CITY OF
WINTERS
california
Est. 1875

Special Winters City Council Meeting
City Council Chambers
318 First Street
Wednesday, September 29, 2010
6:30 p.m.
AGENDA

Members of the City Council

Woody Fridae, Mayor
Cecilia Aguiar-Curry, Mayor Pro-Tempore
Harold Anderson
Michael Martin
Tom Stone

John W. Donlevy, Jr., City Manager
John Wallace, City Attorney
Nanci Mills, City Clerk

PLEASE NOTE – The numerical order of items on this agenda is for convenience of reference. Items may be taken out of order upon request of the Mayor or Councilmembers. Public comments time may be limited and speakers will be asked to state their name.

Roll Call

Pledge of Allegiance

Approval of Agenda

COUNCIL/STAFF COMMENTS

PUBLIC COMMENTS
At this time, any member of the public may address the City Council on matters, which are not listed on this agenda. Citizens should reserve their comments for matter listed on this agenda at the time the item is considered by the Council. An exception is made for members of the public for whom it would create a hardship to stay until their item is heard. Those individuals may address the item after the public has spoken on issues that are not listed on the agenda. Presentations may be limited to accommodate all speakers within the time available. Public comments may also be continued to later in the meeting should the time allotted for public comment expire.

DISCUSSION ITEMS

1. Appeal of the Planning Commission's Action to Find the Burger King, Arco Gas Station, AM PM Convenience Mart, and Truck Fueling Facility to be exempt from further CEQA review and approve the Conditional Use Permit, Site Plan/Design Review, Sign Permit for the Freeway Information Sign, and Variance to the Sign Ordinance (pp 1-345)

   Attachments:

   A) Notice of Appeal, dated August 20, 2010 (pp 23-43)
   B) Planning Commission Staff Report, dated August 10, 2010 (without attachments) (pp 44-56)
   C) Conditions of Approval, dated September 22, 2010 (pp 57-68)
   D) Winters Burger King/Arco Traffic Access Study, Dated August 2010 (pp 69-169)
   E) CEQA Notice of Exemption and Initial Study, dated August 2010 (pp 170-244)
   F) Caltrans Letter, dated January 7, 2010 (pp 245-246)
   G) Minutes from January 26, 2010 Planning Commission Meeting (pp 247-254)
   H) Draft Meeting Notes from August 10, 2010 Planning Commission Meeting (pp 255-264)
   I) Letters submitted prior to and at the August 10, 2010 Planning Commission Meeting (pp 265-337)
   J) Proof of Mailing and Publication of Legal Notice for August 10, 2010 Planning Commission Meeting (pp 338-342)
   K) Proof of Mailing and Publication of Legal Notice for September 29, 2010 City Council Meeting (pp 343-345)

COMMUNITY DEVELOPMENT AGENCY

1.

CITY MANAGER REPORT

INFORMATION ONLY

EXECUTIVE SESSION

ADJOURNMENT

I declare under penalty of perjury that the foregoing agenda for the September 29, 2010 special meeting of the Winters City Council was personally delivered to each Councilmember's mail boxes in City Hall and posted on the outside public bulletin board at City Hall, 318 First Street on September 23, 2010, and made available to the public during normal business hours.

Nanci G. Mills, City Clerk

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Wednesday at 10:00 a.m.

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CITY COUNCIL
STAFF REPORT

TO: Honorable Mayor and Council Members

DATE: September 29, 2010

THROUGH: John W. Donlevy, Jr., City Manager

FROM: Nelia C. Dyer, Community Development Director
Nick Ponticello, City Engineer
Heidi Tschudin, Contract Planner

SUBJECT: Appeal of the Planning Commission's Action to Find the Burger King, Arco Gas Station, AM PM Convenience Mart, and Truck Fueling Facility to be exempt from further CEQA review and approve the Conditional Use Permit, Site Plan/Design Review, Sign Permit for the Freeway Information Sign, and Variance to the Sign Ordinance

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SUMMARY OF PROJECT

The application is for a proposed fast food restaurant (Burger King) with drive-through, gas station and convenience store (Arco/AM PM), and truck fueling station co-located on one 2.3-acre site. Required approvals include:

- Conditional Use Permit (CUP)
- Approval of Site Plan/Design Review
- Approval of Sign Permit for the Freeway Information Sign
- Variance to Sign Ordinance for the Freeway Information Sign
- CEQA Clearance (see Attachment E)

SUMMARY OF THE APPEAL

At a special meeting and public hearing held on August 10, 2010, the Planning Commission found the project to be exempt from further CEQA review and approved the project (6-1-0) (see Attachment H – Draft Meeting Notes). On August 20, 2010, a group of twelve individuals filed a timely appeal of the Planning Commission's action with the City Clerk (see Attachment A – Notice of Appeal) with the assertions summarized below:

1) The public was not given meaningful opportunity to comment on the proposed project.
2) The application of CEQA Guidelines, Sections 15183 or 15332 to exempt the project from further CEQA review was inappropriate.

3) There is evidence that Staff held serial private meetings with members of the Planning Commission in violation of Open Meeting Law.
4) The City needs to develop a Master Plan to guide development of the Gateway area.
5) The approval of a variance for the freeway information sign is setting a troublesome precedence for future development in the Gateway area.
6) The variance for the freeway information sign is inconsistent with the Winters General Plan and the Winters Design Guidelines.
7) The Community Development Director's determination concerning the use permit for the truck fueling station in a light industrial zone is inadequate.
8) The project is inconsistent with the General Plan's Circulation Element.
9) The appellants are not aware of the preparation of a traffic study for the project and potential impacts of the project related to traffic have not been disclosed to the public.
10) City staff failed to follow the process detailed in Winters Municipal Code, Section 17.36.030 related to project review by the Economic Development Commission.
11) The site plan does not appear to provide pedestrian access from County Road 90 to the commercial building, which the City and/or applicant must address.
12) The site plan and elevations are inconsistent with the Winters Design Guidelines and the Winters Municipal Code.

SUMMARY OF STAFF RECOMMENDATION

The staff recommends that the City Council deny the appeal and uphold the decision of the Planning Commission to find the project exempt from further CEQA review and approve the project with conditions (see Attachment C - Conditions of Approval) including the proposed addition of a new condition of approval #87 (see discussion of Doud letter) and revised conditions of approval #5, #6, #7, #71, #72, #74, #77, and #82. A detailed recommendation for the City Council's action is provided at the end of this report.

LOCATION

Northwest quadrant of Interstate 505 and State Route 128 (Grant Avenue) in Winters, California, 95694 (see Initial Study Exhibit 1, Vicinity Map). APN: 038-050-063 totaling 2.3 acres.

BACKGROUND

The planning application for the project was submitted December 7, 2009 and determined by the City to be incomplete on January 4, 2010. Staff and the applicant provided project information to Caltrans in December 2009 and received a comment letter dated January 7, 2010 (see Attachment F - Caltrans Comment Letter). An informational presentation was given and a public meeting was held on the project at the January 26, 2010 Planning Commission meeting. The minutes of that meeting are provided in Attachment G. It should be noted that, between the revised design and the proposed conditions of approval, most of the issues of concern raised at the January meeting have been addressed.

The project concept plan was circulated to City Departments on June 19, 2010. No comments were received. A supplemental submittal was received by the applicant on June 28, 2010 and found to be complete on July 16, 2010.

A public hearing for the project was held at a special meeting of the Planning Commission on August 10, 2010. Public notice advertising for the public hearing on this project was prepared by the Community

Development Department's Administrative Assistant in accordance with notification procedures set forth in the City of Winters Municipal Code and State Planning Law. Two methods of public notice were used: 1) a legal notice was published in the Winters Express on Thursday, July 29, 2010; and 2) notices were mailed to all property owners who own real property within three hundred feet of the project boundaries at least ten days prior to the hearing. Proof of the legal notice and mailed notices are found in Attachment J. Copies of the staff report and all attachments were available for public review on Thursday, August 5, 2010, more than 72 hours prior to the public hearing.

At the special Planning Commission meeting held on August 10, 2010, the Planning Commission received the staff report and conducted the public hearing. Ultimately, the Planning Commission found the project to be exempt from further CEQA review and approved the project (6-1-0) (see Attachment H – Draft Meeting Notes). On August 20, 2010, the notice of appeal of the Planning Commission's action on the project was filed with the City Clerk.

DETAILED PROJECT DESCRIPTION

The application is for a proposed fast food restaurant (Burger King) with drive-through, gas station and convenience store (Arco/AM PM), and truck fueling station co-located on one site (Attachment E - Initial Study Exhibit 4, Site Plan dated 6/29/10).

One 5,000 square foot one-story multi-tenant building is proposed. The building footprint is 150' by 33' 6". A parapet roof style is proposed. The mechanical equipment located on the roof will be shielded on all sides behind the proposed parapet. Building height is generally 23' (to top of parapet); however, the silo feature will be 33' in height.

The proposed architecture for the building has agriculturally-themed elements including horizontal siding, metal roofing, and a silo feature (see Initial Study Exhibit 5, Building Elevations). Materials are metal panels, stucco, concrete siding, clear glass, and brick. The color palette is muted with off-whites, beiges, tans, and soft browns. An illuminated red band is proposed around the structure. Navy blue metal awnings are proposed over each window.

