CITY OF YUBA CITY
PLANNING COMMISSION
STAFF REPORT

Date: December 14, 2022

To: Chair and Members of the Planning Commission

From: Development Services Department

Presentation by: Jaspreet Kaur, Associate Planner

Subject: **Consideration of Development Plan 22-05: Ampla Health Expansion.**

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 22-05, subject to the Conditions of Approval, to allow the development of a new two-story, approximately 41,000 square foot medical/administrative building at 1000 Sutter Street.

Applicant/Owner: The Neenan Company / Ampla Health

Project Location: The 4.55-acre property, is located east of the intersection of Sutter and Market Street. Accessor's Parcel Number(s): 51-550-029, 51-550-040, -041, -042, and -043.

General Plan: The site is designated in the General Plan as Office & Office Park. Medical Offices are consistent with that designation.

Zoning: The site is designated as Office Commercial District (C-O).

Purpose:

Consideration to adopt a Resolution to approve Development Plan 22-05 to allow the expansion of the existing Ampla Health medical office at 1000 Sutter Street by approximately 41,000 square feet.

Project Description:

DP 22-05 proposed to complete the Ampla Health administrative/medical office by expanding the

medical clinic building with an addition to the medical facility and additional parking. The expansion includes a new two-story, approximately 41,000 square foot addition.

Background:

This 4.55 acre property currently is partially developed with Ampla Health administrative and medical offices on site.

Recently, Planning Commission and City Council approved a rezone of the site to remove the X-8 district overlay, which required additional development standards at the time of the expansion on the site.

Analysis:

Compatibility with neighboring uses:

The site is surrounded by single and multiple-family residences, an office park, and commercial and industrial uses. These lands were evaluated and approved for Office & Office Park development as part of the adoption of the current General Plan.

Adjacent land uses are outlined in **Table 1** below:

Table 1: Project and Bordering Information and Uses			
	General Plan Land Use Classification	Zoning	Existing Land Use
Project Site	Office & Office Park	Office Commercial District (C-O, X8)	Medical Campus with undeveloped parcels
North	Manufacturing, Processing & Warehousing	Heavy Commercial/Light Industrial District (C-M)	Mobile Home Park
East	Manufacturing, Processing & Warehousing	Industrial District (M-2)	Auto Repair
West	Office & Office Park Medium/High Density Residential	Office Commercial District (C-O) Multiple-Family Residence District (R-3)	Single-Family and Multiple-Family Residences
South	Community Commercial Business, Technology & Light Industry	Office Commercial District (C-O) General Commercial District (C-3, X) Heavy Commercial/Light Industrial District (C-M, X)	Fuel Station/Convenience Store Garden Supply Construction Co.

Traffic

A traffic study was completed for the rezone of this site, which was previously approved by Planning Commission on July 27, 2022, to remove the X-8 District Overlay which required a roundabout with future expansion of the site. As a result, removal of the overlay did not eliminate the requirement to improve traffic conditions at this location to ensure any future expansions of the existing facility remains compatible with the surrounding uses. This project will support the safety of pedestrians and bicyclists utilizing this stretch of roadway connecting residential development to neighborhood serving commercial uses. The recommendations stated in the Traffic Study completed by W-Trans will be incorporated into the development, or as approved by the Public Works Director, as stated in the Conditions of Approval.

Building Design:

The City's Community Design Element, "establishes policies to ensure the creation of public and private improvements that will maintain and enhance the image, livability, and aesthetics of Yuba City in the years to come."

In addition to the City's General Plan, the City's Design Guidelines for commercial development

have a goal of ensuring a high quality of building design which is thoughtfully designed, visually appealing, and compatible with the surroundings in terms of scaling, massing, detailing, and building styles.

The new two-story building consists of similar architectural elements that are applied on the existing building. The overall building will match the existing Ampla Health medical offices.

The proposed development features the following key design elements:

- Brick masonry details incorporated into the building
- Coordinating color palette that matches the existing buildings on campus
- Large windows with panels to add architectural elements
- Exterior wall lighting that will enhance the appearance of the building. The wall mounted lights will be decorative and proportional size relative to the building.

Landscaping:

The proposed landscape plan includes sufficient landscaping per Yuba City Municipal Code. A final landscape plan will be provided at the time of the building permit demonstrating compliance with State Water Efficient Landscape requirements.

Temporary Staff Parking:

Ampla Health has requested to use the vacant lot on the southern portion of Lamon Drive (235 Sumner Street) as temporary staff parking during the new building construction. The site is to be developed to applicable City standards and building permits. Additionally, the applicant shall install a City Standard crosswalk at the two ADA ramps on Lamon Drive, northeasterly of Sutter Street, or as directed by the City Engineer. The use of the temporary parking shall cease prior to the issuance of a Certificate of Occupancy.

These requirements have been included in the Conditions of Approval.

Availability of City services:

All City services, including water, sewer, and storm-water drainage (a combination of City and Sutter County Water Agency) 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 because:

- The project is consistent with the Office and Office Park General Plan designation and C-O as a permitted use.
- The project site is within the city limits on a site that is less than 5-acres in size.
- Environmental Assessment 22-02 completed for Rezoning 22-01 determined the site does not have wildlife or habitat value.
- Project approval, with the incorporation of the project conditions, will not result in any significant effects relating to traffic, noise, air quality or water quality.

- The site will be 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 Actions:

A. Conduct a Public Hearing and make the following findings:

Environmental Finding:

Find that the project is Categorically Exempt from review under the California Environmental Quality Act (CEQA) Guidelines section 15332, Infill Development because:

- The project is consistent with the Office and Office Park General Plan designation and C-O as a permitted use.
- The project site is within the city limits on a site that is less than 5-acres in size.
- Environmental Assessment 22-02 completed for Rezoning 22-01 determined the site does not have wildlife or habitat value.
- Project approval, with the incorporation of the project conditions, will not result in any significant effects relating to traffic, noise, air quality or water quality.

Development Plan 22-05 Findings:

Based upon analysis of the Development Plan application and subject to the applicant's compliance with the conditions of approval, the following required findings of Section 8-5.7001(d) of the Zoning Regulations can be made (*the required findings are in italics).*

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

   Evidence. The 4.55 acre- site is of adequate size to accommodate the project. This includes parking, lighting, landscaping, and other City adopted standards. All City services are available to the site, and adequate public access is provided by Sutter and Market Street.

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

   Evidence. The site is served by Sutter and Market Street. The City has determined that the street would adequately serve the site.

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

   Evidence. Based on the analysis provided in the staff report, the design of the project combined adequately addresses the City's desire for quality building design. The project's

design and landscaping will complement the existing building.

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

   Evidence. This project complies with this finding as the Sutter Butte Flood Control Agency (SBFCA) is the "Local Flood Management Agency" for the Sutter-Butte Basin and as such, has the responsibility to prepare an annual report demonstrating adequate progress as defined in California Government Code Section 645007 (a). SBFCA has prepared Adequate Progress Report Updates for ULOP and transmitted them to the Central Valley Flood Protection Board. As such this site has adequate flood protection. Additionally, the City has imposed conditions on the Development Plan that will protect property within the area to the urban level in urban areas and urbanizing 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 22-05, subject to the Conditions of Approval, to allow the development of a new two-story, approximately 41,000 square foot medical/administrative building at 1000 Sutter Street.

Attachments:

1. PC Resolution 22-19
   Exhibit A: Conditions of Approval
2. Location Map
3. Development Plan 22-05 Plans
4. Traffic Study dated June 3, 2022

ATTACHMENT 1

PLANNING COMMISSION RESOLUTION NO. PC22-19

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF YUBA CITY (PLANNING COMMISSION) ADOPTING A CATEGORICAL EXEMPTION PURSUANT TO CEQA GUIDELINES SECTION 15332 (INFILL DEVELOPMENT), AND APPROVING DEVELOPMENT PLAN 22-05, SUBJECT TO THE CONDITIONS OF APPROVAL, TO ALLOW THE DEVELOPMENT OF A NEW TWO STORY, APPROXIMATELY 41,000 SQUARE FOOT MEDICAL/ADMINISTRATIVE BUILDING AT 1000 SUTTER STREET (APN:51-550-029, 51-550-040, -041, -042 AND -043).

WHEREAS, the City received a Development Plan (DP) application for this property in September 2022 to develop the approximately 4.55-acre property. Approval of DP 22-05 authorizes the construction of a new two-story, approximately 41,000 square foot, medical/administrative building; 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, a Categorical Exemption under the California Environmental Quality Act ("CEQA") guidelines, Section 15332 (Infill Development) has been prepared for the proposed project in accordance with CEQA, Public Resources Code Section 21000 et. seq.; and

WHEREAS, the City on November 3, 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 December 14, 2022, subject to the Conditions of Approval; and

WHEREAS, the Planning Commission held a duly noticed public hearing on December 14, 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 adopt a Categorical Exemption for the project, and approve Development Plan 22-05, subject to the Conditions of Approval, to allow the development of a new two-story, approximately 41,000 square foot medical/administrative building at 1000 Sutter Street.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Yuba City 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. A preliminary environmental assessment was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA). The Planning Commission finds and determines that the project is exempt under Section 15332 (Infill Development) of the State CEQA Guidelines because 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, none of the exceptions under Section 15300.2 of the CEQA Guidelines are applicable to this project. As such, the Planning Commission adopts a finding of a Categorical Exemption under CEQA Guidelines Section 15332 (Infill Development) for this project.

3. Findings to approve Development Plan 22-05. The following are required findings of Section 8-5.7001(C) of the Municipal Code that must be made prior to approving the project (*the required findings are in italics*):

   a. *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.*

      Evidence. The 4.55 acre- site is of adequate size to accommodate the project. This includes parking, lighting, landscaping, and other City adopted standards. All City services are available to the site, and adequate public access is provided by Sutter and Market Street.

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

      Evidence. The site is served by Sutter and Market Street. The City has determined that the street would adequately serve the site.

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

      Evidence. Based on the analysis provided in the staff report, the design of the project combined adequately addresses the City's desire for quality building design. The project's design and landscaping will complement the existing building.

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

      Evidence. This project complies with this finding as the Sutter Butte Flood Control Agency (SBFCA) is the "Local Flood Management Agency" for the Sutter-Butte Basin and as such, has the responsibility to prepare an annual report demonstrating adequate progress as defined in California Government Code Section 645007 (a). SBFCA has prepared Adequate Progress Report Updates for ULOP and transmitted them to the Central Valley Flood Protection Board. As such this site has adequate flood protection. Additionally, the City has imposed conditions on the Development Plan that will protect property within the area to the urban level in urban areas and urbanizing areas.

4. Approval of Development Plan 22-05. Given that all of the findings can be made, the Planning Commission hereby approves Development Plan 22-05 as conditioned and set forth in the Conditions of Approval attached as Exhibit "A".

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

The foregoing resolution was introduced at the regular meeting of the Planning Commission held on December 14, 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: Conditions of Approval

EXHIBIT A

CITY OF YUBA CITY
CONDITIONS OF APPROVAL
DEVELOPMENT PLAN 22-05
December 14, 2022

DP 22-05 AMPLA HEALTH EXPANSION
APN: 05155003900

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 the 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.

Approval of this development plan shall be considered null and void in the event of failure by the applicant and/or the authorized representative, architect, engineer, or designer to disclose and delineate all facts and information relating to the subject property and the proposed development.

Approval of this development plan may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this development plan, the zoning ordinance, and all City standards and specifications. This development plan is granted, and the conditions imposed, based upon the application submittal provided by the applicant, including any operational statement. The application is material to the issuance of this development plan. Unless the conditions of approval

specifically require operation inconsistent with the application, a new or revised development plan is required if the operation of this establishment changes or becomes inconsistent with the application. Failure to operate in accordance with the conditions and requirements imposed may result in revocation of the development plan or any other enforcement remedy available under the law. The City shall not assume responsibility for any deletions or omissions resulting from the development plan review process or for additions or alterations to any construction or building plans not specifically submitted and reviewed and approved pursuant to this development plan or subsequent amendments or revisions. These conditions are conditions imposed solely upon the development plan, and are not conditions imposed on the City or any third party. Likewise, imposition of conditions to ensure compliance with federal, state, or local laws and regulations does not preclude any other type of compliance enforcement.

These conditions are applicable to any person or entity making use of this 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 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. Approval of Development Plan (DP) 22-05 shall be null and void without further action if: 1) the project has not been substantially commenced within two years of the approval date of DP 22-05; or 2) that a request for an extension of time, pursuant to Section 8-5.7106 of the Yuba City Municipal Code (YCMC) has not been submitted to the City.
3. DP 22-05 shall comply with all City development standards pursuant to the Yuba City Municipal Code.
4. DP 22-05 shall comply with the following recommendations in the traffic study, that was prepared by W-Trans dated June 3, 2022, or as approved by the Public Works Director.
    a. To improve sight lines for motorists exiting the project site, the existing trees and shrubbery along the project frontage with Sutter Street-Market Street shall be removed and replaced with low-lying vegetation less than three feet in height, to the extent necessary to comply with City site distance requirements.
    b. As part of the site design, the following driveway improvements are recommended:
        1. Shift the northern project driveway to the north to create a new access south of the mobile home park driveway.
        2. Provide separate left- and right-turn lanes on both driveway approaches.
        3. Provide employee-only parking in the spaces along the Sutter Street-Market Street frontage and patient parking near the rear of the site to minimize the circulation impacts that queues forming on the driveway approaches may have on patient access, as well as general congestion near the access points.
5. Any temporary staff parking shall be reviewed and approved by the City, subject to applicable standards and building permits.
6. The applicant shall install a City Standard crosswalk at the two ADA ramps on Lamon Drive, northeasterly of Sutter Street, or as directed by the City Engineer.
7. Temporary staff parking shall only be in use during construction of the new building.
8. 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.

9. 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.

10. 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.

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

12. Cross access easements shall be reserved in deeds or other acceptable format to facilitate all shared underground utilities, ingress and egress, parking, drainage, refuse collection, landscaping, and the maintenance thereof to the benefit of all parcels involved in the division. The document is to be recorded and tied to the divided parcels.

PRIOR TO ISSUANCE OF A GRADING PERMIT

13. 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.

14. A grading plan shall be submitted to the Public Works Department as part of the improvement plans.

PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS

15. 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.

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

17. 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.

    c. Storm Drain Collection Systems- For the design of all pipeline conveyance facilities, the Hydraulic Grade Line (HGL) shall be maintained a minimum

of one foot below the gutter flow line of all drain inlets and at least one foot below all maintenance hole rims during a 10-year, 24-hour storm event. The storm drain minimum pipe size shall be 12 inches. The minimum velocity shall be 2 fps.

d. Drainage systems (pipes and street systems) shall be designed to accommodate the runoff from the ultimate development of the entire upstream watershed.

e. Water Quality – Water quality basin(s) shall meet State Water Resource Board requirements for water quality. The water quality basin can be incorporated into a detention pond, designed as an individual pond, included in a water quality manhole system, or as approved by the Public Works Director.

f. Detention Basins - A 100-year, 4-day storm shall be used for sizing detention storage facilities. The detention basin release rate from a 100-year, 24-hour storm after development must be equal to or lower than the runoff rate from the detention basin's tributary area before development, if applicable. The Developer can provide a drainage study addressing storm water mitigation through onsite storage (Phase 2 State Water Resources Control Plan – 80% of two year storm), perforated pipes, and oversizing storm drainage pipes upon approval of the Public Works Director to eliminate need for a detention pond.

g. The Drainage Study shall be completed and stamped by a Professional Engineer and determined by the City Engineer and the Gilsizer Drainage District Engineer to be comprehensive, accurate, and adequate.

18. 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

19. The Developer shall comply with all Gilsizer Drainage District requirements related to drainage, including submittal of a drainage plan for any drainage improvements that utilize Gilsizer facilities for approval by the Gilsizer Drainage District.

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

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."

   "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 ISSUANCE OF A BUILDING PERMIT

22. The Developer shall pay all applicable Gilsizer Drainage fees, as determined applicable by the Gilsizer District.

23. A Lot Line Adjustment application merging the existing parcels shall be submitted to the City.

PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY

24. The Developer shall vacuum test all manholes to ensure no leakage will occur.

25. The Developer shall hydroflush, and televise, all storm drain mains and all sewer mains, prior to final of all civil work associated with the project, or as directed by the City Engineer.

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.

28. The Developer shall cease use of the temporary staff parking south of Lamon Drive.

29. A Lot Line Adjustment merging the existing parcels shall be approved by the City and recorded at the Sutter County Recorder's Office. A recorded copy shall be delivered to the City's Development Services Department prior to the Certificate of Occupancy being issued.

30. The existing power poles along the property on Market Street shall be placed underground, or addressed in accordance with the City's Overhead Utility Policy adopted March 17, 2020. The total lineal foot length of overhead lines along Market

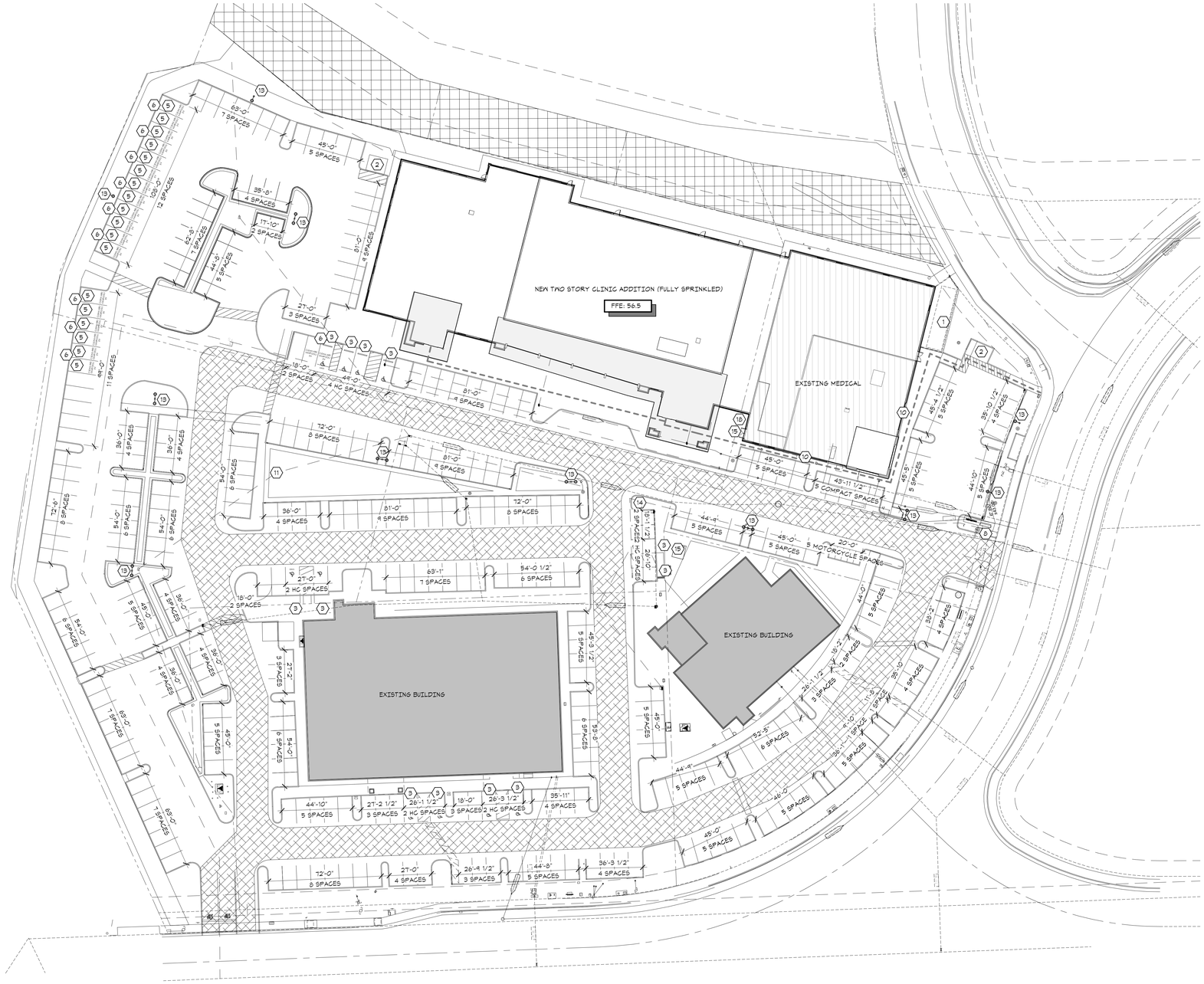
Street is determined to be 127 lineal feet or as otherwise determined by the Public Works Director.

ATTACHMENT 2

Ampla Health Expansion | DP 22-05

Location Map - 1000 Sutter Street

ATTACHMENT 3



20 A1.01 ARCHITECTURAL SITE PLAN
1" = 30'-0"

PLAN NORTH TRUE NORTH

SITE KYENOTES

1. GENERATOR ENCLOSURE
2. TRASH ENCLOSURE
3. H.C. PARKING SIGN
4. ELECTRIC VEHICLE DUAL PORT CHARGING STATION, ELECTRICAL TO PROVIDE POWER
5. ELECTRIC VEHICLE CAPABLE CHARGING PARKING SPACE
6. FUTURE DUAL PORT ELECTRIC VEHICLE CHARGING STATION, PROVIDE CONDUIT ONLY
7. BICYCLE PARKING; BELSON CBBR-7UR-SS (5 LOOP/7 BIKE)
8. PRIMARY ENTRY MONUMENT SIGN
10. BUILDING MOUNTED SIGN
11. FLAGPOLE WITH INTEGRATED LIGHT
12. CONCRETE BOLLARD
13. SITE PARKING LIGHT, RE: CIVIL, ELECTRICAL & STRUCTURAL BASE DETAIL
14. SITE WAYFINDING SIGNAGE
15. PAD MOUNTED TRANSFORMER, RE: ELECTRICAL
16. 55 GAL. STAINLESS STEEL TRASH RECEPTACLE (FINAL LOCATION TBD); BELSON: SC55-01-SS-FT
17. SITE BENCH (FINAL LOCATION TBD); BELSON: PBSC-4-N (SURFACE MOUNTED)
18. GAS METER, RE: PLUMBING

SITE PLAN LEGEND

EXIT FROM BUILDING

ADA PATH OF TRAVEL

FIRE LANE

PARKING REQUIREMENTS

AMPLA HEALTH MEDICAL CAMPUS

(3) EXISTING BUILDINGS

SITE: PARCEL #: 51-550-039
5.86 ACRES

ZONING: C-O

TOTAL BUILDING AREA: 56,498 S.F.

PARKING REQUIRED: (1 space/200 s.f. for medical)
(1 space/300 s.f. for admin)

building	area	parking required
935 Market St. (existing admin) (existing & entry addition)	16,400 s.f.	56 spaces
931 Market St. (existing medical) (existing & entry addition)	6,900 s.f.	35 spaces
1000 Sutter St. (existing medical)	15,411 s.f.	80 spaces
1000 Sutter St. (new medical)	40,581 s.f.	203 spaces
Total parking required	80,248 s.f.	374 spaces

Accessible (table 11B-208.2): 301-400 = 8 spaces
Van Accessible Space: 1/6 accessible spaces = 2 spaces

PARKING PROVIDED

Standard Spaces:	350 spaces
Compact Spaces:	7 spaces
Motorcycle Spaces:	5 spaces
Accessible Spaces:	12 spaces (4 van)
Loading Zones:	2 spaces
Total:	376 spaces

NOTE:
FINISH GRADE AROUND THE STRUCTURE SHALL SLOPE AWAY FROM THE FOUNDATION A MINIMUM OF 5% FOR A MINIMUM DISTANCE OF 10 FEET.

