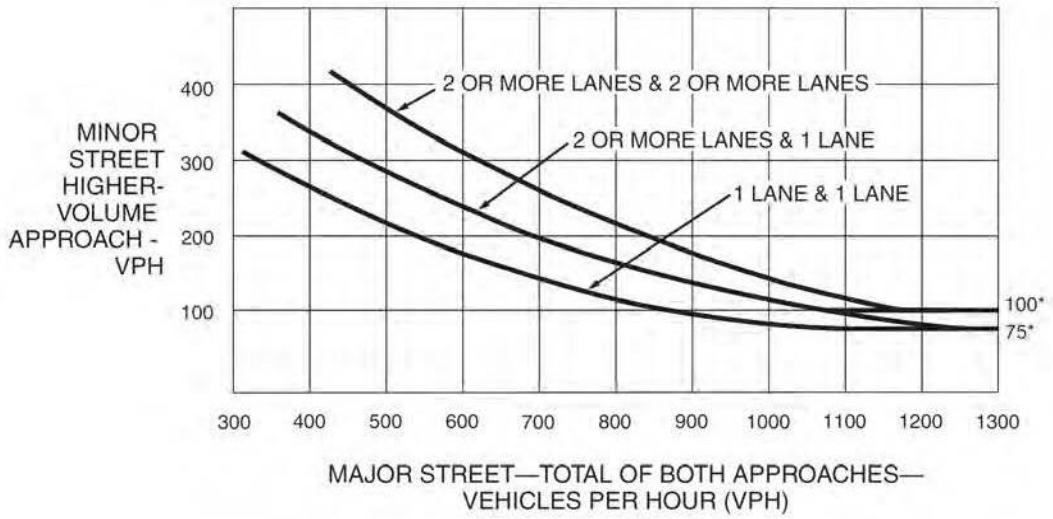
AM (●) : MAJOR 776 MINOR 23
PM (■) : MAJOR 1192 MINOR 44

Figure 4C-3. Warrant 3, Peak Hour

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

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

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



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

STAFFORD WAY – LOUISE AVE (N) : EXISTING PLUS PROJECT

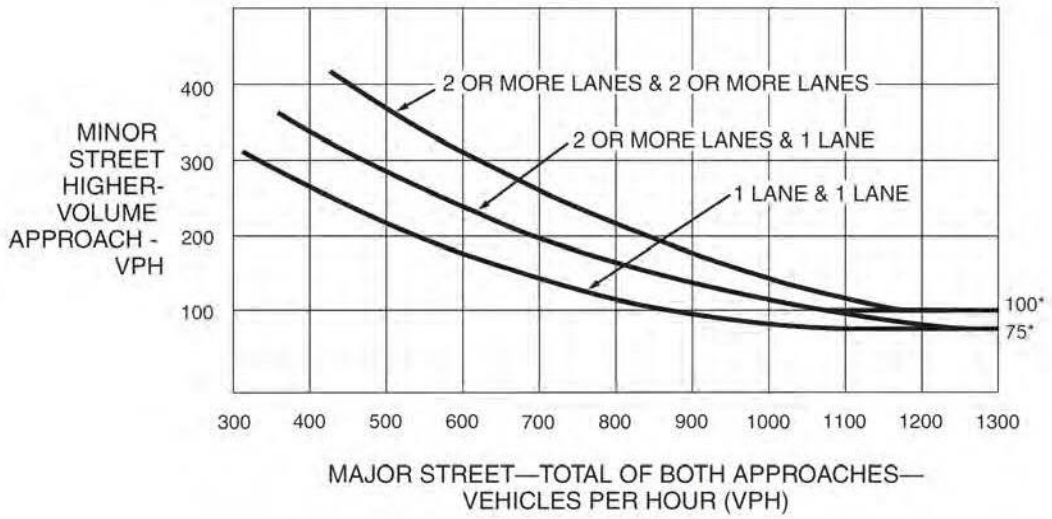
AM (●) : MAJOR 149 MINOR 24
PM (■) : MAJOR 177 MINOR 50

Figure 4C-3. Warrant 3, Peak Hour

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

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

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



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

STAFFORD WAY – LOUISE AVE (S) : EXISTING PLUS PROJECT

AM (●) : MAJOR 118 MINOR 13
PM (■) : MAJOR 169 MINOR 17

ATTACHMENT 3

Ashley Potocnik

From: Marion [redacted] <[redacted]>
Sent: Monday, June 13, 2022 2:44 PM
To: Development Services Mailbox
Subject: Gray Avenue Project

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attn, Planning Commission

I am writing this letter to share with you my concerns about the proposed Marriot Hotel to be erected on Gray Avenue in Yuba City. Although there are two other hotel projects being considered I believe this particular location would be a disservice to the surrounding businesses already existing in the area including another hotel, a chiropractor's office, and countless other businesses that would be affected. This is an infield project which only takes away from our town. At a minimum, there should at least be a height requirement /limit. A four-story building does not fit in this location, would be an eye sore and the proposed hotel should not exceed two stories like the Travel Lodge. We really don't need a tower in the middle of nowhere. As I have already stated not only will it be an eye sore but will not compliment the New Kmart or county offices. I have discussed this issue with my neighbors, co-workers, and friends who all seem to be of the same opinion, I have asked them to write to you also to express their feelings and opinions on this matter. Please be open-minded and consider what we have to say, because we are citizens of this community, and we care about our community. Our opinions and our voices should be taken into consideration. Thank you so much for your time and consideration. Have a great day.

Sincerely
Marion [redacted]

Ashley Potocnik

From: Jasmine [redacted] <[redacted]>
Sent: Wednesday, June 15, 2022 8:29 PM
To: Development Services Mailbox
Subject: Proposed Hotel on Gray Ave

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission Team,
I am writing to share thoughts of a group of local residents in regards to proposed hotel site in middle of town. We believe 4 story hotel does not belong in middle of town across from a middle school. Having a multi story structure does not fit the surrounding and will stuck out like a sore thumb. The local roads are not designed to handle additional traffic that may result from the construction. We strongly believe that a hotel across from a school is not very attractive location. The neighborhood is filled with residential homes and apartments. City has already approved couple hotels and it appears that such an influx of hotels in a non travel town will cause financial distress on the other builders and this will not end well for anyone. Another hotel in town doesn't add to the infrastructure or bring more business to the town. City does benefit from additional taxes and fees it will receive. In the end the city doesn't lose but we will not be gaining anything as a community.

Regards
Jasmine
On behalf of Local Residents of Yuba City