The project includes five fuel pumps serving ten cars, two fuel pumps serving four trucks, parking for 27 vehicles, two underground fuel tanks, and one above ground fuel tank. Both fueling areas would be covered by a proposed corporate canopy (see Initial Study Exhibit 6, Canopy Elevations).

The proposed fueling station canopies would be 20' 6" in height. An illuminated blue band is proposed around the vehicle fueling canopy. An illuminated and yellow LED striped band is proposed around the truck fueling facility canopy. The canopy columns would have a brick base. The brick matches the building.

The above-ground fuel tank would have a capacity of 12,000 gallons and would be 8' 7" in height, 8' in width, and 32' 7" in length. It would be located at the northerly end of the property. It is proposed to be partially enclosed by a 8' high concrete brick (CMU) wall topped with 2' 4" black painted metal railing (see Initial Study Exhibit 7, Tank Enclosure). The dimensions for the walled enclosure are 33' 4" by 48'.

The two proposed underground fueling tanks would have a capacity of 20,000 gallons and would be 10' in width, and 34' 5' in length. They would be located just west of the second entrance to the north.

Proposed landscaping consists of 15-gallon London plane and Chinese flame trees primarily along the project perimeter, with some also proposed in the interior where needed to meet shade requirements (see Initial Study Exhibit 8, Conceptual Landscaping Plan). A variety of native shrubs and ground covers are proposed in the interior of the site. The drainage areas will be planted with native grasses.

A small detention pond (1,200 cubic feet, cf) is proposed in the landscaped area at the corner of CR 90 and SR 128. A larger retention pond (9,400 cf) is proposed along CR 90 adjoining the proposed truck fuel pump area. (See Initial Study Exhibit 9, Drainage Plan)

A 12' by 24' 8" refuse/recycling enclosure is proposed to the north of the building. This enclosure would be comprised of a concrete brick (CMU) wall with metal gates (see Initial Study Exhibit 10, Refuse and Recycling Enclosure).

A retaining wall is proposed for the entire length of the easterly border (adjoining the freeway off-ramp). This wall would be 5' high with a 3'6" railing, composed of the same brick and metal materials as the tank enclosure.

Based on the site plan, approximately 61,348 square feet (or 60 percent) of the 2.3 acres site (101,563 square feet) is proposed to be covered with impervious surface. This includes the building, parking lot, driveways, sidewalks, and other hardscape. The remaining 40,215 square feet or 40 percent of the site would be pervious and generally in landscaping.

Proposed lighting includes 27' high cutoff flood lights, recessed canopy lights, and perimeter cutoff wallpacks (see Initial Study Exhibit 11, Photometric Study).

Two interior-lighted cabinet signs are proposed (see Initial Study Exhibit 12, Signage). The project monument sign would be located near the proposed detention swale. It would have a brick base that matches the building. Dimensions are 9'3" tall and 8' 1" wide. The freeway monument sign would be located along the easterly boundary opposite the third proposed entrance. It would be located on twin aluminum poles with a brick base that matches the other brick features. Proposed height is 65' tall. Width at the ground would be 18' 11". Width at the elevated sign would be 23' 4". In addition, the project proposes signage on the building and canopies, and various directory signs for the drive-through.

Four driveways are proposed off CR 90: two that would be 30-feet wide to facilitate access to the vehicle fuel pumps, and two that would be 50-feet wide that would provide access to the truck fuel pumps.

Curb, gutter, and sidewalk (8') to City standards will be constructed along the project frontage of CR 90 where the applicant proposes to build the required half-street section of the frontage road. No street improvements are proposed along SR 128/Grant Avenue.

ANALYSIS OF THE APPEAL

A group of twelve individuals submitted a Notice of Appeal on August 20, 2010. In the ensuing section, the comments from the appellants have been summarized in italics with responses by staff provided following each of the comments. The appeal submitted by the group has been included in its entirety as Attachment A:

1. *The public was not given a meaningful opportunity to comment on the proposed project.*

Response to Appeal:
The City met or exceeded all legal requirements for public input. There was proper notice and the hearing was properly conducted. All interested parties were given multiple opportunities to participate. Public notice advertising for the public hearing on this project was prepared by the Community Development Department's Administrative Assistant in accordance with notification procedures set forth in the City of Winters Municipal Code and State Planning Law. Two methods of public notice were used: 1) a legal notice was published in the Winters Express on Thursday, July 29, 2010; and 2) notices were mailed to all property owners who own real property within three hundred feet of the project boundaries at least ten days prior to the hearing. Proof of the legal notice and mailed notices are found in Attachment J. Copies of the staff report and all attachments were available for public review on Thursday, August 5, 2010, more than 72 hours prior to the public hearing on Tuesday, August 10, 2010.

Several individuals who were not able to attend the public hearing on August 10, 2010 submitted comments to staff via e-mail. These comments were provided to the Planning Commission prior to the Public Hearing for review and are included as Attachment I of this report. At the August 10, 2010 Planning Commission meeting, each individual who requested to comment on the project during the public hearing was given 3 minutes to speak. All individuals wishing to speak more than once were accommodated, several multiple times. All individuals who submitted written comments at the meeting either read or summarized their written comments during their 3 minutes in the public hearing. Those written comments are included as Attachment I of this report.

In addition, an informational presentation was given and a public meeting was held on the project at the January 26, 2010 Planning Commission meeting. The minutes of that meeting are provided in Attachment G.

2. *The City and the Planning Commission prejudicially abused its discretion by pre-determining that the project was exempt from the California Environmental Quality Act (CEQA).*

Response to Appeal:
Neither the City nor the Planning Commission prejudicially abused its discretion by pre-determining that the project was exempt from the California Environmental Quality Act. City staff prepared a CEQA Initial Study (Attachment E) in order to determine the potential for significant project-specific and/or site-specific environmental impacts. The Initial Study documented that all potentially significant effects had been analyzed adequately in the earlier General Plan FEIR pursuant to applicable standards, and would be avoided or mitigated pursuant to that earlier EIR through aspects of the project as proposed, or through conditions imposed on the project. Therefore, the project was found to be exempt from further CEQA review pursuant to Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning) and/or pursuant to Section 15332 (In-Fill Development Projects) of the CEQA Guidelines.

After the public hearing on August 10, 2010, the Planning Commission found the project to be exempt from further CEQA review pursuant to Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning) and/or pursuant to Section 15332 (In-Fill Development

Projects) of the CEQA Guidelines. Accordingly, the Planning Commission then directed staff to file a CEQA Notice of Exemption for the project.

3. *Applying Section 21083.3 of the Public Resources Code (CEQA Guidelines Section 15183) to exempt the project from CEQA was inappropriate as the project is not consistent with the General Plan.*

   Response to Appeal:
   The project has been reviewed for consistency with the policies of the General Plan. Conditions have been identified in some cases to further ensure consistency. A few policies are discussed in the Planning Commission staff report (See Attachment B) for clarity. For all policies, the Planning Commission found the project to be consistent. Conditions were adopted to ensure that these requirements would be implemented as appropriate as part of the project. See Attachment C for the conditions of approval.

   Since the project is consistent with the General Plan, the project qualifies for the Statutory Exemption provided in Public Resources Code Section 21083.3 and in Section 15183 of the CEQA Guidelines. The complete basis for the application of Section 21083.3 and Section 15183 is provided in Attachment E (CEQA Notice of Exemption).

4. *There is evidence that Staff held serial private meetings with members of the Planning Commission in violation of the Open Meeting Law.*

   Response to Appeal:
   Prior to the hearing, staff held meetings with commissioners. This is a common practice by staff prior to any scheduled Planning Commission hearing. At no time was a quorum of Planning Commissioners present at the meeting. The purpose of the meeting is informational, to provide an overview of the upcoming Planning Commission meeting agenda. Such meetings do not violate the Brown Act (see Wolfe v. City of Fremont (2006) 144 Cal.App4th 533.).

5. *The City needs a Master Plan to guide development of the Gateway area, rather than lot-by-lot, piecemeal planning, which incrementally will lead to a Burger King, a McDonalds, an Exxon Station, plus a Union 76 station, etc.*

   Response to Appeal:
   Opinion noted. There is no state or local requirement to prepare a Master Plan to guide development at the subject property.

   Since 1993, the City has had in place the Gateway Master Plan which overlays the properties in the southwest quadrant of I-505 and SR 128 (Grant Avenue). This Plan continues to apply to those properties.

   At the January 5, 2010 City Council meeting, the City Manager introduced the "Gateway Master Plan – Planning Process" to the Council. The goal of the process is "to conduct a dual community input/planning process that effectively captures community involvement and ultimately results in a shared understanding and Council approval on master planning for the I-505/SR 128 (Grant Avenue) intersection of the City". Two parallel courses of action were highlighted: one to address

"architecture and planning" (Gateway Master Plan) and one to address roadway/infrastructure planning (Caltrans Complete Streets Process). While the conceptual map included in the January 5, 2010 document showed that the process could include part of the subject site, no action was ever taken to amend the existing Gateway Master Plan boundary, modify the land use designations or zoning of the subject site, or impose new regulatory or design requirements. Thus, the existing Gateway Master Plan continues to apply to the properties in the southwest quadrant of I-505 and SR 128 (Grant Avenue).