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AMPLA HEALTH
1000 Sutter St, Yuba City, CA 95991

ARCHITECTURAL SITE PLAN

Issued For SD:	02/01/2022
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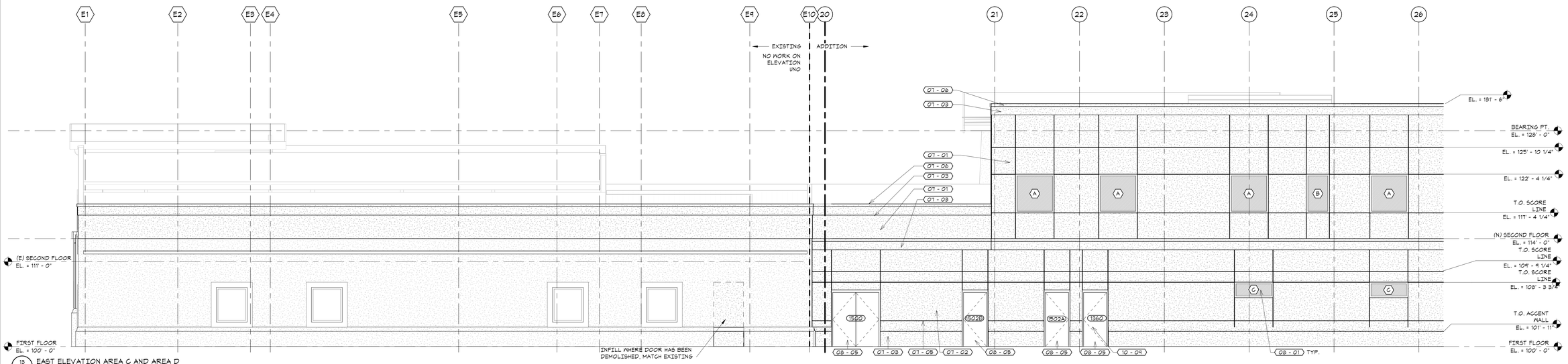
Issued For AP:	10/07/2022
Issued For Construction:	
Revision Description	Revision Date
Permit Resubmittal	10/12/2022

2930

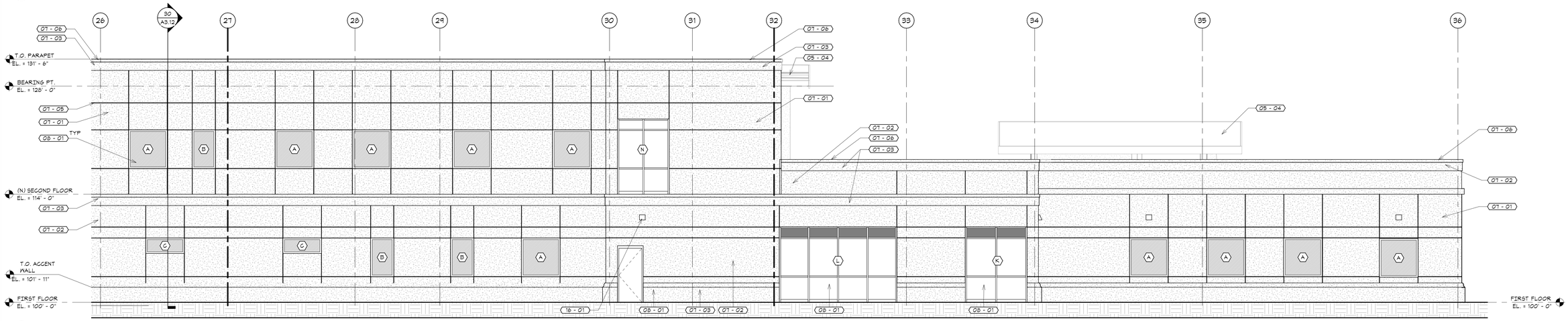
A1.01

EXTERIOR ELEVATIONS

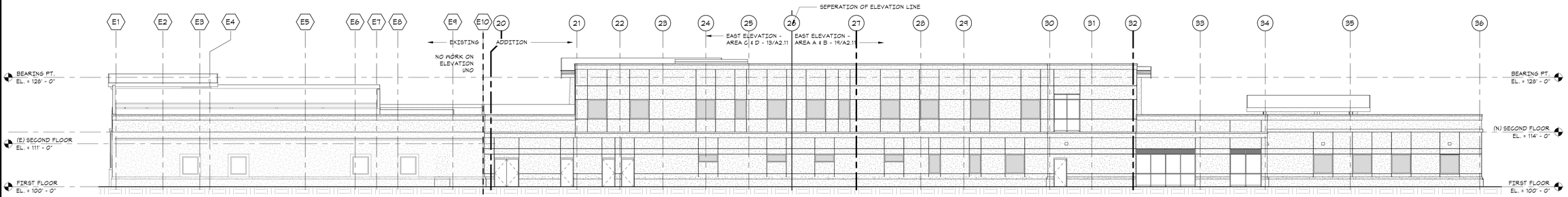
NO.	MATERIAL	MANUFACTURER	PRODUCT NAME / #	COLOR NAME / #	REMARKS
04 - MASONRY					
04 - 01	THIN BRICK				
05 - METAL					
05 - 04	STANDING SEAM METAL ROOF				
07 - THERMAL/MOISTURE PROTECTION					
07 - 01	STUCCO - ORANGE				
07 - 02	STUCCO - BEIGE				
07 - 03	STUCCO - WHITE				
07 - 04	CEMENT BOARD FASCIA				
07 - 05	STUCCO CONTROL JOINT				
07 - 06	PREFINISHED ALUMINUM CAP FLASHING				
08 - DOORS/WINDOWS GLAZING					
08 - 10	STRUCTURAL COLUMN				
08 - 01	STOREFRONT WINDOWS				
08 - 05	HOLLOW METAL DOOR				
08 - 06	AUTOMATIC SLIDING DOOR				
10 - SPECIALTIES					
10 - 09	MED GAS ROOM SIGNAGE				
10 - 11	FILM ON (E) WINDOWS				
16 - ELECTRICAL					
16 - 01	LED WALL PACK				



19 A2.11 EAST ELEVATION AREA C AND AREA D
3/16" = 1'-0"



19 A2.11 EAST ELEVATION AREA A AND AREA B
3/16" = 1'-0"



25 A2.11 OVERALL EAST ELEVATION
3/32" = 1'-0"

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EAST BUILDING ELEVATIONS

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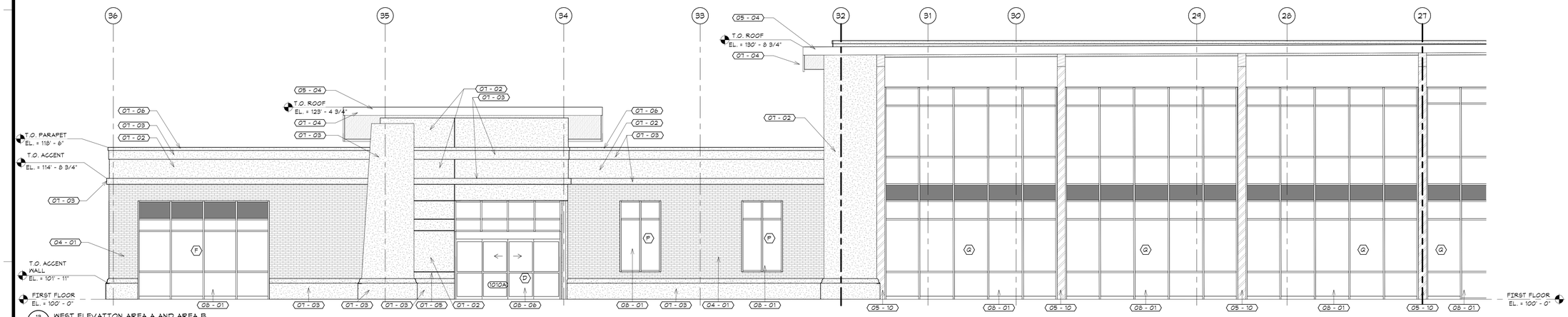
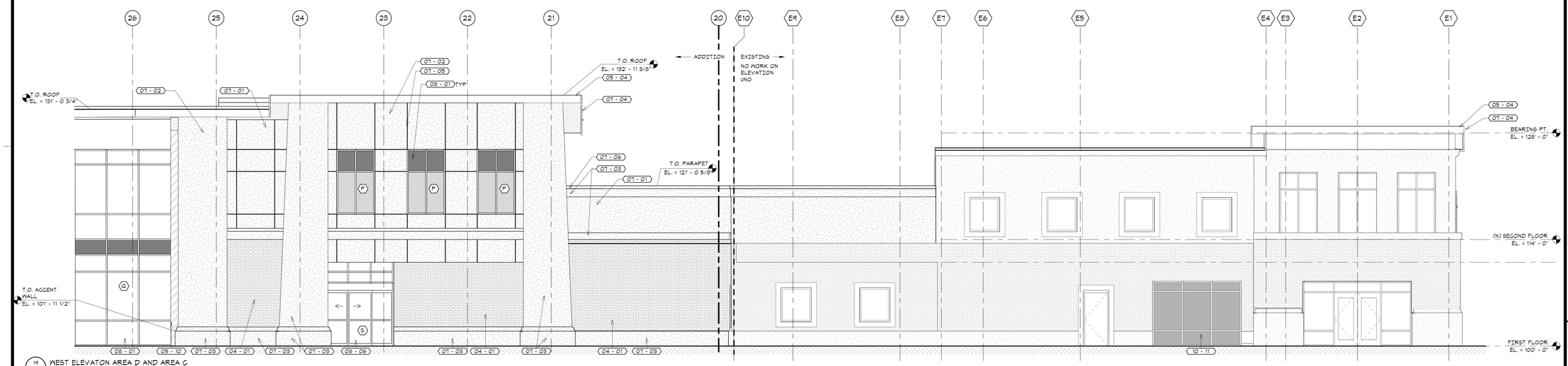
A2.11

EXTERIOR ELEVATIONS

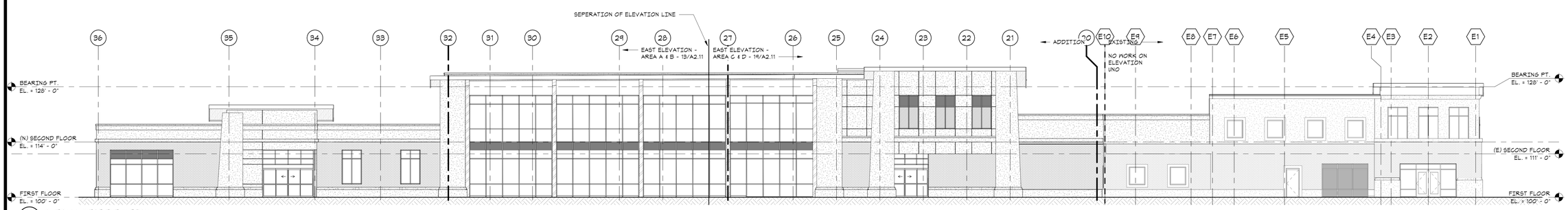
NO.	MATERIAL	MANUFACTURER	PRODUCT NAME / #	COLOR NAME / #	REMARKS
04 - MASONRY					
04 - 01	THIN BRICK				
05 - METAL					
05 - 04	STANDING SEAM METAL ROOF				
07 - THERMAL/MOISTURE PROTECTION					
07 - 01	STUCCO - ORANGE				
07 - 02	STUCCO - BEIGE				
07 - 03	STUCCO - WHITE				
07 - 04	CEMENT BOARD FASCIA				
07 - 05	STUCCO CONTROL JOINT				
07 - 06	PREFINISHED ALUMINUM CAP FLASHING				
08 - DOORS/WINDOWS GLAZING					
08 - 10	STRUCTURAL COLUMN				
08 - 01	STOREFRONT WINDOWS				
08 - 05	HOLLOW METAL DOOR				
08 - 06	AUTOMATIC SLIDING DOOR				
10 - SPECIALTIES					
10 - 09	MED GAS ROOM SIGNAGE				
10 - 11	FILM ON (E) WINDOWS				
16 - ELECTRICAL					
16 - 01	LED WALL PACK				



13 A2.12 WEST ELEVATION AREA A AND AREA B
3/16" = 1'-0"



19 A2.12 WEST ELEVATON AREA D AND AREA C
3/16" = 1'-0"



25 A2.12 OVERALL WEST ELEVATION
3/32" = 1'-0"

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WEST BUILDING ELEVATIONS

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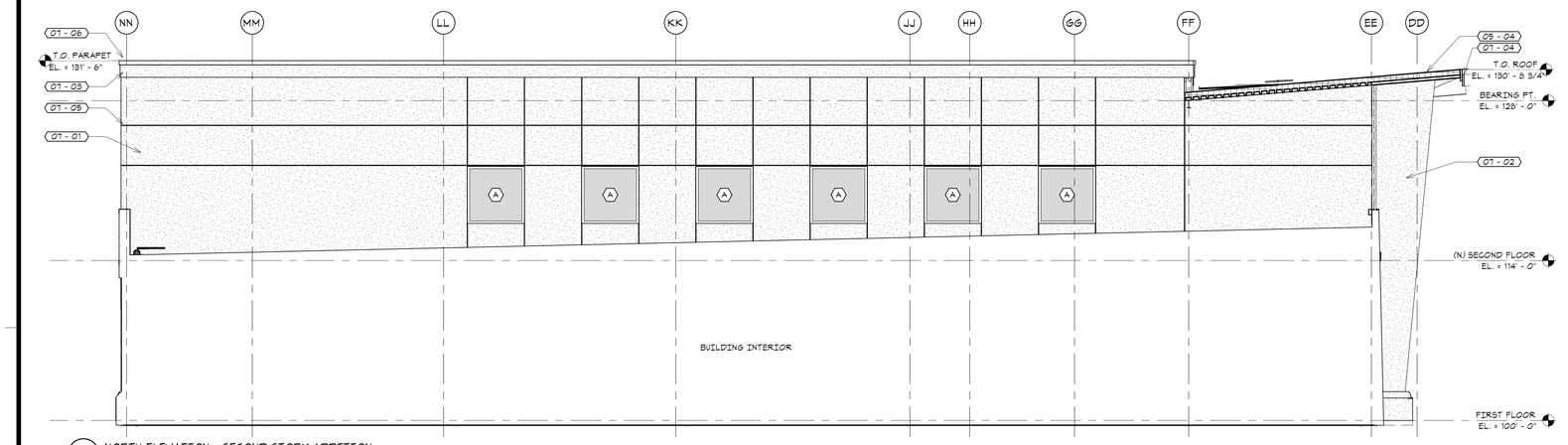
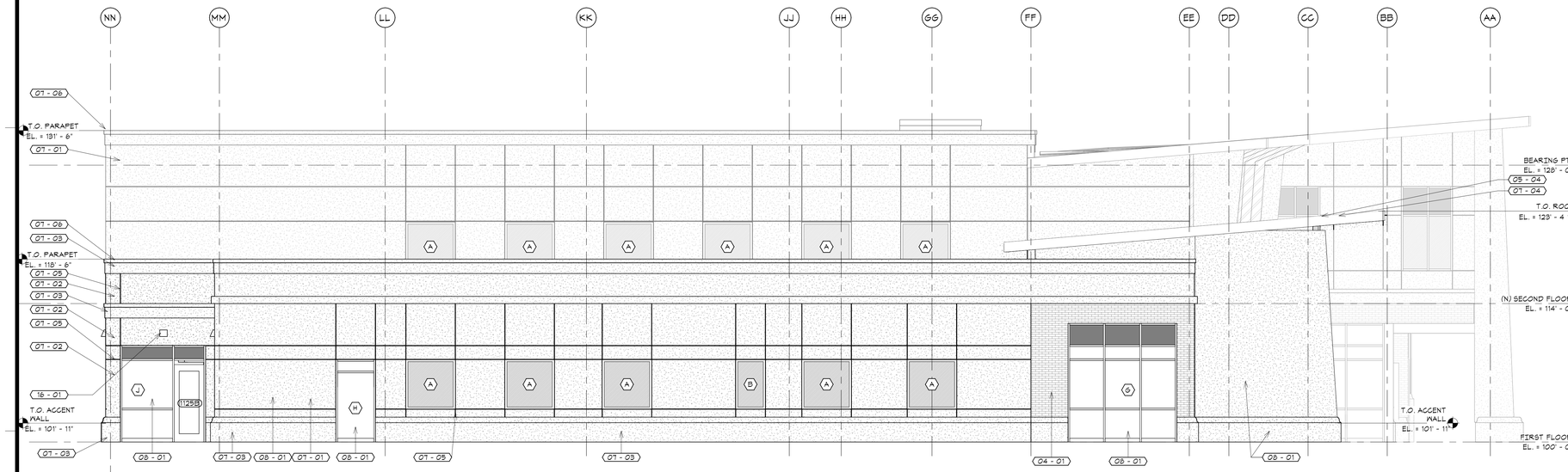
A2.12



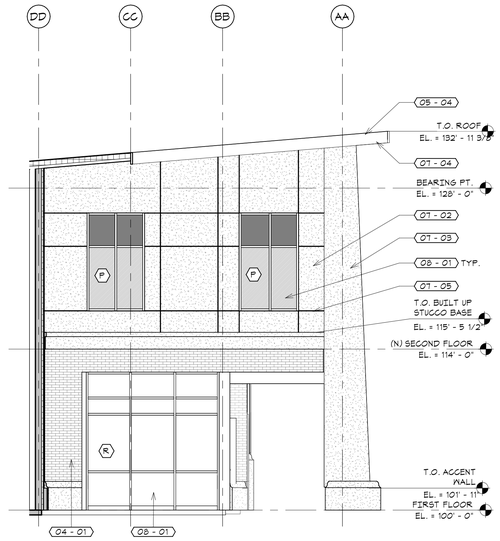
7 / A2.13 NORTH ELEVATION - SECOND STORY ADDITION
3/16" = 1'-0"

EXTERIOR ELEVATIONS

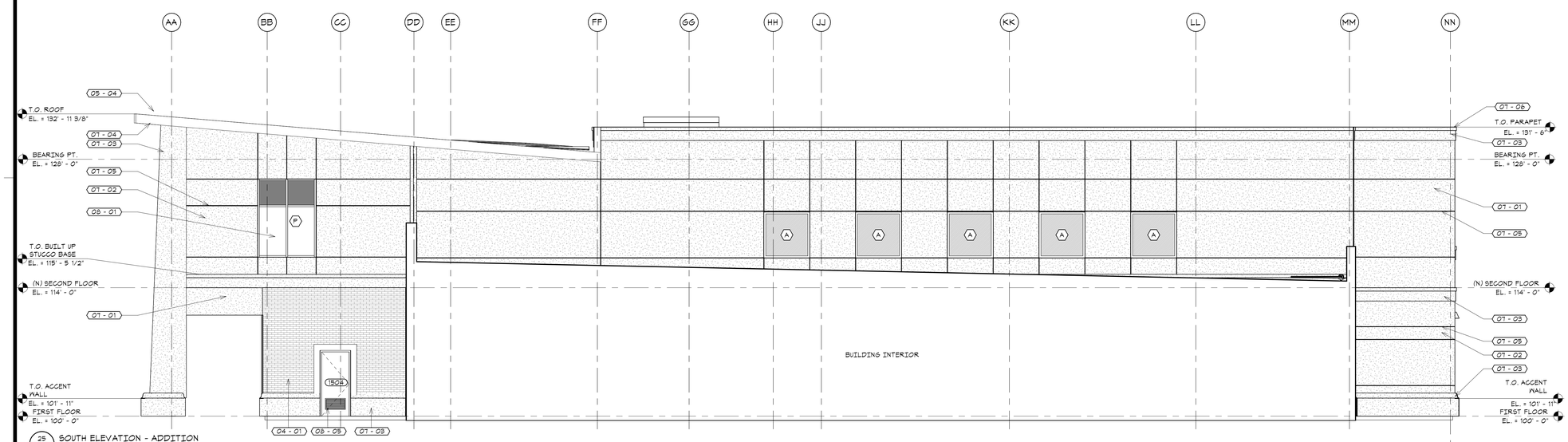
NO.	MATERIAL	MANUFACTURER	PRODUCT NAME / #	COLOR NAME / #	REMARKS
04 - MASONRY					
04 - 01	THIN BRICK				
05 - METAL					
05 - 04	STANDING SEAM METAL ROOF				
07 - THERMAL/MOISTURE PROTECTION					
07 - 01	STUCCO - ORANGE				
07 - 02	STUCCO - BEIGE				
07 - 03	STUCCO - WHITE				
07 - 04	CEMENT BOARD FASCIA				
07 - 05	STUCCO CONTROL JOINT				
07 - 06	PREFINISHED ALUMINUM CAP FLASHING				
08 - DOORS/WINDOWS GLAZING					
08 - 10	STRUCTURAL COLUMN				
08 - 01	STOREFRONT WINDOWS				
08 - 05	HOLLOW METAL DOOR				
08 - 06	AUTOMATIC SLIDING DOOR				
10 - SPECIALTIES					
10 - 04	MED GAS ROOM SIGNAGE				
10 - 11	FILM ON (E) WINDOWS				
16 - ELECTRICAL					
16 - 01	LED WALL PACK				



14 / A2.13 NORTH ELEVATION - OVERALL
3/16" = 1'-0"



17 / A2.13 NORTH ELEVATION - VESTIBULE
3/16" = 1'-0"



25 / A2.13 SOUTH ELEVATION - ADDITION
3/16" = 1'-0"

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NORTH AND SOUTH BUILDING ELEVATIONS