6. *A freeway sign variance was approved. If other undeveloped lots in the gateway and along Grant Avenue were given equal treatment, an unsightly, urbanizing impact of overlarge freeway signs will certainly follow.*

<u>Response to Appeal:</u>
Opinion noted.

Winters Municipal Code, Section 17.80.030 (R) (Freeway Information Signs) states that multibusiness signs advertising freeway oriented business near a freeway interchange may be approved subject to obtaining a sign permit from the Planning Commission. It further states that no more than one such multibusiness sign shall be allowed on the north and on the south side of State Route 128. In other words, only two freeway information signs are allowed (per Planning Commission approval).

Section 17.80.080(E) allows for variances to the sign requirements subject to the procedures described in Chapter 17.24. The purpose of a variance is to allow relief from the strict application of the provisions of the code where special circumstances (such as the physical characteristics or location of a site) are such that literal enforcement of the code would involve practical difficulties or would cause hardship, and therefore not carry out the spirit and purpose of the regulation.

The Winters Zoning Code requires that three (3) specific findings are made in order to approve a variance. The required findings for a variance are listed below.

1. That any variance granted is subject to such conditions as will assure that the adjustment thereby authorized does not constitute a grant of special privilege inconsistent with the limitation upon other properties in the vicinity and zone in which the subject property is situated;

2. That, because of special circumstances applicable to the subject property, including size, shape, topography, location or surroundings, the strict application of the provisions of this title is found to deprive the subject property of privileges enjoyed by other properties in the vicinity and under the identical zone classification; and

3. That the variance shall not be granted for a parcel of property which authorizes a use or activity which is not otherwise expressly authorized by the zone regulation (both general plan and zoning) governing the parcel of property.

The analysis of the sign variance is found on page 9 of the Planning Commission staff report (Attachment B).

7. *Written public comments that were properly submitted to the Planning Commission at the meeting were not and could not have been fairly considered in the time available prior to the Commission's action.*

Response to Appeal:
Opinion noted. See response to appeal item #3.

8. *Approving a conditional use permit authorizing a commercial use on land zoned Light Industrial violates Winters' Zoning Ordinance. The proposed truck fueling facility is a commercial use, and is fundamentally different and not similar to a light industrial use. The truck fueling station will bring frequent and 24 hour truck traffic that is distinctly dissimilar from a light industrial use.*

Response to Appeal:
The General Plan and zoning ordinance both designate the front 1.4 acres of the project site for highway commercial use (HSC) and the back 0.9 acres for light industrial use (LI). The proposed drive-through fast-food restaurant and service station on the front acreage are consistent with the highway service commercial designation and both uses are identified in Section 17.52.020 Land Use/Zone Matrix as principally permitted uses meaning they are allowed "by-right" in the zone.

The proposed truck fueling facility and the above-ground fuel storage tank are not specifically listed as contemplated uses in the LI zone. However, pursuant to Section 17.52.010(E) of the City's Zoning Ordinance, the Community Development Director may find uses not specifically listed but similar in nature (based on activity characteristics) to a listed activity, to be consistent use in the zone. The analysis of the proposed uses in the LI zone is found on Page 4 of the Planning Commission Staff Report (See Attachment B and pages 29-30 of the Initial Study, Attachment E). The analysis demonstrates that the project would be consistent with the land uses and applicable policies of the General Plan as well as the land uses and applicable development regulations of the zoning ordinance as conditioned.

9. *Substantial new information shows that the proposed project will have more significant adverse impacts that were not analyzed in the prior and outdated 1992 EIR prepared and certified for the City's General Plan.*

Response to Appeal:
See response to appeal item #13 below.

10. *Since 1992, the California Legislature has enacted the California Global Warming Solutions Act of 2006, which requires the California Air Resources Board to ensure that greenhouse gases that contribute to climate change are reduced to 1990 levels by the year 2020. The California Legislature required the California Natural Resources Agency and Governor's Office of Planning and Research to prepare and approve recent changes to the CEQA Guidelines that require lead agencies to analyze the direct, indirect, and cumulative effect of greenhouse gases generated by a proposed project. This requirement was completely overlooked by City staff and the Planning Commission.*

Response to Appeal:
Staff addressed greenhouse gases in the Initial Study prepared for the project. The Initial Study is Attachment E of this report. See pages 21-22 and 42 of the Initial Study.

11. *This project does not satisfy the requirements of CEQA Guidelines section 15183 (Projects Consistent with General Plan, Community Plan, or Zoning) or section 15332 (In-fill Development Projects) to be exempt from*

CEQA's environmental review requirements.

a. *For Guidelines section 15183:*
   i. *The truck fueling facility proposed in the Light Industrial zone is not consistent with the Zoning Ordinance.*
   ii. *The following environmental effects were never analyzed in the prior, outdated 1992 EIR certified for the General Plan*
      1. *As discussed above, the proposed project's generation of greenhouse gases.*
      2. *The proposed project will cause flooding impacts that were not assessed in the 1992 EIR. The proposed project will be constructed on fill that will obstruct existing flood drainage patterns, and increase flooding of upstream and adjacent properties.*
      3. *As discussed below, the current traffic and circulation impacts were not analyzed in the prior 1992 EIR.*

b. *For Guidelines section 15332:*
   i. *This project is not surrounded by existing urban uses, and surrounding properties on two sides are undeveloped. The staff interpretation that an undeveloped property zoned for a use is an "existing use" is not supported by the CEQA guidelines.*

Response to Appeal:
See responses to appeal items 2, 3, and 12.

Staff addressed potential flooding impacts in the Initial Study prepared for the project. The Initial Study is Attachment E of this report. See pages 25-27 of the Initial Study. In addition, flooding impacts are addressed on page 11 of the Planning Commission staff report. The Planning Commission staff report is included as Attachment B of this report.

The site lies within both a federal flood hazard zone and also the City's General Plan Flood Overlay Zone (FOZ). With respect to the federal designation, development is allowed provided the applicant satisfies the federal construction requirements for elevation above the 100-year flood elevation. With respect to the local FOZ, non-residential development is allowed provided the applicant's proposed improvements are consistent with and further the purposes of the City's Storm Drainage Master Plan (SDMP), General Plan FOZ policies, and provided the city's funding plan is in place and that the applicant pays the appropriate fees prior to construction. The project has been conditioned to be consistent with all of these requirements.

The reference to "existing" in describing "urban uses" in Section 15332(b) of the CEQA Guidelines is inaccurate. Section 15332(b) reads "(t)he proposed development occurs within the city limits on a project site no more than five acres substantially surrounded by urban uses". There is no requirement that the project be surrounded by "existing" urban uses. This issue is addressed on pages 4-5 of Attachment E (CEQA Notice of Exemption). As described, the project site lies within the incorporated City limits and is 2.3 acres in size. In all directions, the site is adjoined by existing or planned urban uses including the frontage road (CR 90) and planned Light Industrial property to the north, Interstate 505 to the east, SR 128 (Grant Avenue) and planned Highway Commercial property (Gateway Master Plan area) to the south, and planned Highway Commercial property and the existing Chevron gas station/convenience store to the west.

12. General Plan Inconsistency –

a) Policies with the Circulation Element of the General Plan that were cited as mitigation in the GP EIR for projects creating growth in traffic volumes are not being applied to this project.
b) The proposed project will generate increased traffic volumes at the intersection of CR90 and SR128 and I-505 that require signalization, road widening, turn pockets, and other mitigation measures set forth in the General Plan.
c) Those policies of the General Plan's Circulation Element, which should have been triggered by this project, have not been applied to this project.
d) Without the traffic measures described in the policies of the Circulation Element of the General Plan, the proposed project is inconsistent with the General Plan.
e) Because the Planning Commission failed to adequately evaluate the proposed project's consistency with the policies of the General Plan and because the City has never prepared a Master Plan for the "gateway" area of the city, the Planning Commission never considered the cumulative effects of the project on the City's "gateway."
f) The cumulative impacts of freeway-access, fast food and gas station commercial developments on the City's "gateway" or the community character or aesthetics of the City were never analyzed in the 1992 EIR.

Response to Appeal:
a) See response to appeal item #3 and pages 11-12 of the Planning Commission staff report (See Attachment B). As stated in the staff report, the project has been conditioned to require fair-share participation/implementation of all improvements shown in the City's General Plan Circulation Element. These improvements include:

1) Elimination of the free-right off the southbound I-505 ramp onto SR-128;
2) Installation of a median and/or intersection control (signal or roundabout) at or near this location in order to meter/control traffic flow;
3) Elimination of left-turns from CR-90 onto SR-128; and
4) Realignment of CR 90 to Timber Crest Road to allow for eastbound traffic from the north onto SR 128.

By conditioning the project in this manner, it ensures that all traffic impacts associated with the build-out of the City are fully mitigated consistent with the General Plan FEIR.

b, c, and d) A location-specific access study was prepared to determine the appropriate timing of the various improvements. The access study is included as Attachment D of this report. This access study used the goals and policies of the City of Winters General Plan (City of Winters, May 19, 1992) to evaluate the operations performance of the study intersections. The General Plan includes the following performance thresholds:

> Policy III.A.1: The City shall endeavor to maintain a Level of Service "C" or better as defined by the 1985 Highway Capacity Manual or subsequent revisions, on all streets and intersections within the City.
>
> Policy III.A.8: The City shall comply with and implement the program and policies of the Yolo County Congestion Management Plan (CMP).

The CMP identifies LOS D as the threshold for Grant Avenue. The study assumed LOS D to be the minimum acceptable operations performance of the study intersections. A level of service worse than LOS D was considered unacceptable.

In summary, the access study revealed that existing traffic plus the proposed project would warrant a traffic signal at the Grant Avenue/CR 90 intersection, and that three traffic signals are required at the following intersections as a result of the existing traffic, the proposed project, plus previously approved projects:

1) Grant Avenue (SR 128)/E. Main Street
2) Grant Avenue (SR 128)/CR 90
3) Grant Avenue (SR 128)/I-505 Southbound Ramps

The previously approved projects include the Jordan Parcels 1-3, the Winters Commercial Center, the Orchard Village (former American Communities) project, the Anderson Place (former Brzeski) project, the Highlands project, Callahan Estates, the Ogando-Hudson project, and Creekside Estates.

The General Plan Circulation Element does not include the Grant Avenue (SR 128)/CR 90 intersection as a location of a potential signal. Since this project does not trigger the realignment of CR 90 to Timber Crest Road at this time, this signal is identified as an interim improvement that satisfies the General Plan performance thresholds related to traffic until the realignment is warranted.

In addition to the three signals, the project requires that the segment of Grant Avenue (SR 128) between CR90 and I-505 Southbound Ramps be reconstructed to eliminate the southbound yield-controlled right turn at the I-505. This improvement along with the three traffic signals are already conditions of approval for the project as Condition of Approval #6 (See Attachment C) requires that all traffic conditions, including those recommended in the project access study, be implemented prior to issuance of certificates of occupancy for buildings within the project area.

e and f) See response to appeal item 5. Cumulative impacts of the General Plan including the land use plan and designations, were addressed in the certified General Plan EIR (Draft Volume, p. 225-226 and in individual impact sections). This project would result in less development that planned for the site and less development cumulatively throughout the City than studied in the General Plan EIR.

13. *New Information – Highway capacity manual*

a) Much of the circulation element of the 1992 General Plan and General Plan EIR were based on the 1985 Highway Capacity Manual.

b) The Highway Capacity Manual contains data and information and practice recommendations for transportation planning. There have been three major revisions to the highway capacity manual since the 1985 edition was published. Each of the revisions was based on significant new research and major changes in the transportation professions view of the treatment of pedestrians and bicycles as part of transportation planning. In referring to the 2010 version replacing the 2000 version of the U.S. Transportation Research Board says, "However, since its publication, great strides have been made in microscopic traffic simulation, operations analysis, and the management and control of traffic facilities. In addition, better tools are needed for evaluating context-sensitive solutions, travel-time reliability, and over-capacity conditions so that cost-effective capital and

operations decisions can be made. These tools must also include non-motorized and transit modes." Similarly when the 1994 version replaced the 1985 version, the Transportation Research Board said, "The 1994 update of the third edition provided new analytical procedures in response to the increased levels of research and professional interest in this topic." Significant new information is available regarding the impacts caused by project and the feasibility and benefit of mitigations proposed for projects.
c) The Winters General Plan and General Plan EIR have not been revised to take account of these significant new findings and approaches to transportation planning. Traffic impact studies based on the current state of knowledge have not been done and potential impacts have not been disclosed to the public.

Response to Appeal:
a) The General Plan and General Plan EIR analysis reflect the state of the practice for determining General Plan level roadway improvements (number of travel lanes on primary streets, road widths, and primary signal locations) at the time of adoption. The basis for the number of travel lanes are capacity thresholds for different roadway types, which have not changed as a result of subsequent modifications to the Highway Capacity Manual. The same is true for the methods and thresholds used to determine whether traffic signals are warranted. The General Plan Circulation Element remains sound and continues to be an appropriate basis for planning in the City.

b) See response to appeal item #12. The 2010 HCM is not yet published. As such, the quote is presumably from a draft chapter of the Manual that is currently being prepared. The project access study uses state of the practice methodologies and definitions consistent with the 2000 Highway Capacity Manual. The project does not trigger widening of Grant Avenue or the new Timbercrest Road, assuming the identified signal improvements.

c) There is no such requirement to update the General Plan or General Plan EIR every time there is a change in modeling or traffic operations procedures. Nor is it merited or necessary in this case. Particularly since since growth in Winters overall is occurring far below planned levels. In the case of the subject property, the proposed 5,000 sq ft building and accessory uses on 2.3 acres falls well below the 21,250 sq ft building and accessory uses assumed/planned for on the site and analyzed in the General Plan EIR.

14. *The freeway sign variance that was granted establishes a precedent for additional unsightly signage. The visual degradation of the City's gateway and the significant adverse aesthetic direct, indirect, and cumulative impacts were never evaluated prior to approving the variance for the proposed project. Furthermore, the variance is inconsistent with Design Guidelines and visual protection policies of the General Plan.*

Response to Appeal
See response to appeal item #6

15. *There has been no design review (as provided for in Section 17.36.020 of the Zoning Code) by a properly constituted Economic Development Commission, and the Planning Commission was not provided with recommendations from the Economic Development Commission concerning the consistency with Design Review Guidelines.*

Response to Appeal:
All requirements of Section 17.36.020 of the Zoning Code have been met. The Economic

Development Commission (EDC) reference occurs in Section 15.36.030A. It should be noted that the EDC is not mandated to respond.

See pages 5-7 of the Planning Commission staff report (Attachment B) for the discussion regarding the project's consistency with the Winters Municipal Code (Design Review) and the Winters Design Guidelines. The review by the EDC is addressed on page 5 of the Planning Commission staff report (see Attachment B). The City no longer has an operating Economic Development Commission; however, as evidenced on the cover of the Design Review Guidelines and in the resolution of adoption (Resolution No PC 99-05) the City's Design Guidelines were co-authored by the Economic Development Commission in effect at the time and reviewed and approved by that body in 1999. Therefore compliance with the design guidelines effectively demonstrates EDC review. Presently, the City Manger fulfills this function on a project-by-project basis in an informal capacity. The City Manager has recommended support of this project based on the anticipated economic development and tax revenue benefits to the City.

16. *Before development in the Gateway Area, a Master Plan needs to be created to put into effect the General Plan policies for concentrations of fast food restaurants (Policy I.D.7) and limiting strip development (Policy I.D.5).*

Response to Appeal:
See response to appeal item #5.

17. *There is evidence that City staff conducted serial meetings with individual members of the Planning Commission in violation of the Brown Act (Public Open Meeting).*

Response to Appeal:
See response to appeals item #4.

18. *And for all of the reasons entered into the public record of the August 10, 2010 Winters Planning Commission Meeting as well as all the issues raised in the following written comments, timely and properly submitted at the Public Hearing, and not considered.*

Response to Appeal:
The appellants included the letters submitted to the Planning Commission at the public hearing on August 10, 2010. Comments from the letters have been either extracted or summarized and are noted below along with responses to the comments. To view the letters, see Attachment I.

Letter 1: Mike McCoy (Appellant)
Mr. McCoy asserts that the project is not subject to the Statutory Exemption provided in Section 15183 of the CEQA Guidelines because impacts are peculiar to the project and/or parcel evidenced by 1) the request for a Conditional Use Permit for the truck fueling facility to be located in a Light Industrial Zone; 2) the request for a variance from the sign ordinance to allow larger sign area than the ordinance currently allows; and 3) the peculiar impacts on traffic not particular to any other parcel treated in the General Plan and, therefore, not treated by the General Plan's generalized policies regarding traffic and circulation. He also states that significant impacts can be determined based on substantial new information. Information not available in 1992 nor foreseen in the 1992 General Plan EIR that lead to impacts that are more severe than those thought to arise from a project of this nature in this zone are clearly known today. Specifically, Mr. McCoy states that the traffic

Response to Appeal:
The comment refers to the following wording in Section 15183(b) and (b)(1) of the CEQA Guidelines:

...a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis, are peculiar to the project or parcel on which the project would be located.

The comment suggests that the property is peculiar for the following reasons: 1) it is odd-shaped; 2) it is unusually difficult to plan for (sic); 3) it is proposed for a conditional use (truck refueling); 4) it is proposed for a sign variance; 5) it has peculiar impacts on traffic no particular to any other parcel in the general plan; 6) it has peculiar alignment of the parcel to the roads.

With the possible exception of item 5 above, none of these items relate to potential environmental impacts. The shape of the parcel (item 1) is relevant to layout of uses on the site which is discussed as a design review item, but there are no environmental impacts associated with that. Difficulty planning a site (item 2) whether that applies here or not, is not an area of environmental impact that would fall outside of the impact analysis already performed (see initial study). Nor does the truck refueling use interpretation, the CUP analysis, or the sign variance (Items 3 and 4) have environmental impact potential. As matters of land use planning, they are all addressed in Attachments B and E. Traffic from the project is an area of potential environmental effect; however, the initial study and CEQA exemption analysis both support the finding that no additional CEQA analysis is necessary.