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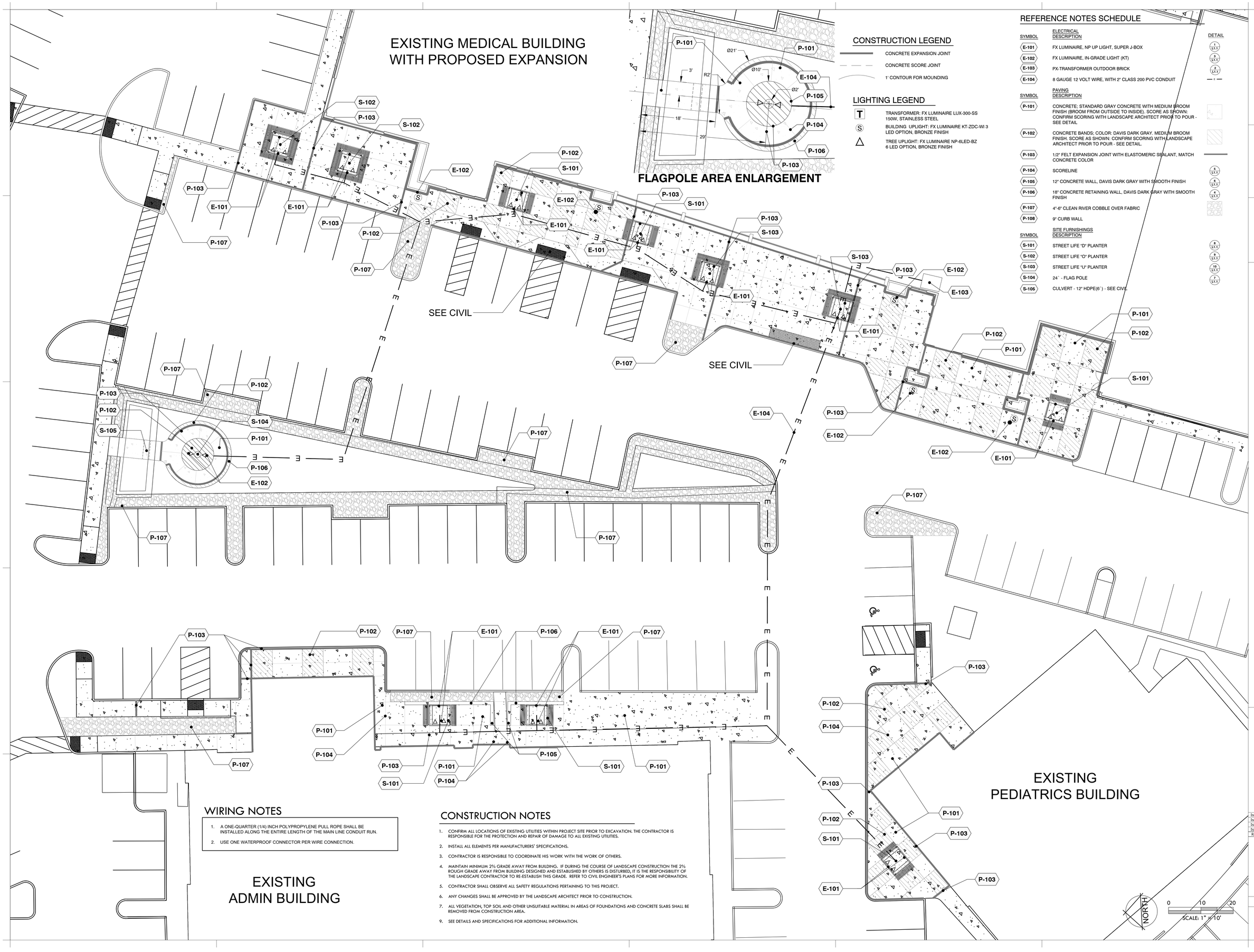
A2.13

Ampla Health

WEST ELEVATION

CAMPUS PLAN



CONSTRUCTION LEGEND

- CONCRETE EXPANSION JOINT
- CONCRETE SCORE JOINT
- 1' CONTOUR FOR MOUNDING

LIGHTING LEGEND

- T — TRANSFORMER: FX LUMINAIRE LUX-300-SS 150W, STAINLESS STEEL
- S — BUILDING UPLIGHT: FX LUMINAIRE KT-ZDC-WI 3 LED OPTION, BRONZE FINISH
- △ — TREE UPLIGHT: FX LUMINAIRE NP-6LED-BZ 6 LED OPTION, BRONZE FINISH

REFERENCE NOTES SCHEDULE

SYMBOL	ELECTRICAL DESCRIPTION	DETAIL
E-101	FX LUMINAIRE, NP UP LIGHT, SUPER J-BOX	1 / L1.1
E-102	FX LUMINAIRE, IN-GRADE LIGHT (KT)	3 / L1.1
E-103	PX-TRANSFORMER OUTDOOR BRICK	2 / L1.1
E-104	8 GAUGE 12 VOLT WIRE, WITH 2" CLASS 200 PVC CONDUIT	— E —
SYMBOL	**PAVING DESCRIPTION**	
P-101	CONCRETE; STANDARD GRAY CONCRETE WITH MEDIUM BROOM FINISH (BROOM FROM OUTSIDE TO INSIDE). SCORE AS SHOWN: CONFIRM SCORING WITH LANDSCAPE ARCHITECT PRIOR TO POUR - SEE DETAIL	
P-102	CONCRETE BANDS; COLOR: DAVIS DARK GRAY. MEDIUM BROOM FINISH. SCORE AS SHOWN: CONFIRM SCORING WITH LANDSCAPE ARCHITECT PRIOR TO POUR - SEE DETAIL.	
P-103	1/2" FELT EXPANSION JOINT WITH ELASTOMERIC SEALANT, MATCH CONCRETE COLOR	
P-104	SCORELINE	5 / L1.1
P-105	12" CONCRETE WALL, DAVIS DARK GRAY WITH SMOOTH FINISH	4 / L1.1
P-106	18" CONCRETE RETAINING WALL, DAVIS DARK GRAY WITH SMOOTH FINISH	4 / L1.1
P-107	4"-6" CLEAN RIVER COBBLE OVER FABRIC	
P-108	9" CURB WALL	
SYMBOL	**SITE FURNISHINGS DESCRIPTION**	
S-101	STREET LIFE "D" PLANTER	8 / L1.1
S-102	STREET LIFE "O" PLANTER	9 / L1.1
S-103	STREET LIFE "U" PLANTER	10 / L1.1
S-104	24` - FLAG POLE	7 / L1.1
S-105	CULVERT - 12" HDPE(6`) - SEE CIVIL	

WIRING NOTES

1. A ONE-QUARTER (1/4) INCH POLYPROPYLENE PULL ROPE SHALL BE INSTALLED ALONG THE ENTIRE LENGTH OF THE MAIN LINE CONDUIT RUN.
2. USE ONE WATERPROOF CONNECTOR PER WIRE CONNECTION.

CONSTRUCTION NOTES

1. CONFIRM ALL LOCATIONS OF EXISTING UTILITIES WITHIN PROJECT SITE PRIOR TO EXCAVATION. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION AND REPAIR OF DAMAGE TO ALL EXISTING UTILITIES.
2. INSTALL ALL ELEMENTS PER MANUFACTURERS' SPECIFICATIONS.
3. CONTRACTOR IS RESPONSIBLE TO COORDINATE HIS WORK WITH THE WORK OF OTHERS.
4. MAINTAIN MINIMUM 2% GRADE AWAY FROM BUILDING. IF DURING THE COURSE OF LANDSCAPE CONSTRUCTION THE 2% ROUGH GRADE AWAY FROM BUILDING DESIGNED AND ESTABLISHED BY OTHERS IS DISTURBED, IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO RE-ESTABLISH THIS GRADE. REFER TO CIVIL ENGINEER'S PLANS FOR MORE INFORMATION.
5. CONTRACTOR SHALL OBSERVE ALL SAFETY REGULATIONS PERTAINING TO THIS PROJECT.
6. ANY CHANGES SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
7. ALL VEGETATION, TOP SOIL AND OTHER UNSUITABLE MATERIAL IN AREAS OF FOUNDATIONS AND CONCRETE SLABS SHALL BE REMOVED FROM CONSTRUCTION AREA.
9. SEE DETAILS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION.

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MDG MELTONDESIGNGROUP, INC.

YUBA CITY - CLINIC
AMPLA HEALTH
1000 Sutter St, Yuba City, CA 95991

CONSTRUCTION and LIGHTING PLAN

Issued For SD:	09/29/2022
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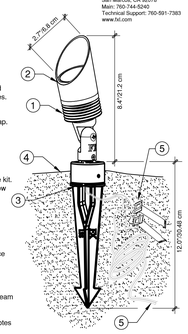
Revision Number	Revision Date

2930

L1.0

FX LUMINAIRE
1940 Diamond Street
San Marcos, CA 92078
Main: 760-744-5240
Technical Support: 760-591-7383
www.fxl.com



DETAIL LEGEND

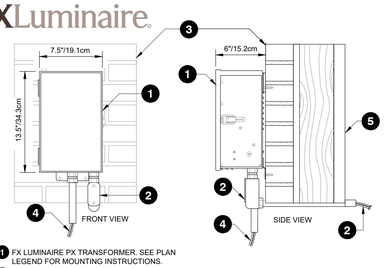
1. FX Luminaire NP fixture. See plan legend for wattage, beam spread and accessories.
2. Aim fixture a minimum of 10° off vertical to allow water and dirt to drain off lens cap.
3. FX Luminaire Super J-Box mount.
4. Finished grade.
5. Direct bury, UF/UL, copper, low voltage cable with 3M DBR/Y-6 direct bury splice kit. Leave 18" minimum wire loop coiled below fixture for service.

NOTES

A. Installation to be completed in accordance with manufacturer's specifications.
B. Accepts 10-15 volts - AC or DC
C. See plan legend for LED board option, beam spreads, and accessories.
D. Always refer to FX product installation notes prior to installation.

1 / L1.1 NP UP LIGHT - SUPER J-BOX

FXLuminaire



1. FX LUMINAIRE PX TRANSFORMER. SEE PLAN LEGEND FOR MOUNTING INSTRUCTIONS.
2. FX AVAILABLE ELECTRIC HARDWIRE TO 120 VOLT POWER SOURCE.
3. INDOOR OR OUTDOOR BRICK MOUNTING SURFACE
4. LENGTH OF WIRE AND JUNCTION BOX TO BE DETERMINED. USE DIRECT BURY, UF/UL, COPPER, LOW VOLTAGE CABLE WITH 3M DBR/Y-6 DIRECT BURY SPLICE KIT.
5. SEE PLAN LEGEND FOR TYPE OF MATERIAL FOR INSIDE WALL SURFACE.

NOTES:

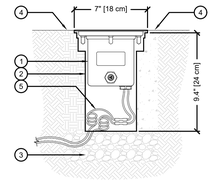
A. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

B. ALWAYS REFER TO FX PRODUCT INSTALLATION NOTES PRIOR TO INSTALLATION

C. LOCATE BOX IN INTERIOR MAINTENANCE CLOSET

2 / L1.1 PX-TRANSFORMER OUTDOOR BRICK

FXLuminaire. LKT.01



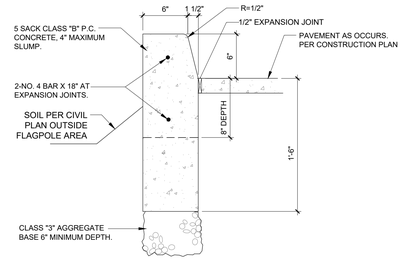
DETAIL LEGEND:

1. FX LUMINAIRE "KT" FIXTURE PER PLAN.
2. CONSTRUCTION SLEEVE
3. DRAINAGE MATERIAL PER PLAN
4. FLUSH ADJACENT GROUND OR PAVEMENT SURFACE PER PLAN
5. DIRECT BURY, UF/UL, COPPER, LOW VOLTAGE CABLE WITH UL 486D (IEC/EN 60998) RATED WATERPROOF CONNECTION. LEAVE MINIMUM WIRE LOOP COILED BELOW FIXTURE FOR FUTURE SERVICE.

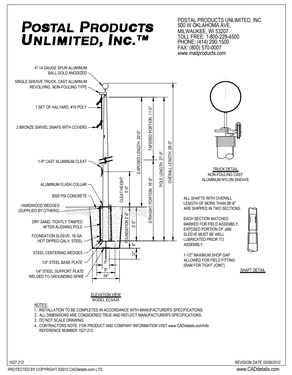
NOTES

A. FIXTURE REQUIRES 11-15V AC/DC
B. INSTALL TO A UL 1838 (IEC/EN 61347) LISTED TRANSFORMER
C. DIG HOLE AND INSERT CONSTRUCTION SLEEVE. USE DRAINAGE MATERIAL BELOW SLEEVE. FILL SOIL OR CONCRETE TO TOP OF SLEEVE COVER (IF APPLICABLE). RUN WIRING INTO CONSTRUCTION SLEEVE.

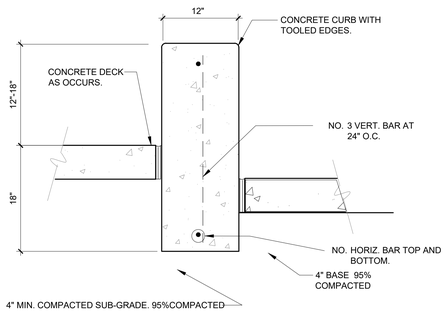
3 / L1.1 IN-GRADE LIGHT (KT)



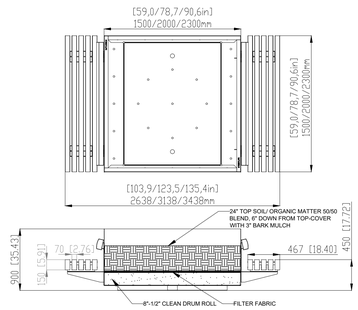
4 / L1.1 CONCRETE CURB AT FLAG POLE AREA



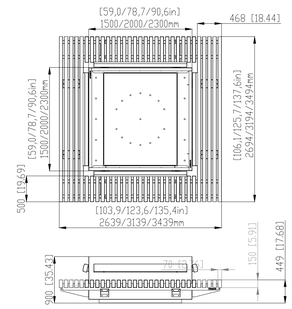
5 / L1.1 ATLAS SERIES



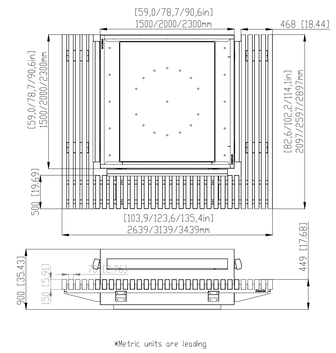
6 / L1.1 (12" OR 18") CONCRETE WALL AT PLANTER



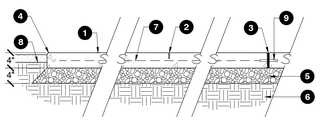
7 / L1.1 STREET LIFE PLANTER R&R-HTUB-D-230 (D-PLANTER)



8 / L1.1 STREET LIFE PLANTER R&R-HTUB-O-230 (O-PLANTER)



9 / L1.1 STREET LIFE PLANTER R&R-HTUB-U-230 (U-PLANTER)



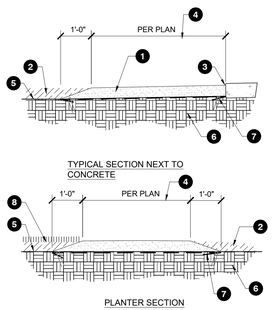
1. CONCRETE PAVING MEDIUM BROOM FINISH. 1.5% MAX CROSS SLOPE 4.5% MAX SLOPE ALONG WALKING PATH. COLOR PER CONSTRUCTION PLAN.
2. SCORELINE - 1-1/2" DEPTH, 1/4" WIDTH WITH 1/2" RADIUS EDGE. 7' O.C. MAX.
3. EXPANSION JOINT - 21' O.C. MAX. 1/4" X 3" FELT IN BETWEEN POURS, AND NEXT TO EXISTING CONCRETE, BUILDINGS OTHER VERTICAL SURFACES. INSTALL WITH 1/4" WIDE X 1/2" DEEP RESILIENT POLYURETHANE SEALANT. COLOR TO MATCH CONCRETE.
4. 1/2" RADIUS TOOLED EDGE.
5. CLASS II AGGREGATE BASE COMPACTED TO 90% RELATIVE DENSITY.
6. SUB-GRADE COMPACT TO 90% RELATIVE DENSITY.
7. #3 REBAR TIED AT 24" O.C. BOTH WAYS.
8. LANDSCAPE FINISH GRADE.
9. INSTALL 12"X1/2" STEEL PENCIL ROD DOWELS AT 18" O.C. AT COLD JOINTS AND WHEN POURING NEW CONCRETE NEXT TO EXISTING; (6" INTO EXISTING AND 6" INTO NEW CONCRETE); LUBRICATE ONE END OF DOWEL. DOWELS INSTALL THROUGH FELT EXPANSION JOINTS WHERE THEY OCCUR.

NOTES:

1. PROVIDE POSITIVE DRAINAGE OF LANDSCAPE AWAY FROM CONCRETE AND STRUCTURES OR AS SEEN ON PLAN.
2. INSTALL SIDEWALK AND PADS 1-1/2" ABOVE EXISTING GRADE AS SHOWN.
3. MARK EDGE OF SIDEWALK AT SLEEVE LOCATION, BOTH SIDES OF SIDEWALK. 1/8" WIDE BY 2" LONG 1/2" O.C.
   MARK(1) FOR 1" SLEEVE,
   (2) FOR 2" SLEEVE,
   (3) FOR 3" SLEEVE, ETC.

10 / L1.1 CONCRETE SIDEWALK OR PAD

3/4" = 1'-0"



1. DECOMPOSED GRANITE (DG) PER PLAN. 3" MIN. DEPTH AFTER COMPACTION. SLOPE PER PLAN.
2. 4" LAYER BARK MULCH PER PLAN.
3. SET COMPACTED FINISHED DG GRADE 0-1/4" BELOW ADJACENT HARDSCAPE.
4. WIDTH VARIES PER PLAN.
5. FINISH GRADE - HOLD DOWN: 1-1/2" IN SOD OR HYDROSEED 4-1/2" IN SHRUB AND GROUNDCOVER AREAS
6. SUB-GRADE COMPACTED TO 90% RELATIVE DENSITY
7. INSTALL TYPAR PROFESSIONAL LANDSCAPE FABRIC UNDER DG AND ANCHOR WITH 6" LONG LANDSCAPE STAPLES EVERY 24" O.C. IN ALL DIRECTIONS. TUCK FABRIC EDGES UNDER SOIL AT DG LIMITS.
8. PLANTER WALL PER PLAN

NOTES:

1. DECOMPOSED GRANITE SHALL BE QUARRY FINES, ¼ INCH OR LESS. COLOR: GOLD. CONTRACTOR TO SUBMIT SAMPLE FOR APPROVAL BY LANDSCAPE ARCHITECT.
2. APPLY WEED KILLER AND PRE-EMERGENT TO DG AREAS PRIOR TO PLACEMENT OF DG.
3. INSTALL IN 2 EQUAL LIFTS.
4. AFTER PLACEMENT, THOROUGHLY WATER UNTIL ENTIRE DEPTH IS MOIST. COMPACT WITH A 1,000 TO 3,000 LB ROLLER AFTER GRADING AND WETTING.

11 / L1.1 DECOMPOSED GRANITE

NTS

STREETLIFE®

Leiden, July/12/2022

OKAU / NA220682 US - Ampla Health - Yuba, CA

Rough&Ready Hug a Tub	Quantity	Price/unit 2022		Total
R&R-HTUB-S-200-LO	1 unit	USD 7 730	USD	7 730
Treetub with bench and backrest on one side				
ca. 200×254×45/90 cm | 79×100×18/35 inches (l×w×h1/h2) , vol. ca. 3,2 m³ | 113 ft³				
R&R-HTUB-D-200-LO	1 unit	USD 10 575	USD	10 575
Treetub with bench and backrest on opposite sides of the tub				
ca. 200×308×45/90 cm | 79×121×18/35 inches (l×w×h1/h2) , vol. ca. 3,2 m³ | 113 ft³				
R&R-HTUB-L-200-LO	1 unit	USD 11 505	USD	11 505
Treetub with bench and backrest in corner setup				
ca. 254×254×45/90 cm | 100×100×18/35 inches (l×w×h1/h2) , vol. ca. 3,2 m³ | 113 ft³				
R&R-HTUB-U-200-LO	1 unit	USD 14 740	USD	14 740
Treetub with bench and backrest in U-shaped setup				
ca. 254×308×45/90 cm | 100×121×18/35 inches (l×w×h1/h2) , vol. ca. 3,2 m³ | 113 ft³				
R&R-HTUB-O-200-LO	1 unit	USD 18 905	USD	18 905
Treetub with bench and backrest around the tub				
ca. 308×308×45/90 cm | 121×121×18/35 inches (l×w×h1/h2) , vol. ca. 3,2 m³ | 113 ft³				

STREETLIFE Design & Projects bv, Hereengracht 56, 2311LD Leiden, The Netherlands, tel. +1 215 247 0148, www.streetlife.com
Chamber of Commerce: 27.355.160, Tax No. NL.8213.53.674.B01

STREETLIFE®

R&R-HTUB-200-PC 1 unit USD 1 735 USD 1 735
Surcharge for coating a 200cm | 79" tub

Specifications:
- Material seat: untreated **FSC® 100%** Louro Gomela hardwood
- Hardwood fading naturally to silver/grey, fully recyclable
- Dimension hardwood slats 7×15 cm | 2.8×5.9"
- Tamper-proof Streetlock® system in stainless steel for easy replacement of slats
- Based on the Shrubtub Tree Planters
- Material tub: laser-cut CorTen steel class A, 4 mm thick
- Material support and Streetlife comb: hot dip galvanized steel
- Finish: powder coated in standard colours, matching parts in a Streetlife color
- Seating depth 46 cm | 18", front of the seat extends 5.6 cm | 2.1" from the tub
- Available Shrubtub sizes 150/200/230 cm | 59/78/91"
- Fitted with drainage holes and internal provisions for root ball anchoring
- Installation: easy to relocate due to 7 cm | 2.8" high, recessed forklift provisions
- Delivery: detached parts
- Manufactured in the USA
- **Orders with less than 3 identical units are subject to a surcharge**
- Production time: 10-12 weeks following order and approval of drawings in case of customized items (+2 weeks PC)

Total product price:	USD	TBD
Transport		
Yuba, CA	USD	TBD

MADE IN THE U.S.

Special unloading facilities like tailgates or forklifts are not included in this transport price.

Total project price:	USD	TBD

Please note:
Our prices are in USD and are applicable for one month after date of quote.
All prices mentioned are exclusive of Sales Tax.