In summary the analysis demonstrates that none of the items raised would trigger additional CEQA analysis under the section 15183 threshold.

See response to appeal items # 2 and 3 regarding use of the Section 15783 exemption.

See response to appeal item #12 regarding traffic. Also, see Attachment D for the access study prepared for the project.

Letter 2: Eric Doud (Appellant)
Mr. Doud states that he did not have adequate time to review and analyze the Planning Commission staff report in preparation for the public hearing on August 10, 2010.

He states that the City needs to continue to develop the franchise food ordinance to insure there is not a concentration of fast food establishments at the east entrance to town as per General Plan policy statement GP 1.D.7.

He states that the City needs to implement a Grant Street Area Plan so that the Grant Street Corridor does not become a strip development street as per General Plan policy statement GP 1.D.5.

He states that the plan does not show pedestrian access from the CR 90 sidewalk to the building except through the parking lot and gas pump area. He adds that there is no defined cross walk or bike passage way from either

Grant Street or the County Road 90.

Mr. Doud requests a special meeting for design review to respond to his concerns regarding the design of the building and site plan.

Mr. Doud states that the height of the monument sign needs to be reduced to 8 feet as per Winters Municipal Code Section 17.80.030(R)(5).

Mr. Doud requests that additional line of sight studies be prepared as required for a variance to allow additional height as per Winters Municipal Code Section(R)(4).

Response to Appeal:
See response to appeal item #1 regarding public noticing and review time.

Mr. Doud's opinion regarding the development of a franchise food ordinance for Winters has been noted.

As noted above, design review was initially discussed at the January 26, 2010 informational meeting and subsequently at the Planning Commission hearing. This appeal before the City Council constitutes the third public meeting to discuss design review on this project. The staff recommends denial of the request for a fourth special design review hearing. See response to appeal item #5 regarding the staff's development of a master plan for the "Gateway Area".

See Conditions of Approval 8, 9 and 77 regarding the construction of on- and off-site pedestrian improvements.

See pages 5-7 of the Planning Commission staff report (Attachment B) for the discussion regarding the project's consistency with the Winters Municipal Code (Design Review) and the Winters Design Guidelines.

To satisfy Winters Municipal Code Section 17.80.030 (R)(5), staff recommends a new condition of approval (Condition #87) to modify the proposed height of the free-standing sign (monument sign) on the property:

#87. Pursuant to Winters Municipal Code Section 17.80.030 (R)(5), the sign plan shall be modified to decrease the height of the monument sign from 9 feet 3 inches to 8 feet.

According to Winters Municipal Code Section 17.80.030 (R)(4), line of sight studies are only required when the sign is more than 65 feet in height. The proposed sign is 65 feet in height. Therefore, a line of sight study is not required for the freeway information sign.

Letter 3: Albert Vallecillo (Appellant)
Mr. Vallecillo asserts that the project is neither subject to the Statutory Exemption provided in Section 15183 nor the Categorical Exemption provided in Section 15332 of the CEQA Guidelines. He also states that energy conservation measures are neither addressed in the staff report nor the General Plan. Mr. Vallecillo adds that there is serious public controversy concerning the environmental effect of the project. In addition, he states that

the City's General Plan does not provide concrete plans on how to deal with environmental issues today. Therefore, an EIR should be prepared for this project.

Response to Appeal:
See response to appeal items # 2 and 3 and Attachment E regarding the CEQA exemption determination. Energy conservation measures are addressed in the Initial Study (page 21) and in the General Plan. The existing General Plan includes the following policies relevant to this topic: II.C.1, II.C.2, VI-F.2 - VI-F.5.

The project applicant has proposed the following green building elements as a part of the project:

- Community connectivity through the installation of off-site pedestrian improvements.
- Bicycle storage
- Installation of new gray concrete at drive-through lane with solar reflectance index (SRI) of 35 (Heat Island Effect - Non-Roof)
- Installation of roofing material with SRI greater than or equal to 78 (Heat Island Effect - Roof)
- All non-emergency interior lighting shall be automatically controlled to turn off during non-business hours. Manual override capability for after hours use shall be provided (Light Pollution Reduction - Interior)
- Installation of water efficient landscaping
- Installation of innovative wastewater technologies and water efficient fixtures
- Construction will utilize building materials that are manufactured, extracted within a 500 mile radius of the project site, for a minimum of 10% of project cost
- Use of low-emitting materials, including adhesives, sealants, paints, and coatings.
- The contractor for the project, Hilbers Incorporated Contractors & Engineers, is LEED accredited.

The appellant's opinion regarding the "serious public controversy" is noted. Public controversy alone does not require the preparation of an EIR, where there is no substantial evidence that the project may have a significant effect on the environment. (see Guidelines section 15064)

The General Plan is the City's "constitution" and it includes policies and associated implementation programs that address current environmental issues. The Initial Study (Attachment E of this report) examines the potential for the project to result in environmental impacts not already addressed through the General Plan and General Plan EIR. Notwithstanding the expressed opinion, the project does not trigger any regulatory or legal thresholds that would require additional environmental analysis.

Letter #4: Jeffrey TenPas (Appellant)
Mr. TenPas' comments are summarized as follows:

1) *The proposed truck-fueling facility is not an allowed use or a consistent use in the Light Industrial Zone portion of the site.*
2) *A proper and legal design review has not been conducted.*
3) *The lot coverage of the proposed development is an excessively high.*

4) *The proposed parking is inadequate to the proposed uses of the lot because staff's analysis does not include parking based on truck fueling and restaurant usage by truckers.*

5) *The project requires the preparation of a traffic impact analysis consistent with General Plan Policy III.A.3 before approval.*

6) *Air Quality Management has not been addressed consistent with the General Plan PoliciesVI.E.4, VI.E.8 and VI.E.11.*

7) *This project should not be accorded a status of eligible for CEQA exemption per Statutory Exemption 15183 or 15322.*

8) *The project has potentially significant impact on transportation.*

Response to Appeal:

1) See responses to appeal item 8 regarding the proposed truck fueling facility.

2) See responses to appeal item #15 regarding design review.

3) The opinion regarding lot coverage is noted. Proposed lot coverage is disclosed as a part of the project description on page 3 of the staff report. Pursuant to Winters Municipal Code, Section 17.56.010, Table 3A, there is no maximum site coverage for Highway Commercial or Light Industrial zones. The LI and HC General Plan designations allow a Floor Area Ratio (FAR) of 0.4. The proposed FAR is 0.04 (5,000 ÷ 101,563) or ten times less than the maximum allowed ratio.

4) Parking adequacy is a matter of local control and regulation, as evidenced by the recent amendment of the state initial study form to remove parking as an impact threshold. The Zoning Code has no specific parking requirements for truck refueling. The proposed truck fueling facility will be a card lock system and, therefore, the staff identified no need for additional onsite parking for the use. Condition #83 prohibits truck parking on CR 90.

5) See response to appeal item #12. This project is consistent with the analysis of traffic done for the General Plan Circulation Element and General Plan EIR. See also page 38-39 of the Initial Study (Attachment E). In order to determine timing for planned General Plan circulation improvements, an access study was prepared. See attachment D.

6) The General Plan Policy VI.E.4 reads, "Major intersections shall be designed to minimize long vehicle delays which result in carbon dioxide (CO) hot spots." By demonstrating compliance with the General Plan level of service threshold, the City has ensured compliance with this policy. The access study identifies the timing for triggered roadway improvements thus minimizing vehicle delay to level consistent with the General Plan. The access study is Attachment D of this report.

The General Plan Policy VI.E.8 reads, "The City shall attempt through careful land use and site planning to reduce automobile use." The restaurant, convenience store and vehicle fuel station are proposed to be located on a site zoned and designated "Highway Service Commercial". Both the designation and the zone provide for uses which are meant to serve principally motorists travelling on I-505 and SR 128. This site was designated and zoned "Highway Service Commercial" because of its proximity to the regional major thoroughfares. In fact, the bulk of the vehicle trips attracted to the site will not be new trips in the circulation system, but rather pass-by trips on the two adjoining highways, that are already on the roadway system, thus demonstrating compliance with this policy.

With respect to potential new local trips to the site, installation of off-site and on-site pedestrian connections has been included in the project's conditions of approval. Moreover, the City is working with Caltrans on the development of a concept plan for East Grant Avenue from Railroad Avenue to El Rio Villa to improve transportation access and safety for all modes traffic.

General Plan Policy VI.E.11 refers to projects that require "development entitlements". The sign variance and CUP/planning director interpretation identified as necessary for the subject project are not considered "development entitlements" in the sense of this policy. These two approvals are administrative actions. Unlike a rezoning or an amendment to a general plan, consideration of the variance or CUP does not involve the establishment of new regulations, policies, or land uses, but rather applies the provisions of the zoning ordinance to a particular project-specific circumstance. Therefore this policy does not apply to this project.