Delivery:
Ex works, On-site assembly and installation are not included in the price.
Lead time to shipping: 12 - 14 weeks
Transit time: 1 - 2 weeks

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STREETLIFE®

Streetlife's Standard Steel Colours
revision 03

RAL7006 Beige Grey	RAL7010 Tarpaulin Grey	RAL 7016 Anthracite	RAL7022 Umbra Grey
RAL 7030 Stone Grey	RAL 7038 Agate Grey	RAL 7045 Telegrey	RAL 8007 Fawn Brown
RAL 8019 Grey Brown	RAL 8028 Terra Brown	RAL 9005 Jet Black	RAL1013 Oyster White
RAL 3020 Traffic Red	RAL3012 Beige Red	RAL6003 Olive Green	RAL6020 Chrome Green

• Steel can be powder coated in any RAL colour, however smaller orders could require a surcharge, please consult our sales advisors before specifying
• Standard gloss level 80%
• Standard texture: no texture / smooth
• Clean the powdercoated surface twice every year

STREETLIFE | Hereengracht 56 | 2312 LD Leiden, The Netherlands | tel. +31 71 33 33 333 | fax +31 71 33 33 369 | www.streetlife.nl
Chamber of Commerce: 28.073.817 | Tax No. NL 8060.73.608B01 | FN/CB Vienna: FSC-C109437

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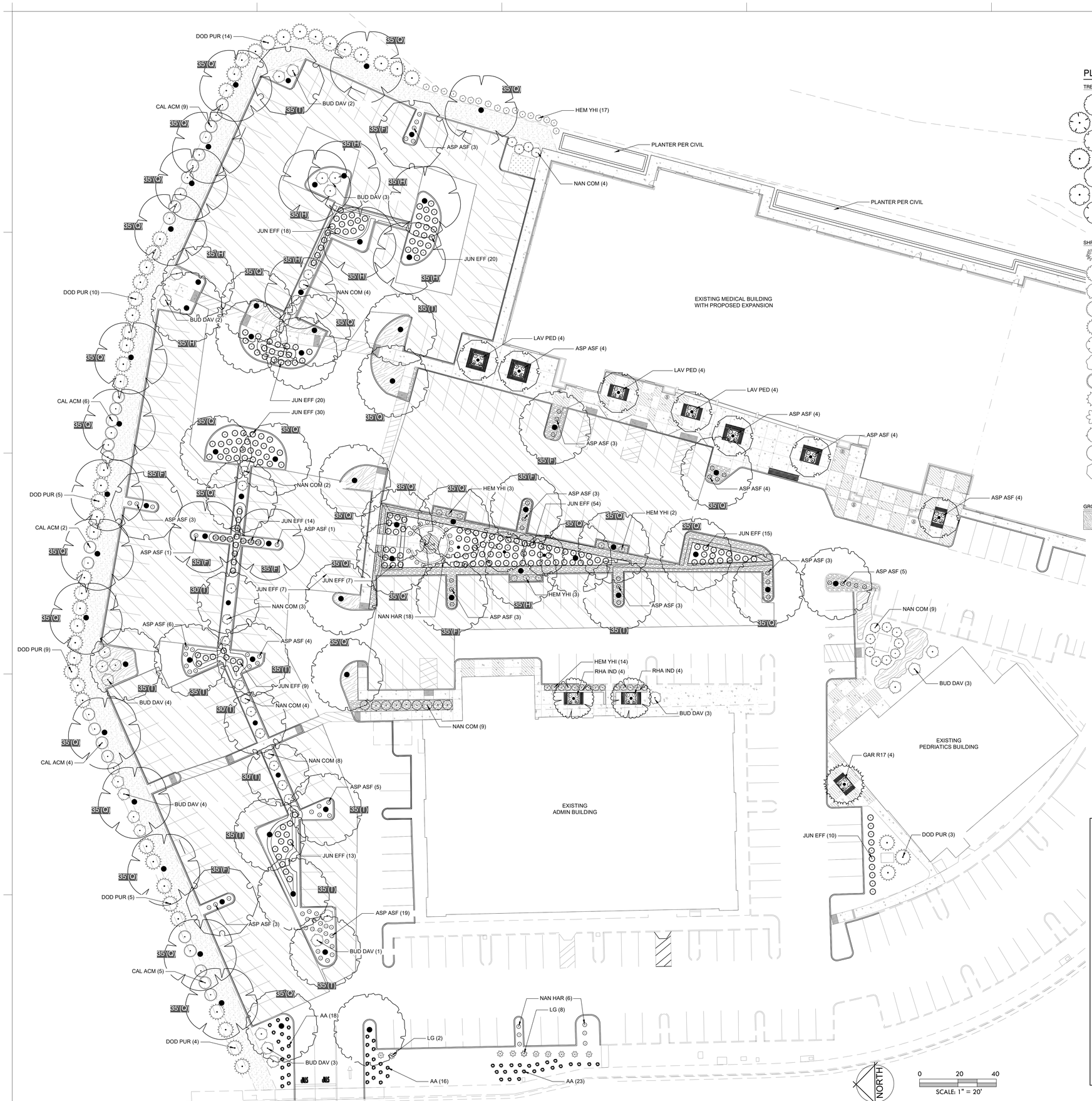

PLANT SCHEDULE

TREES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY	WATER USAGE
	ACE NGM	ACER PLATANOIDES 'NIGRUM'	PURPLE NORWAY MAPLE	10 GAL.	37	M
	ACE OGL	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	10 GAL.	2	M
	ACE ABZ	ACER X FREEMANII 'JEFFERSRED' TM	AUTUMN BLAZE FREEMAN MAPLE	10 GAL.	3	M
	FAG GRA	FAGUS GRANDIFOLIA	AMERICAN BEECH	10 GAL.	1	M
	GIN PR2	GINKGO BILOBA 'PNI 2720' TM	PRINCETON SENTRY MAIDENHAIR TREE	10 GAL.	10	M
	MAG GRA	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	10 GAL.	4	M
	ULM ACC	ULMUS X 'MORTON' TM	ACCOLADE ELM	10 GAL.	23	M

SHRUBS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY	WATER USAGE
	AA	AGAPANTHUS AFRICANUS	AFRICAN LILY	1 GAL	57	L
	ASP ASF	ASPARAGUS DENSIFLORUS	ASPARAGUS FERN	1 GAL.	87	M
	BUD DAV	BUDDLEJA DAVIDII	BUTTERFLY BUSH	5 GAL.	25	L
	CAL ACM	CALLISTEMON ACUMINATUS	BOTTLEBRUSH	5 GAL.	27	L
	DOD PUR	DODONAEA VISCOSA 'PURPUREA'	PURPLE HOPSEED BUSH	5 GAL.	50	M
	GAR R17	GARDENIA JASMINOIDES 'RADICANS'	RADICANS GARDENIA	1 GAL.	4	M
	HEM YHI	HEMEROCALLIS X	HYBRID DAYLILY	1 GAL.	39	L
	JUN EFF	JUNCUS EFFUSUS	COMMON RUSH	1 GAL.	221	M
	LAV PED	LAVANDULA PEDUNCULATA	FRENCH LAVENDER	1 GAL.	12	L
	LG	LOROPETALUM CHINENSE	CHINESE FRINGE FLOWER	5 GAL	11	L
	NAN COM	NANDINA DOMESTICA 'COMPACTA'	DWARF HEAVENLY BAMBOO	5 GAL.	39	L
	NAN HAR	NANDINA DOMESTICA 'HARBOUR DWARF'	HARBOUR DWARF HEAVENLY BAMBOO	1 GAL.	24	L
	RHA IND	RHAPHIOLEPIS INDICA	INDIAN HAWTHORN	5 GAL	8	M

GROUND COVERS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY	WATER USAGE
	TRA ST2	TRACHELOSPERMUM JASMINOIDES `STAR`	STAR JASMINE	1 GAL.	211	

PARKING LOT - 197 SPACES
SHADE CALCULATIONS TABLE

TREE DIAMETER	(F) = FULL	(T)= 75%	(H)=50%	(Q)=25%	TOTAL S.F.
35'	6@962 5772	11@722 7942	8@481 3848	33@240 7920	25,482
30'	0@706 0	3@530 1590	0@354 0	0@177 0	1590
25'	0@491 0	0@368 0	0@246 0	0@123 0	0
20'	0@314 0	0@236 0	0@157 0	4@79 0	0
				TOTAL TREE SHADE:	27,072
				TOTAL AUXILIARY SHADE:	0
				TOTAL PAVED AREA TO BE SHADED:	49,577
				SHADE AREA REQUIRED - 50%:	24,788
				TOTAL SHADE AREA PROVIDED:	27,072
				PERCENT SHADE:	55%

NOTES:
1. THE PLAN SHOWS ALL PROPOSED TREE LOCATIONS ON THE PROJECT SITE. ONLY THE TREES ANNOTATED WITH A DIAMETER COVERAGE ARE INCLUDED IN THE SHADE CALCULATIONS TABLE.

PAVED VEHICULAR SURFACE AREA INCLUDED IN CALCULATIONS

PLANTING NOTES

1. VERIFY EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
2. ALL PLANT MATERIAL IS TO BE CHECKED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. NO SUBSTITUTIONS FOR PLANT MATERIAL WILL BE ALLOWED UNLESS PRIOR ARRANGEMENTS HAVE BEEN APPROVED BY LANDSCAPE ARCHITECT. IN THE EVENT OF PLANT MATERIAL UNAVAILABILITY, CONTACT LANDSCAPE ARCHITECT FOR ALTERNATIVE SOURCES OR APPROVED SPECIES SUBSTITUTION.
3. PLANT QUANTITIES ARE FOR CONVENIENCE OF THE CONTRACTOR. CONTRACTOR TO CONFIRM EXACT NUMBER.
4. PLACE AGRIFORM FERTILIZER TABLETS OR EQUAL A MAXIMUM OF 2" BELOW FINISH GRADE; 5 PER 24" BOX TREE, 3 PER 5 GAL. TREE OR SHRUB, 2 PER 1 GAL. SHRUB.
5. STEEL TREE STAKES PAINTED BLACK ARE TO BE PLACED PERPENDICULAR TO PREVAILING WINDS. REMOVE NURSERY STAKES, REPLACE WITH STAKES PER DETAIL. TREE TIES SHALL BE CINCH-TIED OR EQUAL.
6. PLACE 3" MINIMUM LAYER OF 1" - 3" SLATE CHIPS IN ALL PLANTING AREAS UNLESS OTHERWISE NOTED.
7. PLANT MATERIALS SHALL BE BID ON THE BASIS OF SPECIES AND CONTAINER SIZE, NOT ON CONTAINER SIZE ALONE .
8. TREES SHALL CONFORM TO AMERICAN NURSERY STANDARD ANSI Z60.1-2014 AND SHALL HAVE A WELL FORMED CENTRAL LEADER AND SHALL NOT BE SUBSTITUTED WITH ANOTHER SPECIES WITHOUT PRIOR WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT, AND SHALL HAVE AT LEAST THE MINIMUM CALIPER AS STATED IN THE SPECIFICATIONS REGARDLESS OF CONTAINER SIZE.
9. REFER TO PLANS, DETAILS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION.
10. PLANTING PLAN TO BE USED FOR PLANT COUNTS AND LAYOUT ONLY. SEE CONSTRUCTION PLAN FOR DETAILED HARDSCAPE AND PLANTER LAYOUT.

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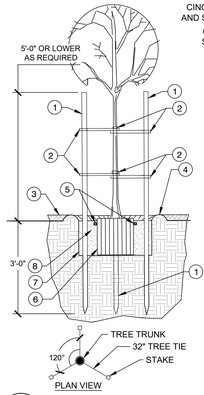
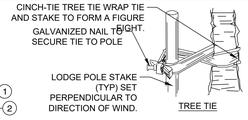
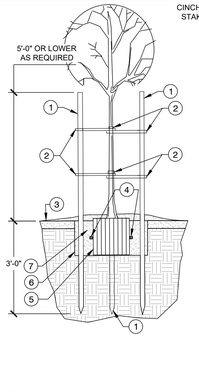


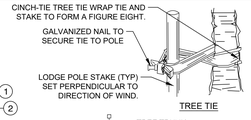


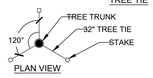
1. (3) 2"x 8' NON-TREATED LODGEPOLE STAKE. PLACE STAKES AT 120° APART FROM EACH OTHER AROUND TREE. CUT OFF BELOW LOWEST LIMB.
2. (3) 32" CINCH TIE TREE TIES.
3. MULCH IN SHRUB AND GROUND-COVER AREAS (WHERE APPLICABLE). REFER TO SPECIFICATIONS.
4. WATER RETENTION BERM. REMOVE BEFORE INSTALLATION OF SOD OR DECOMPOSED GRANITE (WHERE APPLICABLE).
5. FERTILIZER TABLETS, AS PER SPECIFICATIONS.
6. ROOT BALL, SET CROWN 1" ABOVE FINISH GRADE
7. PLANT PIT SHALL BE THREE TIMES THE DIAMETER OF ROOTBALL WITH BOTTOM OF PIT TO BE SCARIFIED 12" DEEP.
8. BACKFILL PLANTER WITH AMENDED SITE SOIL SEE SPECIFICATIONS.

1 L2.0 TREE PLANTING IN MULCH

1/2" = 1'-0" P-AM-02



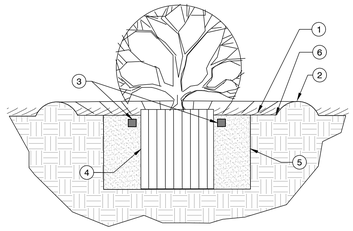




1. (3) 2"x 8' NON-TREATED LODGEPOLE STAKE. PLACE STAKES AT 120° APART FROM EACH OTHER AROUND TREE. CUT OFF BELOW LOWEST LIMB.
2. (6) 32" CINCH TIE TREE TIES.
3. 3" OF UNCOMPACTED DECOMPOSED GRANITE. WATERED AND ROLLED ONLY. COVER ROOT BALL WITH 1" LAYER OF D.G. KEEP CROWN CLEAR OF D.G. COVER.
4. FERTILIZER TABLETS, AS PER SPECIFICATIONS.
5. ROOT BALL, SET CROWN 1" ABOVE FINISH GRADE
6. PLANT PIT SHALL BE TWICE THE DIAMETER OF ROOTBALL.
7. BACKFILL PLANTER SOIL SEE SPECIFICATIONS.

2 L2.0 TREE PLANTING IN D.G.

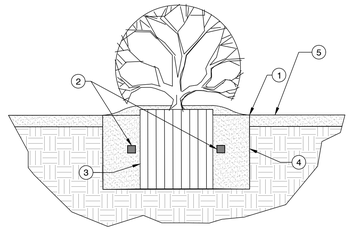
1/2" = 1'-0" P-AM-12



1. BARK MULCH PER PLAN.
2. WATER RETENTION BERM, PROVIDE POSITIVE DRAINAGE AWAY FROM ROOTBALL.
3. FERTILIZER TABLETS, AS PER SPECIFICATIONS.
4. ROOT BALL, SET CROWN 1" ABOVE GRADE.
5. PLANTING PIT TO BE TWICE THE DIAMETER OF ROOTBALL. REFER TO SPECIFICATIONS FOR BACKFILL MIX.
6. FINISH GROUNDCOVER GRADE.

3 L2.0 SHRUB PLANTING IN MULCH

3/4" = 1'-0" P-AM-03



1. 3" OF UNCOMPACTED DECOMPOSED GRANITE. WATERED AND ROLLED ONLY. COVER ROOT BALL WITH 1" LAYER OF D.G.
2. FERTILIZER TABLETS, AS PER SPECIFICATIONS.
3. ROOT BALL, SET CROWN 1" ABOVE GRADE.
4. PLANTING PIT TO BE TWICE THE DIAMETER OF ROOTBALL. REFER TO SPECIFICATIONS FOR BACKFILL MIX.
5. FINISH GROUNDCOVER GRADE.

4 L2.0 SHRUB PLANTING IN DECOMPOSED GRANITE

3/4" = 1'-0" P-AM-08

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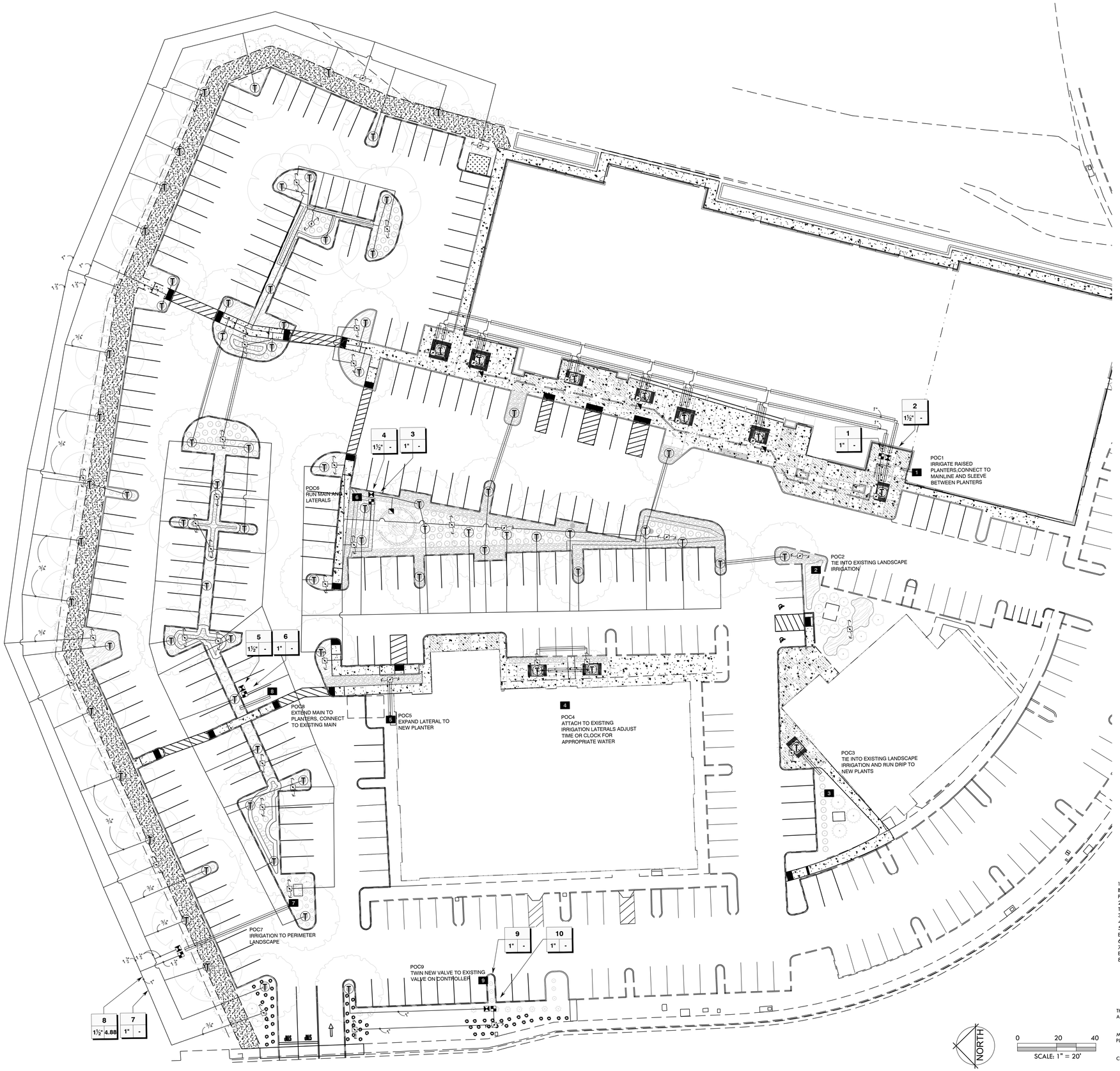

IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	HUNTER ICZ-101-40 1" DRIP CONTROL ZONE KIT. 1" ICV GLOBE VALVE WITH 1" HY100 FILTER SYSTEM. PRESSURE REGULATION: 40PSI. FLOW RANGE: 2 GPM TO 20 GPM. 150 MESH STAINLESS STEEL SCREEN.	8
	HUNTER ICZ-151-XL-40 1-1/2" DRIP CONTROL ZONE KIT. 1-1/2" ICV GLOBE VALVE WITH 1" HY100 FILTER SYSTEM. PRESSURE REGULATION: 40PSI. FLOW RANGE: 20 GPM TO 60 GPM. 120 MESH STAINLESS STEEL SCREEN. 1-1/2" INLET X SINGLE 2" OUTLET	8
	DRIPLINE START CONNECTOR INSTALL (3/4") START CONNECTOR FROM PVC LATERAL LINE TO DRIP TUBING. FITTINGS PER MANUFACTURER`S SPECIFICATIONS. DRIP TUBING TO BE HDL-06-12 PC (HUNTER) RUN A LINE ON EACH SIDE OF SHRUBS AT 6" FROM CENTER OF PLANT	52
	DRIP TREE RING-HDL-06-12 PC-HUNTER HDL-06-12-PC: PRESSURE COMPENSATING HUNTER DRIPLINE WITH 0.6 GPH FLOW. LIGHT BROWN TUBING WITH GRAY STRIPING. APPROXIMATELY (34) EMITTERS X 0.60 GPH AT 12" O/C SPACING, PLUS (2) EMITTERS X 0.50 GPH PLACED AT ROOT BALL. TOTAL GPM 0.36. INSTALL INNER TREE RING DRIP LINE 24" OFF TREE CENTER, AND OUTER RING 42" OFF TREE CENTER, PER DETAIL.	82

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	HUNTER HQ-5RC 1" QUICK COUPLER VALVE, YELLOW RUBBER COVER, RED BRASS AND STAINLESS STEEL, WITH 1" NPT INLET, 1-PIECE BODY.
	EXISTING CONTROLLER USE EXISTING CONTROLLER, REUSE EXISTING STATIONS FROM ABANDONED VALVES, RUN NEW WIRE FROM OLD VALVES TO NEW VALVES IRRIGATION LATERAL LINE: PVC SCHEDULE 40 - SIZE AS NEEDED TO MINIMIZE PRESSURE LOSS
	PIPE SLEEVE: PVC SCHEDULE 40 SCHEDULE 40 PVC AT 3X LINE SIZE FOR LATERALS, CONDUIT & MAINLINE UNDER ALL PAVING, TYPICAL, WHETHER SHOWN OR NOT. COORDINATE LOCATIONS WITH GENERAL CONTRACTOR PRIOR TO PAVING INSTALLATION. WIRES AND MAINLINE SHALL BE PLACED ON SEPARATE SLEEVES.
	MAIN LINE - 1" ON ALL EXTENSIONS

Valve Callout

*
#" #*

Valve Number
Valve Flow
Valve Size

IRRIGATION NOTES:

1. THE INTENT OF THIS IRRIGATION SYSTEM IS TO PROVIDE THE MINIMUM AMOUNT OF WATER REQUIRED TO SUSTAIN GOOD PLANT HEALTH. ADJUST CLOCK AS REQUIRED TO ACHIEVE THIS GOAL AS REQUIRED BY THE TIME OF YEAR.

2. IT IS THE RESPONSIBILITY OF THE LANDSCAPE MAINTENANCE CONTRACTOR AND/OR OWNER TO PROGRAM THE IRRIGATION CONTROLLERS TO PROVIDE THE MINIMUM AMOUNT OF WATER NEEDED TO SUSTAIN GOOD PLANT HEALTH. THIS INCLUDES MAKING ADJUSTMENTS TO THE PROGRAM FOR SEASONAL CHANGES, PLANT MATERIAL, WATER REQUIREMENTS, MOUNDS AND SLOPES, AND SUN, SHADE AND WIND EXPOSURES.

3. THIS DRAWING IS DIAGRAMMATIC. IRRIGATION COMPONENTS SHOWN BENEATH PAVING OR PLANTINGS ARE FOR GRAPHIC CLARITY ONLY. PLACE ALL PIPING, VALVES, AND OTHER IRRIGATION COMPONENTS WITHIN THE ADJACENT PLANTER EXCEPT WHERE PIPES CROSS PAVING. PLACE PIPING TO PREVENT CONFLICT WITH SUBSEQUENT PLANTING. REFER TO PLANTING PLAN.

4. CONTRACTOR TO PROVIDE COMPLETE 'AS-BUILT' DRAWINGS AND CONTROLLER CHART (LAMINATED) TO OWNER AT COMPLETION OF PROJECT.