Nevertheless, even if the policy were arguably relevant there is no feasible way to accomplish any greater result than have already been achieved through consistency with the General Plan and zoning regulations, and the conditions of approval. For example, there is no opportunity to modify the mix of land uses at the site, as suggested under this policy, without rezoning and changing the land use designation of the property. The proposal as conditioned is consistent with the zoning and General Plan. Site planning has already been analyzed under the design review.

Transportation systems management measures such as car pooling, van pooling, shuttle bus service, use of transit etc would have no effect given that the primary reason to visit the developed site would be to refuel a specific vehicle. It is not reasonable or feasible to car pool or take a bus to refuel a vehicle(s).

Nor is there a nexus to require additional off-site mitigation for park and ride lots or transit facilities when the project is already conditioned to participate in affected roadways improvements. The project conditions of approval already address relevant sidewalk and bicycle improvements.

Letter #5: Bill Hailey (Appellant)

Mr. Hailey's comments are summarized as follows:

1) *This site is affected by flooding.*
2) *He is not in favor of a drive-through lane.*
3) *The pedestrian sidewalk needs to connect to something, another sidewalk or a designated crosswalk at CR90 to the Chevron Station.*
4) *Mr. Hailey provides a number of design suggestions, including:*
   a. *Provide pervious asphalt paving to aid drainage of the site.*
   b. *The "silo" which defines the Burger King portion of the building is completely out of proportion to the eve height of the north end of the building mass.*
   c. *The windows of the building need an industrial treatment.*
   d. *Get rid of the awnings and use the shelf for shade.*
   e. *Increase the sloped roof areas to 8 inch, 12 pitches to give the building more reference to historical building practices in the Winters area.*
   f. *Consider making this a LEED project.*
   g. *Lower the underside height of the canopies.*
   h. *The high mast freeway sign needs to be lowered to something less than currently designed. It's*

just too high and definitely does not say or reflect the image of Winters.

i. *All building signage needs to be judged according to the design guidelines set forth in the Form Based Code for the downtown historic district.*

j. *Reduce the height of the parking and landscaped area mast lighting to 12 feet.*

5) *The project was put before the public too quickly to adequately review all aspects presented. Need to stop the clock on the project's approval in order to obtain public input.*

6) *Mr. Hailey asked questions regarding the timing of the Gateway Master Plan Process.*

Response to Appeal

1) See response to Comment #11 regarding flooding

2) Opinion regarding drive-through lane is noted. A restaurant with drive-through is a permitted use in a Highway Commercial zone.

3) See Conditions of Approval 8, 9 and 77 regarding the construction of on- and off-site pedestrian improvements.

4) Opinions regarding the design of the proposed buildings and site are noted,

5) See response to Comment #1 regarding noticing of the public hearings.

6) See response to Comment #5 regarding the Gateway Master Plan Process. At this time, no meetings have been scheduled. Presently, staff is performing a review of historical city documents in preparation for the next steps of the Gateway Master Plan Process.

Letter #6: Sally Brown (Appellant)

Ms. Brown states that she believes that the proposed project is in the scope of the Gateway Master Plan. She adds that approving the project would be considered "piecemealing" because she believes this project is part of a "whole of an action". Ms. Brown asserts that the proposed project is not consistent with the General Plan.

Response to Appeal

See responses to appeal item #3 regarding consistency with the General Plan and #6 regarding the Gateway Master Plan.

Response to Question Posed at August 10, 2010 Meeting

In response to questions regarding grading associated with the project, the City offers the following information:

As indicated on page 27 of the Initial Study, the project site lies within a federally designated floodplain expected to receive shallow (1 to 3 feet) flooding during a 100-year flood event. In order to address this, as described, the applicant is required to elevate the building pad.

The project engineer has indicated that grading on the site will likely consist of cuts totaling 3,600 cubic yards (CY) and fill totaling 7,283 CY, for a net import of 3,683 CY. Assuming the use of end dumps that transport 20 CY per truck, this would equate to approximately 180 to 190 truckloads of

imported fill being delivered to the site.

For context, material import for purposes of pad creation, especially in shallow flood areas, is standard practice throughout the state and within the City. The amount of fill involved for this project is relatively small, as would be expected given the nature of the project.

The applicant could not specify at this time the source of the fill material. This is not unusual at this stage of the project, however, as it would not be typical for an applicant to enter into negotiations regarding fill until after securing permits, and once a contractor had been hired.

The City Public Works Department Improvement Standards, (Section 2-17- General Requirements), require the Developer to obtain approval and necessary permits of other governmental or municipal agencies. This will ensure that any additional permits that may apply to transport of fill, must be secured. For example, if the dirt were to come from agricultural land in Yolo County, a County grading permit may be required. When the applicant files the final grading plans with the City Engineer (as required under Section 2-2-General Requirements of the City Public Works Department Improvement Standards), the City Engineer would evaluate whether additional permits for grading are necessary.

Construction in any community is generally widespread and ongoing as new areas develop, older areas redevelop, property owners undertake remodeling and various home improvements, and public agencies undergo ongoing maintenance of public facilities.

The General Plan EIR (GP EIR) examined impacts associated with assumed growth and development pursuant to the General Plan. Development cannot occur without construction, therefore by definition where not specific; the GP EIR addresses construction impacts.

Typical construction impacts include short-term air quality impacts associated with dust and equipment emission, short-term noise impacts associated with construction equipment and activities, and short-term traffic impacts associated with construction workers and activities (including, for example, aggregate deliveries, materials, deliveries, and import/export of fill).

Air quality effects of construction under the General Plan were addressed on pages 198-200 of the Draft EIR and page E&R-31 of the FEIR. The City Council ultimately concluded that air quality impacts associated with construction was a less-than-significant impact due primarily to its short term nature, and to controls imposed through state and regional regulations. This small project, which would result in less development than anticipated under the GP EIR for the same property, would have no greater effect in this category than has already been anticipated and analyzed.

The applicant is required to abide by the City of Winters Public Works Department Improvements Standards and Construction Specifications, which includes requirements for construction traffic control dust control, and identification of location of import and export borrow and spoil areas. This is consistent with General Plan Policy VI.E.6 although the project would not be considered a "large" project under any measure.

As indicated on page 32 of the Initial Study, the City has both a Noise Ordinance and Standard Specifications that regulate construction noise. These regulations restrict construction activities to

7:00am to 7:00 pm Monday through Friday only (holidays excluded). Implementation of the project would be subject to these policies and regulations. The General Plan EIR examined the potential for impact from full development of the General Plan and determined that this impact was less-than-significant.

Regarding traffic associated with the grading, the project tenants are projected to generate about 275 peak hour trips, with about 80 percent of those being either pass-by trips (i.e., already on Grant Avenue) or diverted trips (i.e., from I-505). This trip generation was the basis for the traffic access study.

The number of construction truck trips identified above (180 to 190 truck loads total) is a small percentage of the total project trips after completion. The number of construction truck trips during the AM peak hour on any given work day, is expected to range from five to 15 round trips. This level of short-term construction truck traffic for the 6 to 8 months construction is anticipated to occur, would not trigger a signal warrant (i.e., require a signal be installed for construction purposes).

Furthermore, it must be reiterated that the Burger King-Arco project square footage is one quarter the amount of development assumed at the site under the GP EIR (20,000 square feet).

APPEAL NOTIFICATION

Government Code Section 65091 requires that the City mail or deliver notice of the hearing at least ten days before the hearing to certain people and agencies. They are (1) the owner of the subject property, (2) the owner's authorized agent, if any, (3) the project applicant, (4) any local agency "expected to provide water, sewage, streets, roads, schools, or other essential facilities or services to the project, whose ability to provide those facilities and services may be significantly affected," (5) all owners of real property as shown on the last assessment roll within 300 feet of the subject property and (6) anyone who has filed a written request for notice of public hearings. (See GC sec 65091, 65092.)

In addition, according to Winters Municipal Code Section 2.44.040, "upon the receipt of a notice of appeal, the clerk shall place the matter for hearing on the agenda of the next regular meeting of the council which is to be held at least five days after the date of the filing of the notice of appeal. The clerk shall also place a notice of such hearing in a newspaper of general circulation within the city. No hearing may take place until four days has elapsed from the date when notice thereof has appeared in an issue of such newspaper of general circulation. The applicant shall be considered notified of the hearing by the publication of the notice in such newspaper".

The clerk has properly notified all of the required people and agencies (see Attachment K).

CITY COUNCIL ACTION

The staff recommends that the City Council take the following actions, subject to the attached conditions of approval:

- Deny the appeal of the project

- Uphold the decision of the Planning Commission as modified by the addition of Condition #87 modifying the height of the monument sign and modifications of Conditions #5, 6, and 7.

- Confirm the finding that the project is exempt from further CEQA review pursuant to Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning) and/or pursuant to Section 15332 (In-Fill Development Projects) of the CEQA Guidelines

- Confirm the approval of the Conditional Use Permit (CUP)

- Confirm the approval of the Site Plan/Design Review

- Confirm the approval of the Sign Permit for the Freeway Information Sign

- Confirm the approval of the Variance to Sign Ordinance

- Direct staff to file a CEQA Notice of Exemption.