5. TRENCH ALL MAIN LINES TO A DEPTH OF 18", TRENCH ALL LATERAL LINES TO A DEPTH OF 12". TRENCH ALL MAIN OR LATERAL LINES TO A DEPTH OF 24" WHERE CROSSING UNDER DRIVEWAY PAVEMENT AND PLACE WITHIN A SCHEDULE 40 SLEEVE, SIZE AS SHOWN.

6. INSTALL SLEEVES WHERE SHOWN ON PLAN AND AS REQUIRED, PRIOR TO THE PLACEMENT OF PAVING. COORDINATE WITH PAVING CONTRACTOR. SIZE SLEEVES AS NEEDED; MINIMUM MAIN LINE SLEEVE SIZE SHALL BE 6" AND MINIMUM LATERAL SLEEVE SIZE SHALL BE 2". SLEEVE CONTROL WIRE SEPARATELY; MINIMUM ELECTRICAL CONDUIT SIZE SHALL BE 2".

7. ALL REMOTE CONTROL VALVES AND QUICK COUPLER VALVES SHALL BE INSTALLED IN SHRUB PLANTERS.

8. ALL VALVE BOXES SHALL COME SUPPLIED WITH A LOCK SET AND BOLT PER MANUFACTURES SPECS.

9. CONTRACTOR IS RESPONSIBLE FOR COMPLETE COVERAGE OF ALL PLANT MATERIAL. INSTALL ADDITIONAL IRRIGATION OR ADJUST SPACING AS REQUIRED.

10. MAIN LINE PIPE SIZE DOWNSTREAM OF LAST PIPE SIZE CALLOUT TO BE 1" PIPE (MAIN LINE PIPE SIZE DIAMETER NOT TO BE LESS THAN 1"). LATERAL PIPE SIZE DOWNSTREAM OF LAST PIPE SIZE CALLOUT TO BE 3/4" PIPE (LATERAL PIPE SIZE DIAMETER NOT TO BE LESS THAN 3/4").

11. SEE DETAILS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION.

12. THE CONTRACTOR SHALL BE RESPONSIBLE TO RETAIN AND PROTECT EXISTING IRRIGATION THAT IS DESIGNATED TO REMAIN.

13. DUE TO THE SCALE OF THE DRAWINGS, IT IS NOT POSSIBLE TO INDICATE ALL OFFSET FITTINGS, SLEEVES, ETC., WHICH MAY BE REQUIRED. THE CONTRACTOR SHALL CAREFULLY INVESTIGATE THE STRUCTURAL AND FINISHED CONDITIONS AFFECTING ALL OF THE WORK AND PLAN ACCORDINGLY, FURNISHING SUCH FITTINGS, MISCELLANEOUS COMPONENTS, ETC., AS MAY BE REQUIRED TO MEET SUCH CONDITIONS.

14. DRAWINGS ARE GENERALLY DIAGRAMMATIC AND INDICATIVE OF THE WORK TO BE INSTALLED. THE WORK SHALL BE INSTALLED IN THE MOST DIRECT AND COMPETENT MANNER, SO THAT CONFLICTS BETWEEN THE IRRIGATION WATER SYSTEMS AND EXISTING AND NEW UTILITIES, PLANTING, AND ARCHITECTURAL FEATURES WILL BE AVOIDED.

15. ROUTING OF MAIN LINE AND LATERALS ARE DIAGRAMMATIC. INSTALL ALL MAINLINE, LATERALS AND VALVES IN PLANTERS EXCEPT WHEN CROSSING BENEATH PAVEMENT, WALK WAYS, ETC.

16. ALL MAIN LINE AND LATERALS CROSSING BENEATH PAVEMENT, CONCRETE, FOUNDATIONS, WALLS, ETC. SHALL BE INSTALLED IN SLEEVES. SEE DETAILS AND SPECIFICATIONS FOR TYPE. SIZE TO PROVIDE A MINIMUM OF 25% VOID SPACE IN SLEEVE AFTER PIPES ARE INSTALLED.

UTILITY NOTES:

1. CONTRACTOR SHALL VERIFY ONSITE UTILITY REQUIREMENTS PRIOR TO SUBMITTING BID. INCLUDE ALL SERVICES, CONDUITS, PULL BOXES, SPLICE BOXES, RISERS, CONNECTORS, TRENCHING, ETC. AS REQUIRED FOR COMPLETE AND OPERATIONAL SERVICES FOR POWER, WATER AND TELEPHONE TO UNITS WHETHER INDICATED ON DRAWINGS OR NOT.
2. CONTRACTOR SHALL VISIT JOB SITE AND THOROUGHLY EXAMINE ALL EXISTING CONDITIONS WHICH MAY AFFECT HIS WORK PRIOR TO SUBMITTING BID. NO ADDITIONAL COSTS WILL BE CONSIDERED FOR CONTRACTORS FAILURE TO DO SO.
3. CONTRACTOR SHALL FIELD VERIFY POINTS OF SERVICE FEEDS ~~AND TYPE OF SERVICES WITH UTILITY COMPANIES AT JOBSITE.~~
4. CONTRACTOR SHALL VERIFY LOCATIONS OF UNDERGROUND UTILITIES PRIOR TO THE START OF WORK. SEE U.S.A. NOTE THIS SHEET.
5. THE CONTRACTOR SHALL MAINTAIN MINIMUM FIVE (5) FOOT SEPARATION BETWEEN IRRIGATION SERVICES AND MAIN LINE AND EXISTING AND/OR PROPOSED TREE LOCATIONS (IF PLANTER IS TOO SMALL MAXIMIZE DISTANCE FROM TREE).
6. THE CONTRACTOR SHALL MAINTAIN MINIMUM SEPARATION FOR DRY AND WET UTILITIES AS PER LOCAL CODES.
7. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH OWNER AND CITY TO CONFIRM FIELD STUB-OUTS FOR WATER, ELECTRICAL AND TELEPHONE SERVICES.
8. THE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT IF FIELD CONDITIONS VARY FROM CONTRACT DOCUMENTS.

GRAPHIC CLARITY:

DUE TO THE SCALE OF THE DRAWINGS, IT IS NOT POSSIBLE TO INDICATE ALL OFFSET FITTINGS, SLEEVES, ETC., WHICH MAY BE REQUIRED. THE CONTRACTOR SHALL CAREFULLY INVESTIGATE THE STRUCTURAL AND FINISHED CONDITIONS AFFECTING ALL OF THE WORK AND PLAN ACCORDINGLY, FURNISHING SUCH FITTINGS, MISCELLANEOUS COMPONENTS, ETC., AS MAY BE REQUIRED TO MEET SUCH CONDITIONS.

DRAWINGS ARE GENERALLY DIAGRAMMATIC AND INDICATIVE OF THE WORK TO BE INSTALLED. THE WORK SHALL BE INSTALLED IN THE MOST DIRECT AND COMPETENT MANNER, SO THAT CONFLICTS BETWEEN THE IRRIGATION WATER SYSTEMS AND EXISTING AND NEW UTILITIES, PLANTING, AND ARCHITECTURAL FEATURES WILL BE AVOIDED.

ROUTING OF MAIN LINE AND LATERALS ARE DIAGRAMMATIC. INSTALL ALL MAINLINE, LATERALS AND VALVES IN PLANTERS EXCEPT WHEN CROSSING BENEATH PAVEMENT, WALK WAYS, ETC.

ALL MAIN LINE AND LATERALS CROSSING BENEATH PAVEMENT, CONCRETE, FOUNDATIONS, WALLS, ETC. SHALL BE INSTALLED IN SLEEVES. SEE DETAILS AND SPECIFICATIONS FOR TYPE. SIZE TO PROVIDE A MINIMUM OF 25% VOID SPACE IN SLEEVE AFTER PIPES ARE INSTALLED.

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MDG MELTONDESIGNGROUP, INC.

YUBA CITY - CLINIC
AMPLA HEALTH
1000 Sutter St, Yuba City, CA 95991

IRRIGATION PLAN

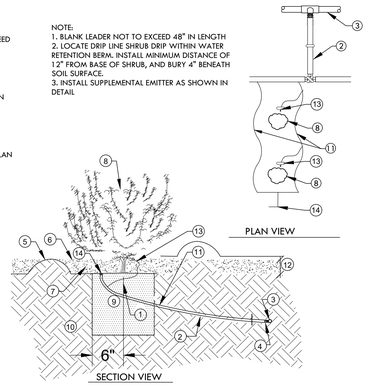
Issued For SD:	09/29/22
Issued For DD:	
Issued For Permit:	
Issued For Construction:	
Revision Number	Revision Date

2930

L3.0

1. DRIP LINE SHRUB RING - MANUFACTURER AND MODEL PER PLAN.
2. BLANK DRIP LINE TO PVC LATERAL; NOT TO EXCEED 48" IN LENGTH
3. PVC LATERAL LINE
4. START CONNECTION. SEE DRIPLINE START CONNECTION DETAIL
5. WATER RETENTION BERM AS PER PLANTING PLAN
6. FINISH GRADE
7. TOP DRESSING PER PLANTING PLAN
8. SHRUB PLANTING PER PLANTING PLAN
9. PLANTING HOLE BACKFILL MIX PER PLANTING PLAN
10. NATIVE SUBGRADE
11. RUN DRIP LINE 6" FROM CENTER OF THE SHRUB ON BOTH SIDES
12. APPROVED TOP DRESSING. SEE PLANTING PLAN.
13. RUN A SINGLE 1GPH EMITTER TO ROOT BALL ON 1/4" TUBING PER SHRUB
14. DRIP FLUSH VALVE AT EN OF EACH SHRUB RUN

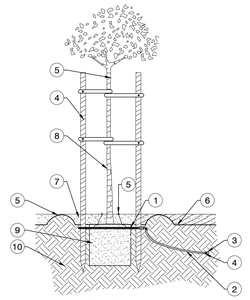
NOTE:
1. BLANK LEADER NOT TO EXCEED 48" IN LENGTH
2. LOCATE DRIP LINE SHRUB DRIP WITHIN WATER RETENTION BERM. INSTALL MINIMUM DISTANCE OF 12" FROM BASE OF SHRUB, AND BURY 4" BENEATH SOIL SURFACE.
3. INSTALL SUPPLEMENTAL EMITTER AS SHOWN IN DETAIL



1 L3.1 DRIP IRRIGATION (RUN PIPE ON EACH SIDE OF SHRUB

SCALE: N.T.S.

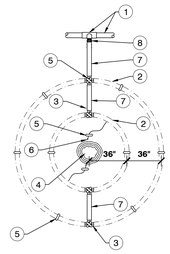
1. DRIP LINE TREE RING -3' DIAMETER INSIDE RING, 6' DIAMETER OUTSIDE RING.
2. BLANK DRIP LINE TO PVC LATERAL, NOT TO EXCEED 48" IN LENGTH.
3. PVC LATERAL LINE.
4. START CONNECTION.
5. 0.50 GPH EMITTER ON 1/4" TUBE, TYPICAL 1/ SHRUB AND 2/TREE.
6. FINISH GRADE.
7. TOP DRESSING DECOMPOSED GRANITE PER PLANTING PLAN.
8. TREE PLANTINGS PER PLANTING PLAN.
9. ROOTBALL.
10. AMENDED SOIL PER PLANTING PLAN.



NOTE:
1. BLANK LEADER NOT TO EXCEED 48" IN LENGTH.
2. FIRST RING INSTALL MINIMUM DISTANCE OF 12" FROM BASE OF SHRUB AND 18" FROM BASE OF NEW TREE.
3. INSTALL SUPPLEMENTAL EMITTERS FOR ESTABLISHMENT FOR ALL NEW PLANTINGS PLACED 1/2 DISTANCE OF ROOT BALL, 1X SHRUB, 2X TREE.
4. DRIP RING FOR EXISTING TREES SHALL START 1/3 THE DISTANCE OF CANOPY FROM TRUCK AND WILL COVER 2/3 OF TOTAL CANOPY OF TREE.

2 L3.1 TREE DRIP RING

NOT TO SCALE

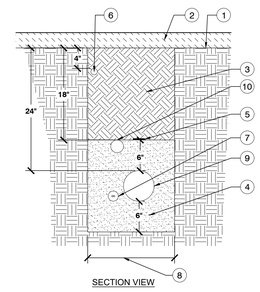


3 L3.1 TREE DRIP RING - PLAN VIEW

NOT TO SCALE

1. PVC SCHEDULE 40 LATERAL AND FITTINGS, SIZE PER PLAN.
2. TREE RING - DRIP LINE WITH 0.4GPH EMITTERS AT 12" SPACING - BURIED 4" BELOW FINISH GRADE; INSTALL FIRST LOOP 36" MAX. FROM TREE TRUNK THEN 36" ON CENTER. SEE MANUFACTURER'S SPECIFICATIONS.
3. BARB X BARB DRIP FITTING PER MANUFACTURER'S SPECIFICATIONS.
4. TREE TRUNK
5. 6" GALVANIZED SOIL STAPLE; INSTALL AT 3' INTERVALS ALONG ENTIRE LENGTH OF DRIP LINE AND AT EMITTERS. USE 2 AT FITTINGS IN CRISS-CROSSED FASHION.
6. 0.50 GPH EMITTER ON 1/4" DISTRIBUTION TUBING; CONNECT TO SUBSURFACE DRIP LINE AND BRING TO SURFACE AND SECURE WITH 6" GALVANIZED SOIL STAPLE APPROXIMATE 1/2 DISTANCE FROM TREE TRUNK AND OUTER LIMIT OF ROOT BALL (TYPICAL 2 PLACES PER TREE).
7. BLANK DRIP LINE
8. DRIP LINE STARTER CONNECTOR

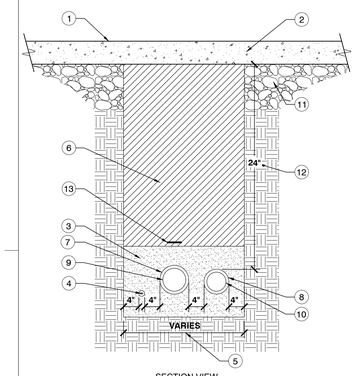
NOTE:
1. SECURE DRIP LINE TUBING TO FINISH GRADE USING 6" GALVANIZED LANDSCAPE U-PINS THREE (3) FEET ON CENTER ALONG ENTIRE LENGTH OF TUBING AND 2 EACH, CRISS-CROSSED AT EACH FITTING.



1. FINISH GRADE PER LANDSCAPE PLAN.
2. MULCH LAYER PER LANDSCAPE PLAN.
3. APPROVED BACKFILL PER PLANTING PLAN.
4. SAND BACKFILL. MINIMUM 6" ABOVE AND BELOW MAIN LINE WITH MINIMUM 6" BACKFILL.
5. MAIN LINE DETECTION TAPE: T.CHRISTY MODEL TA-DT-3-BRR OR APPROVED EQUAL. INSTALL ABOVE IRRIGATION MAIN LINE PIPE PER MANUFACTURER'S SPECIFICATIONS.
6. DRIP LINE, INSTALL 4" BELOW FINISH GRADE AND STAKE EVERY THREE (3) FEET.
7. PVC SCHEDULE 40 CONDUIT WITH WIRE CABLE AND PULL TAPE, SIZE PER PLANS.
8. WIDTH AS REQUIRED TO MAINTAIN MINIMUM 4" HORIZONTAL SEPARATION FROM PIPE TO PIPE AND PIPE TO TRENCH WALL. NO PIPE SHALL BE LAID OVER ANOTHER.
9. IRRIGATION MAIN LINE. SIZE AND TYPE PER PLAN. 24" MINIMUM COVER.
10. PVC LATERAL. SIZE AND TYPE PER PLAN. 18" MINIMUM COVER.

4 L3.1 TRENCHING IN PLANTER

1" = 1'-0"

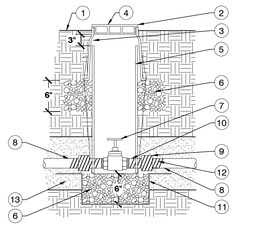


1. FINISH GRADE - SEE LANDSCAPE PLAN.
2. VEHICULAR OR PEDESTRIAN PAVING.
3. SAND BACKFILL WITH 6" COVER ABOVE PIPE AND 6" BELOW PIPE.
4. DIRECT BURIAL IRRIGATION WIRE SEE SPECIFICATIONS.
5. WIDTH AS NEEDED TO MAINTAIN A MINIMUM 4" HORIZONTAL SEPARATION BETWEEN PIPES. PIPES SHALL NOT BE LAID ON TOP OF ANOTHER, SEE SPECIFICATIONS.
6. TRENCH BACKFILL:
   BENEATH VEHICULAR PAVEMENT: COMPACTED CLASS 11 AGGREGATE DEPTH AND COMPACTION PER ENGINEER'S PLANS.
   BENEATH NON-VEHICULAR PAVEMENT: NATIVE SITE SOIL, COMPACTED TO
   ELIMINATE SETTLING, 95% RELATIVE DENSITY.
7. MAINLINE SLEEVING, TYPE AND SIZE PER PLAN. SEE SPECIFICATIONS.
8. LATERAL SLEEVING, SCHEDULE 40 PVC PIPE. SIZE PER PLAN. SEE SPECIFICATIONS.
9. PVC MAINLINE PER PLANS.
10. PVC SCHEDULE 40 LATERAL LINE. SEE SPECIFICATIONS.
11. PAVEMENT SUBGRADE PER ENGINEER'S PLANS.
12. SLEEVING, 24" MINIMUM COVER BENEATH PAVING.
13. DETECTABLE MARKING TAPE. RUN ENTIRE LENGTH OF MAIN LINE AND ON ALL MAIN LINE BRANCHES. PLACEMENT AND DEPTH PER MANUFACTURER'S SPECIFICATIONS.

NOTE:
1. SIDES OF TRENCH SHALL BE DUG SQUARE AND CLEAN OF ALL SHARP MATERIAL.

5 L3.1 TRENCHING BENEATH PAVEMENT

NOT TO SCALE

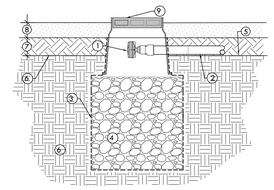


NOTES:
1. GATE VALVES 2" AND SMALLER SHALL BE THREADED.
2. WHEN THE MAIN LINE IS TERMINATED AT THE VALVE, EXTEND MAIN LINE 48" BEYOND VALVE BOX AND CAP.

1. FINISH GRADE.
2. SET TOP OF BOX ABOVE FINISH GRADE: 1/2" IN SEED, 1-1/2" IN SOD, 3-1/2" IN PLANTER OR DECOMPOSED GRANITE.
3. ALLOW 3" BETWEEN TOP OF THE INTERIOR VALVE BOX COVER AND PVC PIPE.
4. GREEN PLASTIC VALVE BOX WITH BOLT DOWN LOC-KIT. CARSON MODEL 910 OR APPROVED EQUAL
5. 8" DIAMETER PVC PIPE, LENGTH AS NEEDED.
6. 3/4" CRUSHED ROCK, 6" MINIMUM DEPTH.
7. BALL VALVE WITH BRONZE CROSS HANDLE, SIZE PER PLANS. SEE SPECIFICATIONS.
8. PVC SCHEDULE 40 OR CLASS 315 MAIN LINE AS PER PLANS.
9. PVC SCHEDULE 40 COUPLER.
10. PVC SCHEDULE 80 T.O.E. NIPPLE.
11. 1/4" GALVANIZED WIRE CLOTH
12. WRAP ALL PVC PIPE EXPOSED TO CRUSHED ROCK WITH 20MIL CORROSION RESISTANT TAPE.
13. SAND BACKFILL, 6" ABOVE AND 6" BELOW MAIN LINES.

6 L3.1 GATE VALVE

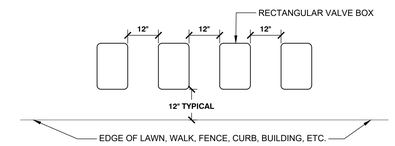
NOT TO SCALE



1. AUTOMATIC FLUSH VALVE PER MANUFACTURER'S SPECIFICATION
2. PVC EXHAUST HEADER OR DRIPPERLINE PER PLAN
3. GEO-TEXTILE FILTER FABRIC; ENCASE DRAIN SUMP AND STAPLE TO EXTERIOR OF VALVE BOX.
4. 3/4" CRUSHED ROCK DRAIN SUMP; 2' DIA. X 2' DEPTH.
5. FINISH GRADE - SEE LANDSCAPE PLAN
6. UNDISTURBED SUBGRADE
7. 4" BACKFILL LAYER FOR TREE AND SHRUB RINGS; COMPACTED TO SAME DENSITY AS SUBGRADE
8. MULCH; SEE PLANTING PLAN
9. ROUND PLASTIC VALVE BOX CARSON MODEL 708 TAN OR APPROVED EQUAL

7 L3.1 DRIP FLUSH VALVE

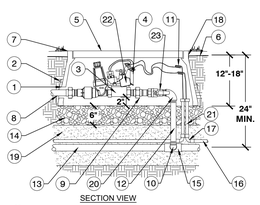
NOT TO SCALE



NOTES:
1. CENTER VALVE BOX OVER REMOTE CONTROL VALVE TO FACILITATE SERVICING VALVE.
2. SET REMOTE CONTROL VALVE AND VALVE BOX ASSEMBLY IN LEVEL AREA OF PLANTER OR TURF AS SHOWN ON PLAN. NO IRRIGATION BOXES SHALL BE INSTALLED IN CONCRETE, SIDEWALKS, PATHS, ROAD WAYS, ETC.
3. SET VALVE BOXES ON LEVEL BED, 6" DEEP OF 3/4" CRUSHED ROCK. PLACE 1/4" GALVANIZED WIRE MESH DIRECTLY BENEATH VALVE BOX ON TOP OF GRAVEL LEVELING BED.
4. SET BOXES PARALLEL TO EACH OTHER AND PERPENDICULAR TO EDGE OF LAWN, WALK, FENCE, CURB, BUILDING, ETC.
5. AVOID HEAVILY COMPACTING SOIL AROUND VALVE BOXES TO PREVENT COLLAPSE AND DEFORMATION OF VALVE BOX SIDES.
6. INSTALL VALVE BOX EXTENSION BY VALVE BOX MANUFACTURER AS REQUIRED TO COMPLETELY ENCLOSE VALVE ASSEMBLY.
7. SET TOP OF BOX ABOVE SUB-GRADE: 3-1/4" FOR DECOMPOSED GRANITE AREAS; 1-1/2" IN TURF AREAS. SET VALVE BOX HEIGHT TO MATCH GRADE OF ADJACENT HARDSCAPE.
8. VALVE BOXES IN TURF SHALL BE GREEN, VALVE BOXES IN DECOMPOSED GRANITE SHALL BE TAN.
9. GROUP VALVES TOGETHER AS SHOWN ON PLAN AND NOT TO EXCEED 3 VALVE BOXES IN ONE LOCATION. STAKE LOCATION OF VALVES BOXES WITH DIMENSIONS OF AREA REQUIRED FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
10. NO VALVES OR VALVE BOXES SHALL BE INSTALLED WITHIN SIX (6) FEET OF AN EXITING OR NEW TREE LOCATION.

8 L3.1 IRRIGATION BOX LAYOUT

1/2" = 1'-0"

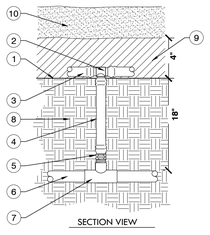


1. TRIM VALVE BOX TO PROVIDE 1" CLEARANCE OVER PIPE.
2. 1/4" GALVANIZED WIRE CLOTH.
3. REMOTE CONTROL DRIP VALVE ASSEMBLY SIZE AND MODEL PER PLAN.
4. LOCKING WATERPROOF WIRE CONNECTOR.
5. PLASTIC VALVE BOX WITH LOCKING COVER. CARSON MODEL 1220 OR APPROVED EQUAL. VALVE BOX TO BE LARGE ENOUGH TO ENCLOSE ENTIRE VALVE ASSEMBLY. INCLUDE LOCK KIT AND BOLT.
6. FINISH GRADE PER PLANS.
7. SET TOP OF BOX 3" ABOVE FINISH GRADE IN PLANTERS WITH DECOMPOSED GRANITE AND 4" IN PLANTERS WITH MULCH. SEE LANDSCAPE PLANS.
8. PVC LATERAL LINE. SIZE AND TYPE PER PLANS. PROVIDE 18" LENGTH PRIOR TO FIRST FITTING.
9. SCHEDULE 80 PVC UNION, TXT (TYP. 2 PLCS.).
10. SCHEDULE 80 PVC STREET ELBOW, TxT.
11. VALVE WIRE CABLE PER SPECIFICATIONS - PROVIDE 24" SPARE LOOP IN VALVE BOX.
12. SCHEDULE 80 PVC NIPPLE TBE, LENGTH AS NEEDED.
13. PVC MAIN LINE. SIZE AND TYPE PER PLAN. 24" MINIMUM COVER PER SPECIFICATIONS.
14. 3/4" CRUSHED ROCK, 6" DEPTH.
15. SCHEDULE 80 PVC TEE (SxSxT).
16. 1-1/2" PVC SCHEDULE 40 CONDUIT.
17. PVC SCHEDULE 40 CONDUIT SWEEP, COUPLED BOTH ENDS.
18. INSTALL BOXES 12" FROM ALL HARDSCAPE.
19. SAND BACKFILL, 6" ABOVE AND 6" BELOW MAIN LINE.
20. PVC SCHEDULE 80 ELBOW, TxT.
21. 1-1/2" PVC SCHEDULE 40 CONDUIT RISER. INSTALL COUPLER AT END. PROVIDE MINIMUM 2" CLEARANCE ABOVE GRAVEL
22. T.CHRISTY ID TAG MODEL ID-STD-Y2, YELLOW PRINTED WITH CONTROLLER/VALVE NUMBER ON 2 SIDES. ATTACH TO VALVE STEM USING NYLON CABLE TIE.
23. ISOLATION BALL VALVE, SIZE PER VALVE SIZE.

NOTE:
VALVE BOXES INSTALLED IN SHRUB/MULCH AREAS SHALL BE TAN. VALVE BOXES INSTALLED IN TURF AREAS SHALL BE GREEN.

9 L3.1 REMOTE CONTROL DRIP VALVE

NOT TO SCALE



1. FINISH GRADE- SEE LANDSCAPE PLAN
2. DRIP LINE TEE
3. DRIP LINE ON SURFACE; DRIP LINE MANUFACTURER PER PLAN
4. BLANK TUBING, LENGTH AS NEEDED
5. 3/4" MALE ADAPTER
6. PVC SCHEDULE 40 SUB HEADER
7. PVC SCHEDULE 40 TEE WITH 3/4" THREADED OUTLET
8. UNIFORMLY PREPARED SUBGRADE COMPACTED TO 90% RELATIVE DENSITY. SEE DRIP LINE MANUFACTURER'S SPECIFICATIONS.
9. 4" APPROVED BACKFILL
10. MULCH OR DECOMPOSED GRANITE LAYER PER PLANTING PLAN

NOTE:
SECURE DRIP LINE TO FINISH GRADE USING 6" WIRE STAPLES INSTALL WIRE STAPLES EVERY THREE (3) FEET.

10 L3.1 SHRUB DRIP LINE START CONNECTION

1" = 1'-0"

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YUBA CITY - CLINIC
AMPLA HEALTH
1000 Sutter St, Yuba City, CA 95991

IRRIGATION DETAIL PLAN

Issued For SD:	03/17/11
Issued For DD:	
Issued For Permit:	
Issued For Construction:	
Revision Number	Revision Date

2930

L3.1

ATTACHMENT 4

June 3, 2022

Mr. David Swartz
California Engineering Company
1100 Civic Center Boulevard, Suite 404
Yuba City, CA 95993

Focused Transportation Analysis for the Ampla Health Campus Expansion Project

Dear Mr. Swartz;

As requested, W-Trans has prepared a focused transportation analysis for the proposed expansion to the Ampla Health Campus located at 935 Market Street in the City of Yuba City. Although Level of Service (LOS) is no longer used to assess impacts under the California Environmental Quality Act (CEQA), the project was evaluated to determine if it would result in any adverse effects, as defined by the City's General Plan, at nearby intersections. The project was also screened for potential Vehicle Miles Traveled (VMT) impacts and the project's access points were evaluated in terms of potential need for enhanced traffic controls; recommendations are provided that can be implemented as part of the proposed expansion.

Project Description

The proposed project includes the renovation of existing administration and medical facilities and the addition of 600 square feet of new administration space and 41,600 square feet of new medical office floor area. The new medical space would be in the form of a two-story addition to the existing medical building adjacent to Lamon Way. As part of the project, additional surface parking would be provided near the northern property boundary. The proposed conceptual site plan is enclosed for reference.

Study Area and Periods

The study area consists of the sections of Sutter Street and Market Street fronting the project site and the following intersections and driveways. It is noted that while the alignment of Sutter Street is curved along the project frontage, the street was considered to run north-south and the intersecting minor streets and driveways are treated as being oriented east-west to be consistent throughout the study area.

1. Market Street/Del Norte Avenue-Project Driveway North
2. Sutter Street/Market Street
3. Sutter Street/Project Driveway South
4. Sutter Street/Lamon Way

Operating conditions during the weekday a.m. and p.m. peak hours were evaluated as these time periods reflect the highest traffic volumes for the proposed project and on the local transportation network. The weekday morning peak period occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute while the evening peak period occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion of the day during the homeward-bound commute.

Study Roadway

Sutter Street-Market Street is approximately 50 feet wide along the project frontage and has a three-lane cross-section consisting of a single travel lane in each direction and a center two-way left-turn lane (TWLTL). The roadway is classified as a minor arterial in the City's General Plan and has a posted speed limit of 25 miles per hour (mph). Pedestrian crossing signage is present along the project frontage, though there are no marked crosswalks. The section along the project site has a curved alignment and changes names between Sutter Street and Market

Street at the Market Street intersection. Based on count data collected in September 2021 specifically for this analysis, the roadway section along the project frontage has an a.m. peak hour volume of approximately 1,210 vehicles and a p.m. peak hour volume of approximately 1,330 vehicles. Traffic count data posted on the City's website collected in 2016 indicates that Sutter Street has an average daily traffic (ADT) volume of about 15,600 vehicles along the project frontage. The pavement striping and markings are in poor condition adjacent to the project site and have completely faded away in some areas.

Study Intersections and Driveways

Market Street/Del Norte Avenue-Project Driveway North is a four-legged intersection with stop controls on the minor Del Norte Avenue and Project Driveway North approaches and free flow on the northbound and southbound Market Street approaches. A TWLTL is provided on Market Street, which facilitates left turns into the project site and onto Del Norte Avenue as well as two-stage left turns from the minor streets onto Market Street. The eastbound Del Norte Avenue approach has enough width for motorists turning right to queue up beside drivers waiting for an acceptable gap to turn left.

Sutter Street/Market Street is a three-legged Y-intersection where Market Street and Sutter Street intersect at a skewed angle. Sutter Street becomes Market Street to the north of the intersection. The northbound and southbound approaches are free flowing and the eastbound Market Street approach is stop-controlled. A channelized right-turn lane is provided for southbound traffic continuing onto Market Street. The eastbound Market Street approach is approximately 24 feet wide, which is adequate for motorists turning right to pass by those waiting for an acceptable gap to turn left. The TWLTL on Sutter Street facilitates northbound left turns onto Market Street and two-stage left turns from Market Street.

Sutter Street/Project Driveway South is located approximately 175 feet south of the Market Street intersection and is offset slightly from a driveway to a 7-Eleven gas station. As it is not technically an intersection and therefore not controlled by stop signs, the driveway approaches are de facto stop-controlled by nature of being private driveways located on an arterial roadway. The TWLTL on Sutter Street facilitates left turns into the driveways and two-stage left turns out of the driveways.

Sutter Street/Lamon Way is a tee-intersection stop-controlled on the Lamon Way approach. A TWLTL on Sutter Street to the north of Lamon Way facilities southbound left turns and a dedicated right-turn lane is provided on the northbound Sutter Street approach. The westbound Lamon Way approach is approximately 22 feet wide, which is adequate for simultaneous left and right turns.

Collision History

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue. Collision rates were calculated based on records available from the California Highway Patrol (CHP) as published in their Statewide Integrated Traffic Records System (SWITRS) reports. The most current five-year period available at the time of the analysis was August 1, 2016 through July 31, 2021.

As presented in Table 1, the calculated collision rates for the study intersections were compared to average collision rates for similar facilities statewide, as indicated in *2018 Crash Data on California State Highways*, California Department of Transportation (Caltrans). These average rates statewide are for intersections in the same environment (urban, suburban, or rural), with the same number of approaches (three or four), and the same controls (all-way stop, one- or two-way stop, or traffic signal). Given that the collision rates for three of the four study locations are less than the statewide averages for similar facilities, these intersections appear to be operating within normal safety parameters. The intersection of Sutter Street/Lamon Way had a calculated collision rate slightly above the statewide average so the collisions that occurred at this location were further reviewed, as discussed below. The collision rate calculations are enclosed.

Table 1 – Collision Rates for the Study Intersections

Study Intersection/Driveway	Number of Collisions (2016-2021)	Calculated Collision Rate (c/mve)	Statewide Average Collision Rate (c/mve)
1. Market St/Del Norte Ave-Project Dwy N	2	0.08	0.14
2. Sutter St/Market St	1	0.04	0.09
3. Sutter St/Project Dwy S	2	0.08	0.14
4. Sutter St/Lamon Way	3	**0.12**	0.09

Note: c/mve = collisions per million vehicles entering; **bold** text denotes rate is higher than the statewide average

The three collisions that occurred at Sutter Street/Lamon Way consisted of one head-on collision and two overturn collisions. The head-on collision involved a bicyclist riding southbound and was attributed to improper turning. Both overturn collisions involved motorists traveling in the northbound direction, of which one was attributed to improper turning and the other to unsafe speed. Additionally, it should be noted that the two collisions that occurred at the adjacent Project Driveway South intersection with Sutter Street were also attributed to unsafe speed. During a review of field conditions, motorists were generally found to be traveling above the 25-mph speed limit, especially in the northbound direction after exiting the SR 20 off-ramp and turning onto Sutter Street via the channelized right-turn lane. To reduce travel speeds on Sutter Street and consequently the number of collisions related to unsafe speed, it is recommended that a solar powered speed-feedback sign be installed facing northbound traffic on the existing streetlight pole approximately 120 feet south of Lamon Way. It is also recommended that speed reduction markings be installed in the northbound travel lane in the area adjacent to the right-turn lane.

Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10th Edition, 2017 for "General Office Building" (LU #710) and "Medical-Dental Office Building (LU #720). Rates for General Office Building were applied to the net increase in administration floor area and rates for Medical-Dental Office Building were applied to the net increase in medical floor area. Based on application of these rates, the proposed expansion would be expected to result in 1,454 new daily trips to the surrounding roadway network on average, including 117 new trips during the a.m. peak hour and 145 new trips during the p.m. peak hour. These results are summarized in Table 2.

Table 2 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
General Office	0.6 ksf	9.74	6	1.16	1	1	0	1.15	1	0	1
Medical-Dental Office	41.6 ksf	34.80	1,448	2.78	116	90	26	3.46	144	40	104
Net New Trips			**1,454**		**117**	**91**	**26**		**145**	**40**	**105**

Note: ksf = 1,000 square feet

Trip Distribution

The pattern used to allocate new project trips to the street network was determined based on a review of existing turning movements counts, familiarity with travel patterns in the area, and likely origins and destinations for patrons of the project. The applied trip distribution assumptions are shown in Table 3.

Table 3 – Trip Distribution Assumptions

Route	Percent
To/from North via Market St	20%
To/from South via Market St	20%
To/from West via Del Norte Ave	10%
To/from South via Sutter St	50%
TOTAL	**100%**

Vehicle Miles Traveled

The potential for the project to conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) was evaluated based the project's anticipated Vehicle Miles Traveled (VMT).

Background and Guidance

Senate Bill (SB) 743 established VMT as the metric to be applied in determining transportation impacts associated with development projects. As of the date of this analysis, the City of Yuba City has not yet adopted a policy or thresholds of significance regarding VMT so the project-related VMT impacts were assessed based on guidance provided by the California Governor's Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018 as well as information contained within the *SB 743 Implementation Guidelines for the City of Yuba City*, 2020, Fehr & Peers. Many of the recommendations in the City's *Implementation Guidelines* are consistent with the OPR *Technical Advisory*. As indicated in these documents, each component of the proposed project was assessed individually considering both employees and medical patients.

Employee VMT

VMT impacts associated with employees of the proposed expansion were assessed based on guidance contained in the both the *Technical Advisory* and the City's *Implementation Guidelines*, which indicate that an employee-based project generating vehicle travel that is 15 or more percent below the existing average VMT per worker may indicate a less-than-significant VMT impact. OPR encourages the use of screening maps to establish geographic areas that achieve the 15 percent below regional average thresholds, allowing jurisdictions to "screen" projects in those areas from quantitative VMT analysis since impacts can be presumed to be less than significant.

The Sacramento Area Council of Governments (SACOG) developed a screening map for the six county Sacramento Region that can be used to screen employment-based projects that are located in low VMT-generating areas. The map uses data from the SACOG travel demand model which is an activity/tour-based model designed to estimate per person daily travel accounting for land use, transportation, and demographics that influence travel behaviors. The VMT screening map uses HEX geography zones where the work-based VMT per employee is calculated by tallying all the work-based VMT in the HEX and dividing by the total jobs in the HEX. The VMT for each HEX is then compared to the regional average value and classified into groups of less than 50 percent of the regional average, 50 to 85 percent, 85 to 100 percent, 100 to 115 percent, 115 to 150 percent, and greater than 150 percent. The Ampla Health Campus site falls within a screened area with employee VMT of 50 to 85 percent of the regional average value indicating that employee VMT may be presumed to have a less-than-significant impact.

Finding – Employees of the proposed project would be expected to have a less-than-significant transportation impact on VMT.

Patient VMT

The OPR *Technical Advisory* does not specifically address medical uses, indicating that lead agencies may develop their own thresholds for other land use types, and also allowing assessment on a case-by-case basis. The City's *Implementation Procedures* also specify that medical centers "should be analyzed on a case-by-case basis using available information and applying the general intent of the *Technical Advisory*." For land uses not addressed in the *Technical Advisory*, it is common practice to consider whether the land use of interest has travel characteristics that are similar to the residential, employment-based, or retail land use types that are addressed. If so, similar VMT assessment methodologies can often be used. In some cases, medical uses can have similarities to retail, in that the total demand for services (shopping trips, or in this case medical visits) tends to remain steady at a regional level and customers/patients often choose to visit a store/facility based on convenience and its proximity to their home or work.

While medical facilities like hospitals often serve a broad geographic area and can attract regional traffic, medical office uses have distinctly different characteristics in that they are intended to be more local-serving in nature since they primarily provide routine medical care via the scheduling of an appointment. Generally, patients prefer to select a medical office and providers that are conveniently located to their place of work or residence for the routine medical care offered at such facilities. Therefore, from a VMT perspective, it was determined that it would be appropriate to evaluate the patient component of the proposed project similarly to a retail use.

The OPR *Technical Advisory* and the City's *Implementation Procedures* both indicate that retail projects should generally be analyzed by examining total VMT, with an increase in total regional VMT being considered a significant impact. The *Technical Advisory* also indicates that local-serving retail uses may generally be presumed by lead agencies to have a less-than-significant VMT impact (see *Technical Advisory* pages 16-17). OPR based this presumption on substantial evidence and research demonstrating that adding local-serving retail uses typically improves destination accessibility to customers. The theory behind this criterion is that while a larger retail project may generate interregional trips that increase a region's total VMT, small retail establishments do not necessarily add new trips to a region, but change where existing customers shop within the region, and often shorten trip lengths. OPR cites a size of 50,000 square feet or greater as being a potential indicator of regional-serving retail (versus local-serving) that would typically require a quantitative VMT analysis.

The medical office component of the proposed project totals 41,600 square feet, which is below the local-serving retail screening threshold of 50,000 square feet that indicates a local-serving use designation. Applying the logic behind the screening of local-serving retail uses to the proposed medical office uses, adding new medical office facilities to the urban fabric of a city can be expected to shift automobile travel patterns within the city but would be unlikely to increase the region's total VMT, and in fact may result in a reduction in total VMT by improving destination proximity for patients. The broad premise is that the addition of new medical office space would shift where existing medical trips occur within Yuba City but not create new medical trips. The proposed project's location near the geographic center of the Yuba City/Marysville/Linda urbanized area should also result in short trip lengths, which again may replace existing trips that are longer (thereby reducing VMT). Given the nature of the proposed project as a local-serving use along with its centralized location, it is reasonable to conclude that the patient component of the project would have a less-than-significant impact on VMT.

The *Technical Advisory* and *Implementation Procedures* both also indicate that projects within one-half mile of an "existing major transit stop" or an "existing stop along a high-quality transit corridor" can generally be presumed to have a less than significant VMT impact. The proposed project site is located approximately 0.3 miles from an existing Yuba-Sutter Transit stop located at the intersection of Shasta Street/Alturas Street with headways of less than 15 minutes so this criterion would be satisfied.

Finding – The proposed medical office uses would reasonably be classified as local-serving uses with a less-than-significant transportation impact on patient VMT.

Capacity Analysis

Intersection Level of Service Methodologies

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

The study intersections and driveways have side-street stop controls so were analyzed using the "Two-Way Stop-Controlled" intersection capacity method published in the *Highway Capacity Manual* (HCM), 6th Edition, Transportation Research Board, 2018. This methodology determines a Level of Service for each minor turning movement by estimating the level of average delay in seconds per vehicle. Results are presented for individual movements together with the weighted overall average delay for the intersection.

The ranges of delay associated with the various levels of service are indicated in Table 4.

Table 4 – Two-Way Stop-Controlled Intersection Level of Service Criteria

LOS A	Delay of 0 to 10 seconds. Gaps in traffic are readily available for drivers exiting the minor street.
LOS B	Delay of 10 to 15 seconds. Gaps in traffic are somewhat less readily available than with LOS A, but no queuing occurs on the minor street.
LOS C	Delay of 15 to 25 seconds. Acceptable gaps in traffic are less frequent, and drivers may approach while another vehicle is already waiting to exit the side street.
LOS D	Delay of 25 to 35 seconds. There are fewer acceptable gaps in traffic, and drivers may enter a queue of one or two vehicles on the side street.
LOS E	Delay of 35 to 50 seconds. Few acceptable gaps in traffic are available, and longer queues may form on the side street.
LOS F	Delay of more than 50 seconds. Drivers may wait for long periods before there is an acceptable gap in traffic for exiting the side streets, creating long queues.

Reference: *Highway Capacity Manual*, Transportation Research Board, 2018

Traffic Operation Standards

As outlined in Policy 5.2-1-12 of the Transportation section of the *Yuba City General Plan*, LOS D is considered the minimum acceptable operating standard 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. Exceptions to LOS D may be allowed by the City Council in certain areas, such as Downtown, where allowing a lower service level would result in clear benefit to the public.

Based on this Policy, the following criteria were applied in order to determine if the project would have an adverse effect on operation of the surrounding roadway network.

- Project traffic would cause LOS at a study intersection to degrade from LOS D or better to LOS E or F. This applies to the overall operation of signalized and all-way stop-controlled intersections and to the minor-street approach for side-street stop-controlled intersections.
- Project traffic would exacerbate the no-project LOS at a study intersection already operating at LOS E or F by increasing the average delay at a signalized or all-way stop-controlled intersection by five seconds or more or

the average delay on a side-street stop-controlled approach at an unsignalized intersection by five seconds or more.

It is noted that while private driveway approaches are not typically evaluated for Levels of Service since the City's General Plan is only applicable to major intersections of public streets, the driveways that provide access to the Ampla Health Campus are prominent driveways located on an arterial so were evaluated for informational purposes to inform design of the site moving forward.

Existing and Existing plus Project Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the weekday a.m. and p.m. peak periods. This condition accounts for existing traffic occurring at the Ampla Health Campus but does not include project-related traffic volumes. Count data was collected in September 2021 during clear weather and typical traffic conditions. Peak hour factors (PHFs) were calculated based on the counts obtained and used in the LOS calculations. Under Existing Conditions, the study intersections and project driveways all operate acceptably at LOS D or better during both the a.m. and p.m. peak hours, with the exception of the Project Driveway North approach, which operates at LOS E with delays in excess of 40 seconds during each peak hour. While LOS E is considered unacceptable operation under the City's General Plan, the standard is not applicable to private driveways and the delays are within the range that would be expected for motorists entering an arterial roadway from a private driveway.

The majority of the expansion medical floor area and new surface parking would be located near the southern side of the project site; therefore, it was assumed that two-thirds of the new project trips would access the site via the southern driveway and one-third would use the northern driveway. With the addition of project-related traffic, three of the four study intersections would all be expected to continue operating acceptably with delays that translate to LOS D or better during both peak hours. However, the westbound Project Driveway North approach would operate at LOS F during both peak hours, with delays in excess of what would typically be considered tolerable for motorists. While this would not be considered an adverse effect per the General Plan since the approach is a private driveway, it is recommended that improvements be made to support safe and efficient egress from the project site, as detailed later in this report.

Existing and Existing plus Project operating conditions are summarized in Table 5 and copies of the Level of Service calculations for all evaluated scenarios are enclosed.