ATTACHMENTS

A. Notice of Appeal, dated August 20, 2010
B. Planning Commission Staff Report, dated August 10, 2010 (without attachments)
C. Conditions of Approval, dated September 22, 2010
D. Winters Burger King/Arco Traffic Access Study, dated September 2010
E. CEQA Notice of Exemption and Initial Study, dated August 2010
F. Caltrans Letter, dated January 7, 2010
G. Minutes from January 26, 2010 Planning Commission meeting
H. Draft Meeting Notes from August 10, 2010 Planning Commission meeting
I. Letters submitted prior to and at the August 10, 2010 Planning Commission Meeting
J. Proof of Mailing and Publication of Legal Notice for August 10, 2010 Planning Commission Meeting
K. Proof of Mailing and Publication of Legal Notice for September 29, 2010 City Council Meeting

Date: August 20, 2010

Name of Appellant: Sarah Brown*

Mailing Address: 24 East Main Street
Winters, CA 95694

Phone Number: 530-795-3617 **** See list of co-appellants attached***

Property Location: 2.3 acre property located at the northwest quadrant of Interstate 505 and State Route 128 (Grant Avenue) in Winters

Present Zoning: Highway Commercial and Light Industrial

Requested Action:

- Reversal of the Planning Commission decisions to approve a Conditional Use Permit, to approve the Site Plan/Design Review, to approve the Variance to Sign Ordinance, and to direct staff to file a CEQA Notice of Exemption
- Preparation of a Gateway Master Plan that includes the subject property
- Development of a form-based code for Grant Avenue and the Gateway area
- Approval of this project subsequent to and subject to the conditions of a new Gateway Master Plan

Date of Action: Planning Commission Meeting, August 10, 2010

Type of Appeal (Check One):

☒ Appeal of Planning Commission Action*
☐ Staff/Administration Interpretations

Specific actions: Plan/Design Review, Sign Permit for a Freeway Information Sign, Variance for the Freeway Information Sign, and CEQA Clearance for a proposed Burger King, Arco gas station, AM/PM mini-mart, and truck fueling facility.

Reason for Appeal (Additional Information may be attached): ****See additional comments attached.***

- The public was not given a meaningful opportunity to comment on the proposed project. The City and the Planning Commission prejudicially abused its discretion by pre-determining that the project was exempt from the California Environmental Quality Act (CEQA).
- Applying section 21083.3 of the Public Resources Code (CEQA Guidelines, § 15183) to exempt the project from CEQA was inappropriate as the project is not consistent with the General Plan.
- There is evidence that Staff held serial private meetings with members of the Planning Commission in violation of the Open Meeting Law.
- The City needs a Master Plan to guide development of the Gateway area, rather than lot-by-lot, piecemeal planning, which incrementally will lead to a Burger King, a McDonalds, an Exxon station plus, a Taco Bell, Union 76 station, etc.
- A freeway sign variance was approved. If other undeveloped lots in the gateway and along Grant Avenue were given equal treatment, an unsightly, urbanizing impact of overlarge freeway signs will certainly follow.
- Written public comments that were properly submitted to the Planning Commission at the meeting were not and could not have been fairly considered in the time available prior to the Commission's action.

In order for a Notice of Appeal to be considered, it must be received by the City Clerk's office within ten (10) calendar days of the Date of Action with the $250.00 non-refundable fee. Any Notices of Appeal received after the ten (10) calendar day deadline will not be considered.

I hereby certify that the facts and information contained in this Notice of Appeal are true and correct to the best of my knowledge.

Sally M

Property Owner/Official Representative

THIS SECTION FOR CITY USE ONLY:

250.00 Check Appeal fee

Date received (Stamp): RECEIVED 8/20/10 Nanci Mills City Clerk

Date scheduled to be heard by City Council: _____

Date City Council heard: _____

_____ **Appeal Approved** _____ **Appeal Denied**

Co-appellants (name and mailing address):

Shaunie Briggs	820 Railroad Avenue, Winters, CA 95694
Kresta Daly	26778 County Rd 34, Winters, CA 95694
Eric Doud	15 Main Street, Winters, CA 95694
William (Bill) Hailey	P.O. Box 648, Winters 95694
Don Hutchins	26778 County Rd 34, Winters, CA 95694
Janice Koch	26738 County Rd. 34, Winters, CA. 95694
Ana Kormos	P.O. Box 1128, Winters, CA 95694
Michael McCoy	26738 County Rd. 34, Winters, CA. 95694
David Springer	200 Madrone Court, Winters, CA 95694
Jeffrey TenPas	24 East Main Street, Winters, CA 95694
Albert Vallecillo	210 Main Street, Winters, CA 95694

Additional Reasons for Appeal

Additional Reasons for Appeal of <u>Approval of Conditional Use Permit</u>

- Approving a conditional use permit authorizing a commercial use on land zoned Light Industrial violates Winters' Zoning Ordinance. The proposed truck fueling facility is a commercial use, and is fundamentally different and not similar to a light industrial use. The truck fueling station will bring frequent and 24 hr traffic truck traffic that is distinctly dissimilar from a light industrial use.

Additional Reasons for Appeal of <u>CEQA Exemption</u>

- Substantial new information shows that the proposed project will have more significant adverse impacts that were not analyzed in the prior and outdated 1992 EIR prepared and certified for the City's General Plan

- Since 1992 the California Legislature has enacted the California Global Warming Solutions Act of 2006, which requires the California Air Resources Board to ensure that greenhouse gases that contribute to climate change are reduced to 1990 levels by the year 2020. The California Legislature required the California Natural Resources Agency and Governor's Office of Planning and Research to prepare and approve recent changes to the CEQA Guidelines that require lead agencies to analyze the direct, indirect, and cumulative effect of the greenhouse gases generated by a proposed project. This requirement was completely overlooked by City staff and the Planning Commission.

- This project does not satisfy the requirements of CEQA Guidelines section 15183 (Projects Consistent with General Plan, Community Plan, or Zoning) or section 15332 (In-fill Development Projects) to be exempt from CEQA's environmental review requirements.
    - For Guidelines section 15183:
        - The truck fueling facility proposed in the Light Industrial zone is not consistent with the Zoning Ordinance.
        - The following environmental effects were never analyzed in the prior, outdated 1992 EIR certified for the General Plan:

- As discussed above, the proposed project's generation of greenhouse gases
- The proposed project will cause flooding impacts that were not assessed in the 1992 EIR. The proposed project will be constructed on fill that will obstruct existing flood drainage patterns, and increase flooding of upstream and adjacent properties.
- As discussed below the current traffic and circulation impacts were not analyzed in the prior 1992 EIR.

o For Guidelines section 15332:

- This project is not surrounded by existing urban uses, and surrounding properties on two sides are undeveloped. The staff interpretation that an undeveloped property zoned for a use is an "existing use" is not supported by the CEQA Guidelines.

- General Plan Inconsistency – Policies with the Circulation Element of the General Plan that were cited as mitigation in the GP EIR for projects creating growth in traffic volumes are not being applied to this project. The proposed project will generate increased traffic volumes at the intersection of CR90 and SR128 and I-505 that require signalization, road widening, turn pockets and other mitigation measures set forth in the General Plan. Those policies of the General Plan's Circulation Element, which should have been triggered by this project, have not been applied to this project. Without the traffic measures described in the policies of the Circulation Element of the General Plan, the proposed project is inconsistent with the General Plan. Because the Planning Commission failed to adequately evaluate the proposed project's consistency with the policies of the General Plan and because the City has never prepared a Master Plan for the "gateway" area of the city, the Planning Commission never considered the cumulative effects of the project on the City's "gateway." The cumulative impacts of freeway-access, fast food and gas station commercial developments on the City's "gateway" or the community character or aesthetics of the City were never analyzed in the 1992 EIR.

- New Information - Highway capacity manual- Much of the circulation element of the 1992 General Plan and the General Plan EIR were based on the 1985 Highway Capacity Manual. The Highway Capacity Manual contains data and information and practice recommendations for transportation planning. There have been three major revisions to the highway capacity manual since the 1985 edition was published. Each of the revisions was based on significant new research and major changes in the transportation professions views of the treatment of pedestrians and bicycles as part of transportation planning. In referring to the 2010 version replacing the 2000 version the U.S. Transportation Research Board says, "However, since its publication great strides have been made in microscopic traffic simulation, operations analysis, and the management and control of traffic facilities. In addition, better tools are needed for evaluating context-sensitive solutions, travel-time reliability, and over-capacity conditions so that cost-effective capital and operations decisions can be made. These tools must also include non-motorized and transit modes." Similarly when the 1994 version replaced the 1985 version the Transportation Research Board said, "The 1994 update of the third edition provided new analytical procedures in response to the increased levels of research and professional interest in this topic." Significant new information is available regarding the impacts caused by project and the feasibility and benefit of mitigations proposed for projects. The Winters General Plan and

General Plan EIR has not been revised to take account of these significant new findings and approaches to transportation planning. Traffic impact studies based on the current state of knowledge have not been done and potential impacts have not been disclosed to the public.

Additional Reasons for Appeal of <u>Variance of Sign Ordinance</u>

- The freeway sign variance that was granted establishes a precedent for additional unsightly signage. The visual degradation of the City's gateway and the significant adverse aesthetic direct, indirect, and cumulative impacts were never evaluated prior to approving the variance for the proposed project. Furthermore, the variance is inconsistent with Design Guidelines and visual protection policies of the General Plan.