Table 5 – Existing and Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection/Driveway		**Existing Conditions**				**Existing plus Project**			
	Approach	**AM Peak**		**PM Peak**		**AM Peak**		**PM Peak**	
		Delay	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
1.	Market St/Del Norte Ave-Project Dwy N	2.2	A	2.4	A	3.5	A	10.4	B
	Eastbound Del Norte Ave Approach	*25.2*	*D*	*17.9*	*C*	*29.6*	*D*	*19.7*	*C*
	Westbound Project Dwy N Approach	***48.9***	***E***	***41.9***	***E***	***79.1***	***F***	***180.4***	***F***
2.	Sutter St/Market St	*0.7*	*A*	*0.8*	*A*	*0.9*	*A*	*1.0*	*A*
	Eastbound Market St Approach	*13.9*	*B*	*15.8*	*C*	*14.4*	*B*	*16.5*	*C*
3.	Sutter St/Project Dwy S	*0.8*	*A*	*1.5*	*A*	*1.3*	*A*	*3.3*	*A*
	Westbound Project Dwy S Approach	*15.4*	*C*	*21.1*	*C*	*17.4*	*C*	*30.2*	*D*

Table 5 – Existing and Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection/Driveway *Approach*	Existing Conditions				Existing plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
4. Sutter St/Lamon Way	*0.4*	*A*	*0.7*	*A*	*0.4*	*A*	*0.7*	*A*
Westbound Lamon Way Approach	*16.2*	*C*	*19.3*	*C*	*17.1*	*C*	*20.3*	*C*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics;* **bold** text denotes delay indicative of LOS E or F operation

Queuing

Under each scenario, the projected 95th percentile queues in the TWLTL along the project frontage were tabulated as reported from Vistro in order to determine if there would be any queuing issues associated with the addition of project trips. Additionally, queues on the project driveway approaches were evaluated to determine if the project would increase queuing to a point where it could restrict on-site circulation. For the purposes of evaluating queuing within the continuous TWLTL along the project frontage, it was assumed that the storage length available for each left-turn movement was one half of the distance between consecutive access points.

As shown in Table 6, there are no anticipated issues associated with queuing in the TWLTL on Sutter Street or Market Street. However, with the addition of project trips, queues would be expected to reach 137 feet (approximately five to six vehicles) during the p.m. peak hour at the north driveway and 72 feet (three vehicles) at the south driveway, both of which would have the potential to restrict circulation within the site including access to parking stalls.

Table 6 – 95th Percentile Queues at the Study Intersections and Driveways

Study Intersection/Driveway Movement/Approach	Available Storage	95th Percentile Queues			
		AM Peak Hour		PM Peak Hour	
		E	E+P	E	E+P
1. Market St/Del Norte Ave-Project Dwy N					
Northbound Left Turn	250	5	5	3	3
Southbound Left Turn	105	3	3	1	1
Westbound Project Dwy N	30	11	30	30	**137**
2. Sutter St/Market St					
Northbound Left Turn	65	1	1	3	5
3. Sutter St/Project Dwy S					
Southbound Left Turn	65	4	7	1	2
Westbound Project Dwy S	30	5	10	26	**72**
4. Sutter St/Lamon Way					
Southbound Left Turn	60	2	2	1	1

Notes: 95th Percentile Queue as reported from the Vistro software; all distances are measured in feet; E = Existing Conditions; E+P = Existing plus Project Conditions; **bold** text denotes queue exceeds available storage

Vehicle Access

Sight Distance

Sight distances along Sutter Street and Market Street at the project access points were evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distances for minor street approaches that are either a private road or a driveway are based on stopping sight distance with approach travel speed used as the basis for determining the recommended sight distance.

Although the posted speed limit is 25 mph, vehicles were regularly observed traveling well above 25 mph along the project frontage so a design speed of 35 mph was applied. For speeds of 35 mph, the minimum stopping sight distance needed is 250 feet. Based on a review of field conditions, sight lines at the northern project driveway were measured to extend more than 400 feet to the north but are restricted to approximately 220 feet looking south due to the horizontal curve in the alignment of Sutter Street-Market Street and the presence of shrubbery and trees along the project frontage. At the southern project driveway, sight lines extend more than 400 feet to the south to the SR 20 off-ramp, but again are restricted looking north due to the horizontal curvature of the roadway and the vegetation along the project frontage. Removal of the trees and shrubbery along the project frontage between driveways and replacement with low-lying vegetation less than three feet in height would improve sight lines to more than 250 feet in all directions, which would be adequate for speeds of 35 mph.

Traffic Signal Warrants

A signal warrant analysis was performed to determine potential need for a traffic signal at the project driveways. Chapter 4C of the *California Manual on Uniform Traffic Control Devices* (CA-MUTCD) provides guidance on when a traffic signal should be considered. There are nine different warrants, or criteria, presented, as follows:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour Volume
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

Warrant 3, which determines the need for traffic control based on the highest volume hour of the day, was used as an initial indication of traffic control needs. This warrant is often the first warrant to be met and is common practice for planning studies. Under the Peak Hour Warrant the need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same one hour (any four consecutive 15-minute periods) of an average day:

    1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: four vehicle-hours for a one-lane approach; or five vehicle-hours for a two-lane approach, and
    2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
    3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

Based on Existing plus Project volumes, the peak hour volume warrant would not be met at the northern driveway despite the deterioration in operation; however, volumes would be sufficient to meet the signal warrant threshold at the southern driveway. Although warranted, signalization is not recommended at the southern driveway due to the proximity of the driveway to the public street intersections of Sutter Street/Market Street and Sutter Street/Lamon Way. Copies of the traffic signal warrants analysis sheets are enclosed.

Design Recommendations

Driveway Improvements – It is recommended that the northern project driveway be relocated to the north to create a new access south of the mobile home park driveway. The southern driveway should be shifted slightly north to better align with the 7-Eleven driveway and separate left- and right-turn lanes should be provided on both driveway approaches. It is recommended that employee-only parking be provided in the spaces along the Sutter Street-Market Street frontage and patient parking occur near the rear of the site to minimize the circulation impacts that queues forming on the driveway approaches may have on patient access, as well as general congestion near the access points. These driveway modifications would improve operations at both driveways, though they would create another offset driveway on the roadway segment and could introduce new conflict points with the mobile home park driveway. The benefits of these improvements include:

- Improved operations at both driveways with provision of separate left- and right-turn lanes.
- Improved operations at the Del Norte Avenue intersection.
- Improved sight lines at the northern project driveway.
- Clarified motorist right-of-way between the south driveway and the 7-Eleven driveway.
- Ability to provide more storage for queuing to occur without restricting circulation within the project site.

Roundabout at Sutter Street/Market Street – The skewed Y-shaped angle at the Sutter Street/Market Street intersection results in an expansive intersection that can be confusing to motorists and difficult for pedestrians and bicyclists to navigate. The geometry of the intersection and large footprint is well suited for installation of a modern roundabout. It is recommended that Ampla Health pursue discussions with the City about the potential feasibility and funding sources available for installation of a roundabout at this location, which would provide the greatest benefit to site access and general circulation in the vicinity. Installation of a roundabout would not preclude the aforementioned driveway improvements but could be constructed simultaneously with the recommended driveway modifications, or at a later date. The splitter island of the roundabout would likely restrict access at the southern project driveway to right-turn movements only; however, U-turns would be accommodated at the roundabout so there would be minimal change to circulation patterns. The benefits of a roundabout include:

- Reduction in conflict points along Sutter Street-Market Street.
- Reduction in average delay per vehicle and therefore reduction in greenhouse gas emissions.
- Traffic calming effects and speed reduction.
- Improved safety for all modes of transportation.
- Improved sight lines.
- Capacity to accommodate future growth projections.
- Ability to incorporate pedestrian crossings on Sutter Street-Market Street.
- Ability to be layered with the driveway modifications.

An exhibit showing the recommended access and circulation improvements that could be incorporated into the site design is enclosed for reference.

Conclusions

- The collision rates for the intersections of Market Street/Del Norte Avenue-Project Driveway North, Sutter Street/Market Street, and Sutter Street/Project Driveway South are less than the statewide averages for similar facilities indicating that these intersections appear to be operating within normal safety parameters. However, the intersection of Sutter Street/Lamon Way had a calculated collision rate slightly above the statewide average and there was a preponderance of collisions attributed to unsafe speed near the southern end of the project site.

- The proposed expansion would be expected to result in 1,454 new daily vehicle trips to the surrounding roadway network on average, including 117 new trips during the a.m. peak hour and 145 new trips during the p.m. peak hour.

- Both employees and patients of the proposed project would be expected to have less-than-significant transportation impacts on vehicle miles traveled based on applicable screening criteria.

- With the addition of project-related traffic to Existing volumes, acceptable operation is anticipated except that the westbound Project Driveway North approach would operate at LOS F during both peak hours with delays in excess of what would typically be considered tolerable for motorists.

- With the addition of project traffic to existing volumes, there would be no anticipated issues associated with queuing in the TWLTL on Sutter Street or Market Street. However, queues would be expected to reach 137 feet (approximately five to six vehicles) during the p.m. peak hour at the north driveway and 72 feet (three vehicles) at the south driveway, both of which would have the potential to restrict circulation within the site including access to parking stalls.

- Sight lines are restricted to approximately 220 feet looking south from the northern driveway and looking north from the southern driveway due to the horizontal curve in the alignment of Sutter Street-Market Street and the presence of shrubbery and trees along the project frontage. While these sight lines are adequate for the posted speed limit of 25 mph, many vehicles were observed traveling in excess of 25 mph so 35 mph was used as the design speed.

- Based on Existing plus Project volumes, the peak hour traffic signal warrant would not be met at the northern driveway despite the high calculated delay but would be met by volumes at the southern driveway. However, signalization is not recommended due to the proximity of the driveway to the public street intersections of Sutter Street/Market Street and Sutter Street/Lamon Way.

Recommendations

- To reduce travel speeds on Sutter Street and consequently the number of collisions related to unsafe speeding, it is recommended that a solar powered speed-feedback sign be installed facing northbound traffic on the existing streetlight pole approximately 120 feet south of Lamon Way. It is also recommended that speed reduction markings be installed in the northbound travel lane in the area adjacent to the right-turn lane.

- The existing pavement striping and markings should be refreshed with new thermoplastic on Sutter Street-Market Street between Ainsley Avenue and the SR 20 westbound off-ramp.

- To improve sight lines for motorists exiting the project site, the existing trees and shrubbery along the project frontage with Sutter Street-Market Street should be removed and replaced with low-lying vegetation less than three feet in height.

- As part of the site design, the following driveway improvements are recommended:
    - Shift the northern project driveway to the north to create a new access south of the mobile home park driveway.
    - Shift the southern driveway slightly north to better align with the 7-Eleven driveway.
    - Provide separate left- and right-turn lanes on both driveway approaches.
    - Provide employee-only parking in the spaces along the Sutter Street-Market Street frontage and patient parking near the rear of the site to minimize the circulation impacts that queues forming on the driveway approaches may have on patient access, as well as general congestion near the access points.

- Pursue funding opportunities to evaluate the feasibility of the future installation of a roundabout at the Sutter Street/Market Street intersection.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,

Cameron Nye, EIT
Associate Engineer

Steve Weinberger, PE, PTOE
Senior Principal

REGISTERED PROFESSIONAL ENGINEER
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TRAFFIC
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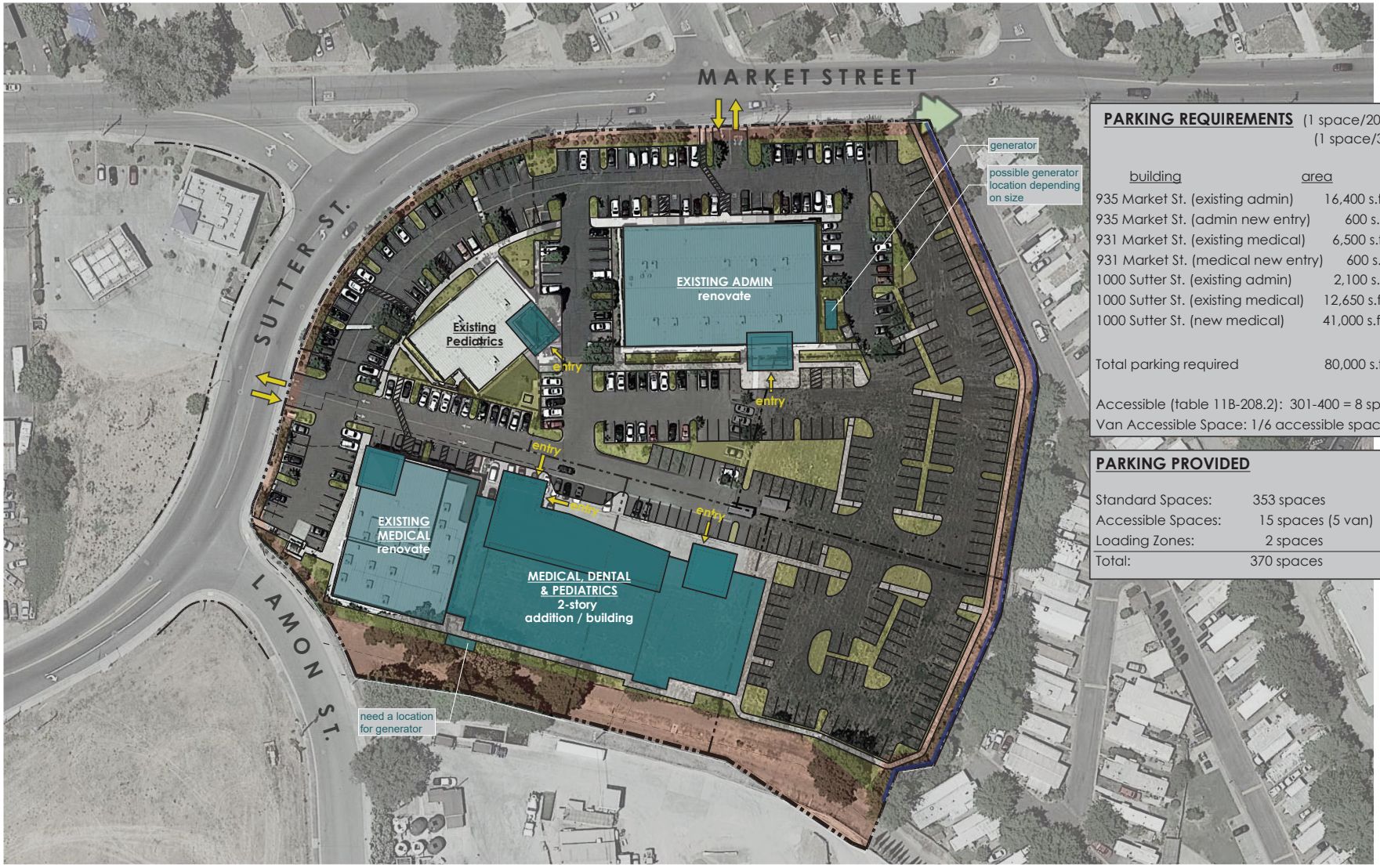
SJW/cn/YCI003.L1

Enclosures: Conceptual Site Plan
Collision Rate Calculations
Intersection Level of Service Calculations
Traffic Signal Warrants
Recommended Improvements Exhibit



PARKING REQUIREMENTS (1 space/200 s.f. for medical)
(1 space/300 s.f. for admin)

building	area	parking required
935 Market St. (existing admin)	16,400 s.f.	55 spaces
935 Market St. (admin new entry)	600 s.f.	2 spaces
931 Market St. (existing medical)	6,500 s.f.	33 spaces
931 Market St. (medical new entry)	600 s.f.	2 spaces
1000 Sutter St. (existing admin)	2,100 s.f.	7 spaces
1000 Sutter St. (existing medical)	12,650 s.f.	64 spaces
1000 Sutter St. (new medical)	41,000 s.f.	205 spaces
Total parking required	80,000 s.f.	368 spaces

Accessible (table 11B-208.2): 301-400 = 8 spaces
Van Accessible Space: 1/6 accessible spaces = 2 spaces

PARKING PROVIDED

Standard Spaces:	353 spaces
Accessible Spaces:	15 spaces (5 van)
Loading Zones:	2 spaces
Total:	370 spaces

NORTH
not to scale

Intersection Collision Rate Worksheet

Ampla Health Campus Expansion

Intersection # 1: Market St & Del Norte Ave-Project Driveway North
Date of Count: Thursday, September 2, 2021

Number of Collisions: 2
Number of Injuries: 1
Number of Fatalities: 0
Average Daily Traffic (ADT): 14200
Start Date: August 1, 2016
End Date: July 31, 2021
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Stop & Yield Controls
Area: Urban

$$\text{Collision Rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x Days per Year x Number of Years}}$$

$$\text{Collision Rate} = \frac{2 \times 1{,}000{,}000}{14{,}200 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.08 c/mve**	**0.0%**	**50.0%**
Statewide Average*	**0.14 c/mve**	**1.1%**	**46.2%**

Notes
ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2016 Collision Data on California State Highways, Caltrans

Intersection # 2: Sutter St & Market Street
Date of Count: Thursday, September 2, 2021

Number of Collisions: 1
Number of Injuries: 0
Number of Fatalities: 0
Average Daily Traffic (ADT): 14500
Start Date: August 1, 2016
End Date: July 31, 2021
Number of Years: 5

Intersection Type: Y
Control Type: Stop & Yield Controls
Area: Urban

$$\text{Collision Rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x Days per Year x Number of Years}}$$

$$\text{Collision Rate} = \frac{1 \times 1{,}000{,}000}{14{,}500 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.04 c/mve**	**0.0%**	**0.0%**
Statewide Average*	**0.09 c/mve**	**1.2%**	**46.9%**

Notes
ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2016 Collision Data on California State Highways, Caltrans

Intersection Collision Rate Worksheet

Ampla Health Campus Expansion

Intersection # 3: Sutter St & Project Driveway South
Date of Count: Thursday, September 2, 2021

Number of Collisions: 2
Number of Injuries: 1
Number of Fatalities: 0
Average Daily Traffic (ADT): 14200
Start Date: August 1, 2016
End Date: July 31, 2021
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Stop & Yield Controls
Area: Urban

$$\text{Collision Rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x Days per Year x Number of Years}}$$

$$\text{Collision Rate} = \frac{2 \times 1{,}000{,}000}{14{,}200 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.08 c/mve**	**0.0%**	**50.0%**
Statewide Average*	**0.14 c/mve**	**1.1%**	**46.2%**

Notes
ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2016 Collision Data on California State Highways, Caltrans

Intersection # 4: Sutter St & Lamon Wy
Date of Count: Thursday, September 2, 2021

Number of Collisions: 3
Number of Injuries: 2
Number of Fatalities: 0
Average Daily Traffic (ADT): 13800
Start Date: August 1, 2016
End Date: July 31, 2021
Number of Years: 5

Intersection Type: Tee
Control Type: Stop & Yield Controls
Area: Urban

$$\text{Collision Rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x Days per Year x Number of Years}}$$

$$\text{Collision Rate} = \frac{3 \times 1{,}000{,}000}{13{,}800 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.12 c/mve**	**0.0%**	**66.7%**
Statewide Average*	**0.09 c/mve**	**1.2%**	**46.9%**

Notes
ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2016 Collision Data on California State Highways, Caltrans

Intersection Level Of Service Report
Intersection 1: Market Street/Del Norte Avenue-Project Driveway North

Control Type:	Two-way stop	Delay (sec / veh):	77.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.111

Intersection Setup

Name	Market St			Market St			Del Norte Ave			Project Driveway North		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Market St			Market St			Del Norte Ave			Project Driveway North		
Base Volume Input [veh/h]	50	586	22	26	557	5	10	2	45	5	1	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	586	22	26	557	5	10	2	45	5	1	5
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	166	6	7	158	1	3	1	13	1	0	1
Total Analysis Volume [veh/h]	57	666	25	30	633	6	11	2	51	6	1	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			Yes	No
Storage Area [veh]	0	0	1	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.03	0.01	0.00	0.18	0.03	0.11	0.11	0.01	0.01
d_M, Delay for Movement [s/veh]	9.05	0.00	0.00	9.12	0.00	0.00	65.14	55.67	15.38	77.28	58.12	18.90
Movement LOS	A	A	A	A	A	A	F	F	C	F	F	C
95th-Percentile Queue Length [veh/ln]	0.19	0.00	0.00	0.10	0.00	0.00	0.74	0.74	0.74	0.46	0.46	0.46
95th-Percentile Queue Length [ft/ln]	4.81	0.00	0.00	2.57	0.00	0.00	18.51	18.51	18.51	11.40	11.40	11.40
d_A, Approach Delay [s/veh]	0.69			0.41			25.19			48.86		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	2.03											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: Sutter Street/Market Street

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.069

Intersection Setup

Name	Sutter St		Market St		Market St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	60.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Sutter St		Market St		Market St	
Base Volume Input [veh/h]	13	637	521	87	22	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	637	521	87	22	37
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	179	146	24	6	10
Total Analysis Volume [veh/h]	15	716	585	98	25	42
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.07	0.09
d_M, Delay for Movement [s/veh]	8.69	0.00	0.00	0.00	15.45	12.97
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.00	0.29	0.29
95th-Percentile Queue Length [ft/ln]	1.15	0.00	0.00	0.00	7.18	7.18
d_A, Approach Delay [s/veh]	0.18		0.00		13.89	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.72					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 3: Sutter Street/Project Driveway South

Control Type:	Two-way stop	Delay (sec / veh):	18.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Sutter St			Sutter St			7-Eleven Driveway			Project Driveway South		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	50.00	100.00	100.00	60.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Sutter St			Sutter St			7-Eleven Driveway			Project Driveway South		
Base Volume Input [veh/h]	18	634	42	38	497	22	3	2	15	6	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	634	42	38	497	22	3	2	15	6	0	13
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	174	12	10	137	6	1	1	4	2	0	4
Total Analysis Volume [veh/h]	20	697	46	42	546	24	3	2	16	7	0	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free			Free			Stop			Stop		
Flared Lane							No			No		
Storage Area [veh]	0			0			0			0		
Two-Stage Gap Acceptance							Yes			Yes		
Number of Storage Spaces in Median	0			0			2			2		

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.05	0.01	0.00	0.01	0.01	0.03	0.02	0.00	0.03
d_M, Delay for Movement [s/veh]	8.66	0.00	0.00	9.38	0.00	0.00	18.74	17.98	12.22	18.24	17.52	14.01
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.15	0.00	0.00	0.15	0.15	0.15	0.18	0.18	0.18
95th-Percentile Queue Length [ft/ln]	1.53	0.00	0.00	3.82	0.00	0.00	3.80	3.80	3.80	4.54	4.54	4.54
d_A, Approach Delay [s/veh]	0.23			0.64			13.70			15.42		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	0.83											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 4: Sutter Street/Lamon Way

Control Type:	Two-way stop	Delay (sec / veh):	27.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Sutter St		Sutter St		Lamon Wy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	120.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Sutter St		Sutter St		Lamon Wy	
Base Volume Input [veh/h]	676	16	18	501	4	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	676	16	18	501	4	18
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	186	4	5	138	1	5
Total Analysis Volume [veh/h]	743	18	20	551	4	20
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.02	0.01	0.02	0.05
d_M, Delay for Movement [s/veh]	0.00	0.00	9.33	0.00	27.10	14.04
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.07	0.00	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.80	0.00	3.79	3.79
d_A, Approach Delay [s/veh]	0.00		0.33		16.21	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1: Market Street/Del Norte Avenue-Project Driveway North

Control Type:	Two-way stop	Delay (sec / veh):	82.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.185

Intersection Setup

Name	Market St			Market St			Del Norte Ave			Project Driveway North		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Market St			Market St			Del Norte Ave			Project Driveway North		
Base Volume Input [veh/h]	33	787	0	1	487	5	5	2	62	9	3	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	787	0	1	487	5	5	2	62	9	3	27
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	219	0	0	135	1	1	1	17	3	1	8
Total Analysis Volume [veh/h]	37	874	0	1	541	6	6	2	69	10	3	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			Yes	No
Storage Area [veh]	0	0	1	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.00	0.00	0.01	0.00	0.10	0.02	0.13	0.18	0.04	0.09
d_M, Delay for Movement [s/veh]	8.65	0.00	0.00	9.67	0.00	0.00	68.05	50.58	12.56	82.63	60.99	26.41
Movement LOS	A	A	A	A	A	A	F	F	B	F	F	D
95th-Percentile Queue Length [veh/ln]	0.11	0.00	0.00	0.00	0.00	0.00	0.44	0.44	0.44	1.21	1.21	1.21
95th-Percentile Queue Length [ft/ln]	2.81	0.00	0.00	0.10	0.00	0.00	10.98	10.98	10.98	30.35	30.35	30.35
d_A, Approach Delay [s/veh]	0.35			0.02			17.87			41.90		
Approach LOS	A			A			C			E		
d_I, Intersection Delay [s/veh]	2.22											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: Sutter Street/Market Street

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.115

Intersection Setup

Name	Sutter St		Market St		Market St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	60.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Sutter St		Market St		Market St	
Base Volume Input [veh/h]	41	794	472	85	30	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	794	472	85	30	24
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	223	133	24	8	7
Total Analysis Volume [veh/h]	46	892	530	96	34	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.01	0.00	0.11	0.05
d_M, Delay for Movement [s/veh]	8.63	0.00	0.00	0.00	18.05	12.86
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.14	0.00	0.00	0.00	0.39	0.39
95th-Percentile Queue Length [ft/ln]	3.48	0.00	0.00	0.00	9.68	9.68
d_A, Approach Delay [s/veh]	0.42		0.00		15.75	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.84					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 3: Sutter Street/Project Driveway South

Control Type:	Two-way stop	Delay (sec / veh):	22.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.154

Intersection Setup

Name	Sutter St			Sutter St			7-Eleven Driveway			Project Driveway South		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	50.00	100.00	100.00	60.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Sutter St			Sutter St			7-Eleven Driveway			Project Driveway South		
Base Volume Input [veh/h]	25	796	13	8	470	19	2	0	12	38	0	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	796	13	8	470	19	2	0	12	38	0	37
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	214	3	2	126	5	1	0	3	10	0	10
Total Analysis Volume [veh/h]	27	856	14	9	505	20	2	0	13	41	0	40
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free			Free			Stop			Stop		
Flared Lane							No			No		
Storage Area [veh]	0			0			0			0		
Two-Stage Gap Acceptance							Yes			Yes		
Number of Storage Spaces in Median	0			0			2			2		

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.02	0.15	0.00	0.11
d_M, Delay for Movement [s/veh]	8.55	0.00	0.00	9.70	0.00	0.00	20.52	17.94	11.68	22.78	21.84	19.43
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	C
95th-Percentile Queue Length [veh/ln]	0.08	0.00	0.00	0.04	0.00	0.00	0.10	0.10	0.10	1.05	1.05	1.05
95th-Percentile Queue Length [ft/ln]	1.99	0.00	0.00	0.88	0.00	0.00	2.45	2.45	2.45	26.30	26.30	26.30
d_A, Approach Delay [s/veh]	0.26			0.16			12.86			21.12		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	1.46											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 4: Sutter Street/Lamon Way

Control Type:	Two-way stop	Delay (sec / veh):	30.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.069

Intersection Setup

Name	Sutter St		Sutter St		Lamon Wy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	120.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Sutter St		Sutter St		Lamon Wy	
Base Volume Input [veh/h]	802	18	11	510	9	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	802	18	11	510	9	32
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	216	5	3	137	2	9
Total Analysis Volume [veh/h]	862	19	12	548	10	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.02	0.01	0.07	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	9.77	0.00	30.63	15.98
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.05	0.00	0.32	0.32
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.19	0.00	7.91	7.91
d_A, Approach Delay [s/veh]	0.00		0.21		19.31	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.65					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1: Market Street/Del Norte Avenue-Project Driveway North

Control Type:	Two-way stop	Delay (sec / veh):	105.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.280

Intersection Setup

Name	Market St			Market St			Del Norte Ave			Project Driveway North		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Market St			Market St			Del Norte Ave			Project Driveway North		
Base Volume Input [veh/h]	50	586	22	26	557	5	10	2	45	5	1	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	3	21	6	12	0	0	3	6	6	1	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	589	43	32	569	5	10	5	51	11	2	7
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	167	12	9	162	1	3	1	14	3	1	2
Total Analysis Volume [veh/h]	59	669	49	36	647	6	11	6	58	13	2	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free			Free			Stop			Stop		
Flared Lane							Yes			No		
Storage Area [veh]	0			0			1			0		
Two-Stage Gap Acceptance							Yes			Yes		
Number of Storage Spaces in Median	0			0			0			0		

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.04	0.01	0.00	0.19	0.09	0.12	0.28	0.03	0.02
d_M, Delay for Movement [s/veh]	9.12	0.00	0.00	9.25	0.00	0.00	73.45	62.56	17.85	105.59	78.83	36.14
Movement LOS	A	A	A	A	A	A	F	F	C	F	F	E
95th-Percentile Queue Length [veh/ln]	0.20	0.00	0.00	0.13	0.00	0.00	1.12	1.12	1.12	1.21	1.21	1.21
95th-Percentile Queue Length [ft/ln]	5.05	0.00	0.00	3.18	0.00	0.00	27.96	27.96	27.96	30.20	30.20	30.20
d_A, Approach Delay [s/veh]	0.69			0.48			29.58			79.10		
Approach LOS	A			A			D			F		
d_I, Intersection Delay [s/veh]	3.14											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: Sutter Street/Market Street

Control Type:	Two-way stop	Delay (sec / veh):	16.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.089

Intersection Setup

Name	Sutter St		Market St		Market St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	60.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Sutter St		Market St		Market St	
Base Volume Input [veh/h]	13	637	521	87	22	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	21	22	2	6	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	658	543	89	28	49
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	185	153	25	8	14
Total Analysis Volume [veh/h]	18	739	610	100	31	55
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.09	0.12
d_M, Delay for Movement [s/veh]	8.79	0.00	0.00	0.00	16.06	13.44
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.00	0.40	0.40
95th-Percentile Queue Length [ft/ln]	1.42	0.00	0.00	0.00	10.06	10.06
d_A, Approach Delay [s/veh]	0.21		0.00		14.39	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.90					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 3: Sutter Street/Project Driveway South

Control Type:	Two-way stop	Delay (sec / veh):	21.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Sutter St			Sutter St			7-Eleven Driveway			Project Driveway South		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	50.00	100.00	100.00	60.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Sutter St			Sutter St			7-Eleven Driveway			Project Driveway South		
Base Volume Input [veh/h]	18	634	42	38	497	22	3	2	15	6	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	31	30	4	0	0	0	0	9	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	649	73	68	501	22	3	2	15	15	0	22
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	178	20	19	138	6	1	1	4	4	0	6
Total Analysis Volume [veh/h]	20	713	80	75	551	24	3	2	16	16	0	24
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free		Free		Stop		Stop	
Flared Lane					No		No	
Storage Area [veh]	0		0		0		0	
Two-Stage Gap Acceptance					Yes		Yes	
Number of Storage Spaces in Median	0		0		2		2	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.09	0.01	0.00	0.01	0.01	0.03	0.06	0.00	0.06
d_M, Delay for Movement [s/veh]	8.68	0.00	0.00	9.78	0.00	0.00	21.53	20.18	12.34	20.46	19.60	15.27
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	C
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.30	0.00	0.00	0.16	0.16	0.16	0.41	0.41	0.41
95th-Percentile Queue Length [ft/ln]	1.53	0.00	0.00	7.45	0.00	0.00	4.10	4.10	4.10	10.18	10.18	10.18
d_A, Approach Delay [s/veh]	0.21			1.13			14.40			17.35		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	1.25											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 4: Sutter Street/Lamon Way

Control Type:	Two-way stop	Delay (sec / veh):	29.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Sutter St		Sutter St		Lamon Wy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	120.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Sutter St		Sutter St		Lamon Wy	
Base Volume Input [veh/h]	676	16	18	501	4	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	46	0	0	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	722	16	18	514	4	18
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	198	4	5	141	1	5
Total Analysis Volume [veh/h]	793	18	20	565	4	20
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.02	0.01	0.03	0.05
d_M, Delay for Movement [s/veh]	0.00	0.00	9.53	0.00	29.21	14.68
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.00	0.16	0.16
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.88	0.00	4.06	4.06
d_A, Approach Delay [s/veh]	0.00		0.33		17.10	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1: Market Street/Del Norte Avenue-Project Driveway North

Control Type:	Two-way stop	Delay (sec / veh):	211.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	Market St			Market St			Del Norte Ave			Project Driveway North		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Market St			Market St			Del Norte Ave			Project Driveway North		
Base Volume Input [veh/h]	33	787	0	1	487	5	5	2	62	9	3	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	14	9	3	5	0	0	1	3	24	4	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	801	9	4	492	5	5	3	65	33	7	34
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	223	3	1	137	1	1	1	18	9	2	9
Total Analysis Volume [veh/h]	44	890	10	4	547	6	6	3	72	37	8	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			Yes	No
Storage Area [veh]	0	0	1	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.00	0.01	0.01	0.00	0.12	0.04	0.13	0.76	0.11	0.11
d_M, Delay for Movement [s/veh]	8.70	0.00	0.00	9.79	0.00	0.00	80.87	55.07	13.17	211.87	186.31	148.42
Movement LOS	A	A	A	A	A	A	F	F	B	F	F	F
95th-Percentile Queue Length [veh/ln]	0.14	0.00	0.00	0.02	0.00	0.00	0.58	0.58	0.58	5.48	5.48	5.48
95th-Percentile Queue Length [ft/ln]	3.39	0.00	0.00	0.40	0.00	0.00	14.61	14.61	14.61	136.97	136.97	136.97
d_A, Approach Delay [s/veh]	0.41			0.07			19.73			180.36		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	10.20											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: Sutter Street/Market Street

Control Type:	Two-way stop	Delay (sec / veh):	19.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.136

Intersection Setup

Name	Sutter St		Market St		Market St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	60.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Sutter St		Market St		Market St	
Base Volume Input [veh/h]	41	794	472	85	30	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	28	25	7	3	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	822	497	92	33	29
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	231	140	26	9	8
Total Analysis Volume [veh/h]	62	924	558	103	37	33
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.01	0.00	0.14	0.07
d_M, Delay for Movement [s/veh]	8.79	0.00	0.00	0.00	19.34	13.38
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.20	0.00	0.00	0.00	0.47	0.47
95th-Percentile Queue Length [ft/ln]	4.88	0.00	0.00	0.00	11.71	11.71
d_A, Approach Delay [s/veh]	0.55		0.00		16.53	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.99					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 3: Sutter Street/Project Driveway South

Control Type:	Two-way stop	Delay (sec / veh):	32.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.305

Intersection Setup

Name	Sutter St			Sutter St			7-Eleven Driveway			Project Driveway South		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	50.00	100.00	100.00	60.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Sutter St			Sutter St			7-Eleven Driveway			Project Driveway South		
Base Volume Input [veh/h]	25	796	13	8	470	19	2	0	12	38	0	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	13	13	17	0	0	0	0	35	0	36
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	803	26	21	487	19	2	0	12	73	0	73
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	216	7	6	131	5	1	0	3	20	0	20
Total Analysis Volume [veh/h]	27	863	28	23	524	20	2	0	13	78	0	78
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free		Free		Stop		Stop	
Flared Lane					No		No	
Storage Area [veh]	0		0		0		0	
Two-Stage Gap Acceptance					Yes		Yes	
Number of Storage Spaces in Median	0		0		2		2	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.03	0.01	0.00	0.01	0.00	0.02	0.31	0.00	0.22
d_M, Delay for Movement [s/veh]	8.61	0.00	0.00	9.88	0.00	0.00	24.51	18.95	11.89	32.08	31.08	28.34
Movement LOS	A	A	A	A	A	A	C	C	B	D	D	D
95th-Percentile Queue Length [veh/ln]	0.08	0.00	0.00	0.09	0.00	0.00	0.11	0.11	0.11	2.90	2.90	2.90
95th-Percentile Queue Length [ft/ln]	2.03	0.00	0.00	2.34	0.00	0.00	2.67	2.67	2.67	72.40	72.40	72.40
d_A, Approach Delay [s/veh]	0.25			0.40			13.57			30.21		
Approach LOS	A			A			B			D		
d_I, Intersection Delay [s/veh]	3.25											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 4: Sutter Street/Lamon Way

Control Type:	Two-way stop	Delay (sec / veh):	33.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.077

Intersection Setup

Name	Sutter St		Sutter St		Lamon Wy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	120.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Sutter St		Sutter St		Lamon Wy	
Base Volume Input [veh/h]	802	18	11	510	9	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	0	0	52	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	822	18	11	562	9	32
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	221	5	3	151	2	9
Total Analysis Volume [veh/h]	884	19	12	604	10	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	1
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.02	0.01	0.08	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	9.86	0.00	33.57	16.34
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.05	0.00	0.33	0.33
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.21	0.00	8.16	8.16
d_A, Approach Delay [s/veh]	0.00		0.19		20.25	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.65					
Intersection LOS	D					

Warrant 3: Peak-Hour Volumes and Delay

Market St & Del Norte Ave-Project Dwy N
City of Yuba City

Project Name: Ampla Health Campus Expansion

Intersection: 1

	Major Street	Minor Street
Street Name	Market St	Del Norte Ave-Project Dwy N
Direction	N-S	E-W
Number of Lanes	1	1
Approach Speed	25	25

Population less than 10,000? No
Date of Count: Thursday, September 2, 2021
Scenario: AM Existing + Project

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Not Met

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 0.68 vehicle-hours

Condition A2 — Not Met

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 66 vph

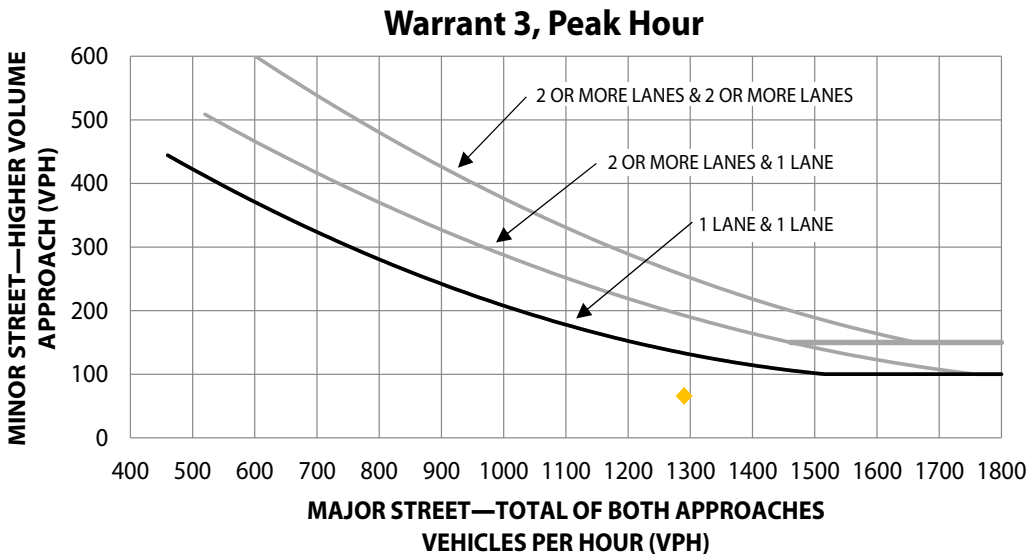
Condition A3 — Met

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more appraches or 650 vph for intersections with three approaches

Total Entering Volume: 1376 vph

Condition B — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

Sutter St & Project Dwy S
City of Yuba City

Project Name: Ampla Health Campus Expansion

Intersection: 3

	Major Street	Minor Street
Street Name	Sutter St	Project Dwy S
Direction	N-S	E-W
Number of Lanes	1	1
Approach Speed	25	25

Population less than 10,000? No
Date of Count: Thursday, September 2, 2021
Scenario: AM Existing + Project

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Not Met

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 0.18 vehicle-hours

Condition A2 — Not Met

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 37 vph

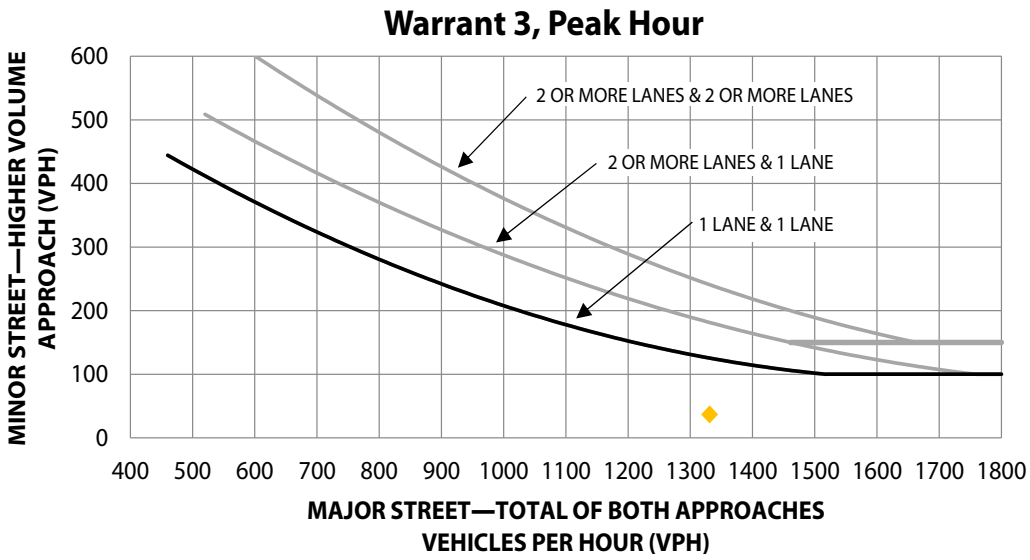
Condition A3 — Met

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more appraches or 650 vph for intersections with three approaches

Total Entering Volume: 1388 vph

Condition B — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

Market St & Del Norte Ave-Project Dwy N
City of Yuba City

Project Name: Ampla Health Campus Expansion

Intersection: 1

	Major Street	Minor Street
Street Name	Market St	Del Norte Ave-Project Dwy N
Direction	N-S	E-W
Number of Lanes	1	1
Approach Speed	25	25

Population less than 10,000? No
Date of Count: Thursday, September 2, 2021
Scenario: PM Existing + Project

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Not Met

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 3.71 vehicle-hours

Condition A2 — Not Met

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 74 vph

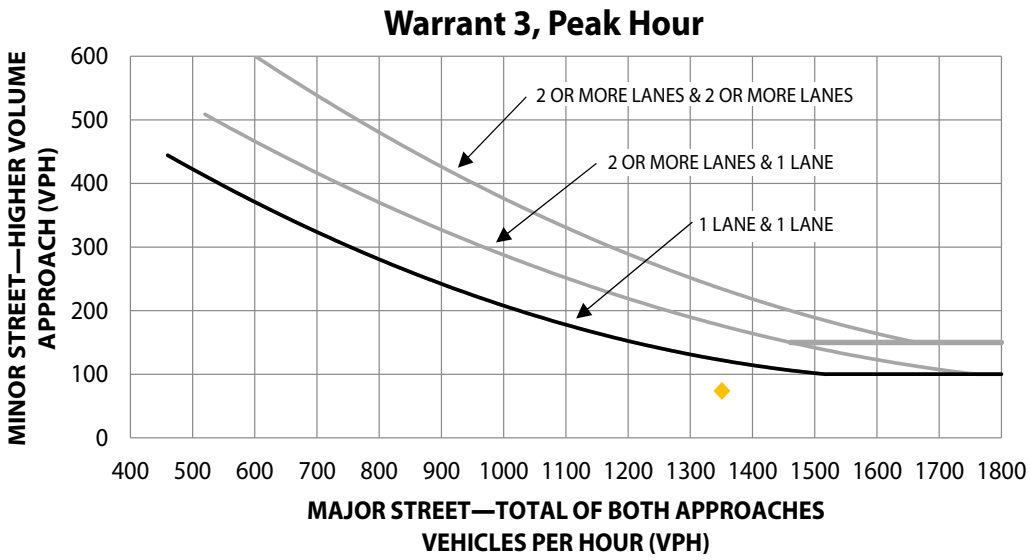
Condition A3 — Met

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more appraches or 650 vph for intersections with three approaches

Total Entering Volume: 1498 vph

Condition B — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

Sutter St & Project Dwy S
City of Yuba City

Project Name: Ampla Health Campus Expansion

Intersection: 3

	Major Street	Minor Street
Street Name	Sutter St	Project Dwy S
Direction	N-S	E-W
Number of Lanes	1	1
Approach Speed	25	25

Population less than 10,000? No
Date of Count: Thursday, September 2, 2021
Scenario: PM Existing + Project

Warrant 3 Met?: Met when either Condition A or B is met — **Yes**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Not Met

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 1.22 vehicle-hours

Condition A2 — Met

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 146 vph

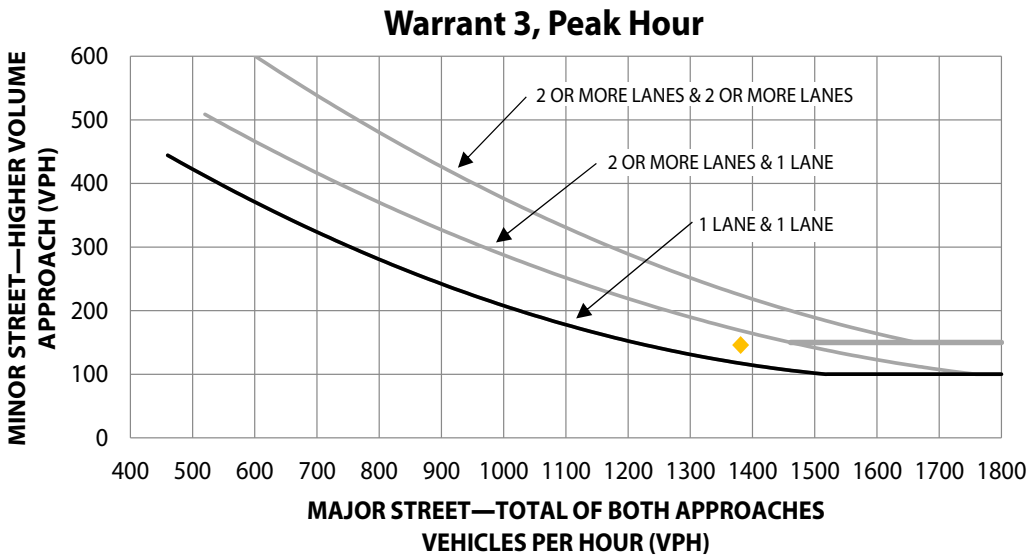
Condition A3 — Met

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more appraches or 650 vph for intersections with three approaches

Total Entering Volume: 1541 vph

Condition B — Met

The plotted point falls above the curve



Access and Circulation Improvements

AMPLA HEALTH CAMPUS

Concept Exhibit

Yuba City