Additional Reasons for Appeal of <u>Site Plan/Design Review</u>

- There has been no design review (as provided for in Section 17.36.020 of the Zoning Code) by a properly constituted Economic Development Commission, and the Planning Commission was not provided with recommendations from the Economic Development Commission concerning consistency with Design Review Guidelines.

- Before development in the Gateway area, a Master Plan needs to be created to put into effect the General Plans policies for concentrations of fast food restaurants (Policy I.D.7) and limiting strip development (Policy I.D.5)

Additional Reasons for Appeal

- There is evidence that City staff conducted serial meetings with individual members of the Planning Commission in violation of the Brown Act (Public Open Meeting)\

- And for all of the reasons entered into the public record of the August 10, 2010 Winters Planning Commission Meeting as well as all the issues raised in the following written comments, timely and properly submitted at the Public Hearing, and not considered

Mike McCoy
26738 County Rd. 34
Winters, CA 95694

August 10, 2010

Winters Planning Commission

Dear Planning Commissioner,

The application for permits, variances and exemptions you have before you tonight all refer to a peculiar piece of property at the intersection of CR90, SR128 and I-505. The 2.3 acre lot is an odd shaped parcel, obviously one that is unusually difficult to plan for and to design. The staff report recognizes as much in asking for two variances from the General Plan and the zoning and ordinances that spring from the General Plan. One is a variance to allow a conditional use, truck refueling, that is not part of the zoning for the piece of the parcel in question. The other is a sign variance proposed because, in the words of the staff report, "special circumstances (such as the physical characteristics or location of the site)," require special treatment. So there is no question that this parcel is deemed to be different enough from all others to require special treatment not afforded to others under the General Plan and its subordinate documents.

Section 15183 of the California Environmental Quality Act guidelines which exempts projects that are consistent with a General Plan or Community Plan from further notes that such exemptions are available except in cases where impacts peculiar to a project or parcel were not analyzed as part of the General Plan. Already you see that two such peculiar impacts are discussed in the staff report. Besides that there is another peculiarity that disqualifies this project from exemption from further environmental review under 15183. That is that this project has peculiar impacts on traffic not particular to any other parcel treated in the general plan and therefore not treated by the General Plans generalized policies regarding traffic and circulation. To put it in the words of Caltrans Chief of the Office of Transportation Planning – South for District 3, "A traffic impact study should be completed and include an analysis of impacts to the State Highway System. The TIS should include I-505 and SR128 at a minimum. The TIS should consider all possible traffic impacts to all ramps, ramp intersections and mainline segments."

The CR 90/SR 128 Intersection is less than 300 feet from the off-ramp for I-505 South. It is virtually across the street from the on-ramp for the continuance of I-505 South. This system has long been viewed as one which could accommodate "right turn only" movements from CR 90 onto SR 128. There is no plan in this project or report requiring this condition. There is no mitigation recommended to resolve issues arising from this non-standard and peculiar alignment of this parcel and these roads. As such, this project does not qualify for treatment under guideline 15183. The staff reports that "future study" must be conducted a condition of the project but CEQA has long held that "future study" is not a legally viable mitigation for anything.

Section 15183 also notes that exemptions from further review should not be granted in instances where significant impacts can be determined based on substantial new information. There were two critical pieces of information not available in 1992 nor foreseen in the 1992 General Plan EIR that are clearly known today and that lead to impacts that are more severe than those thought to arise from a project of this nature in this zone in 1992.

The first is that traffic on I-505 has nearly doubled since 1992. The current volume of traffic on I-505 was not considered in 1992. The City of Winters had little knowledge and no control over what outlying districts and events would contribute to dramatic changes in freeway uses. Likewise, traffic on SR 128 has doubled since 1992. Today's figure was not contemplated in 1992. Both of these figures add considerable to the adverse impact of building on a highly constrained corner without any mitigation measures. Again, please note that a future study of undetermined nature with undetermined responsibility for implementation of its findings is not a mitigation.

Because this site is has peculiar impacts different that those generally considered in the General Plan and because the impacts of this site are greater in light of data known today that was not known in 1992 this project is not subject to the exemption provided by CEQA Guidelines Section 15183. If the peculiar impacts of this project, taken together with the facts of higher traffic volumes were adequately treated with substantial physical mitigations as a part of the conditions of the projects approval this case might be different. But under the circumstances the Commission is under no obligation, and should not provide direction to the City staff to file a Notice of Exemption from CEQA for this project.

Sincerely,

Mike McCoy

795-3197

8.10.2010

Dear Planning Commissioners,

This is to give notice that I have not had adequate time to review and analyze the information packet on the proposed freeway franchise food & fuel facility, 117 pages of staff review and technical reports with numerous references to additional documents posted this last Thursday, August 5th, 4 working days ago. I believe that in the interest of the community at large, tonight it is appropriate to raise issues in the packet but the commissioners approval of the 5 areas of review within tonight's timeframe is not the public interest. The issues raised tonight needs at least the time necessary to be published in our local newspaper so that an informed public can discuss the merits of the proposal with each other and with you, our representatives.

I do know there has been a lot of pressure applied to make a swift decision in favor of the project for economic reasons. I do understand the reasons for this. I also know that it is your role is to strike a balance between the economic interests of the community and the careful consideration of public aesthetic, safety and welfare issues. I speak to the latter.

My background is in urban design and I practice professionally. Let me publically state that I am not against this project. In fact I make my living through development. In my profession, projects are reviewed critically and by that become better, that is the design process. And because this project is at the communities front door it is critical that we thoroughly review the proposal and make it the best we can, this is in both the developers and the community's interest.

To that end specifically wish to raise these points;

1. Conditional Use Permit;
   - 1.1 The city needs to continue to develop the franchise food ordinance to insure there is not a concentration of fast food establishments at the east entrance to town as per General Plan policy statement GP 1.D.7.
   - 1.2 The city needs to implement a Grant Street Area Plan so that the Grant Street Corridor does not become a strip development street as per General Plan policy statement GP 1.D.5.
   - 1.3 While there is ADA access by code within the building, there does not show any pedestrian access from the County Road 90 sidewalk to the building except through the parking lot and gas pump area. Also there is no defined cross walk or bike passage way from either Grant Street or the County Road90. While cars have access, pedestrians and bicycles are required to have the same level of access. This the city must address. It is a critical public safety issue that needs to be addressed now so that any onsite requirements this may entail can be incorporated.

2. Design Review;

   I would like to request a special meeting for design review to respond to the issues raised to include;

2.1 Per the Winters Municipal Code under Design Review, Purpose' " to preserve and enhance the small town qualities of Winters" and "the Winters Design Guidelines shall be used as a basis for this review".

2.2 Winters Design Guidelines, Vision Statement; see guidelines.
The current proposal provides first 10' high concrete block wall for an above ground fuel storage bunker, then a 20' high truck fueling canopy with a yellow LED lighting strip surround, then a 24' trash enclosure 6' high and then between the frontage road and Grant Avenue 300' linear feet of Q for a drive up window with the building placed behind. Note that the building will be sitting on 4.5' of fill. All of this sits on a 600' long concrete block wall 6' high. I suggest that if you are to pass the project in its current form no one will be happy with it.
The applicant needs to provide a complete project elevation as viewed from the off ramp before an adequate understanding of the proposal can be made.

2.3 The "Conceptual Landscape Plan" as current conceived does little to soften the image as all the site landscape is placed behind the "great wall".

2.4 The site plan will need to be modified to accommodate the outdoor seating requirement Conditions of Approval, Item 77. This needs to be revised and reviewed before the site plan approval as it may require significant layout changes.

2.5 Winters Design Guidelines, Building lighting; see guidelines.
Currently the proposal has both LED strips around the truck and car fueling canopies as well as illuminated red parapet banding on the building. I suggest this is not in keeping the design guidelines "the small town character of Winters" and should be removed from the elevations.

2.6 The roofing material color is not specified which needs to be for approval.

3. Approval of Signage

3.1 Monument Sign; The correct citation is 17.80.030, Section R.5. See Winters Municipal Code; The monument sign needs to be reduced to 8' high, max.

4. Variance of Sign Ordinance

4.1 The original freeway signage ordinance was carefully considered. The "Chevron" sign, a non-conforming sign does not provide the basis to allow additional non-conformance and sets a precedence by which all other future applicants can and will use to justify additional area increases.
If the applicant wants to enlarge the size of the sign I request that the commissioners first require additional line of sight studies which are required for a variance allowance for additional height, 17.80.030, Section R.4. If the case can be made for the additional size then the ordinance needs to be amended so that this variance is not seen as a special privilege that is inconsistent with the municipal code.

5. CEQA Notice of Exemption

5.1 I have not had time to review the staff findings, discussion and documents and therefore wish the commissioners continue this item for a future date

Sincerely,

Eric Doud, Planner & Architect

Eric Doud M. Arch.
Architecture + Site Planning
15 Main Street, Winters, CA 95694
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August 10, 2010

Albert Vallecillo
210 Main St.
Winters, CA 95694

Planning Commission
City of Winters
318 Main St.
Winters, CA 95694

Re: Commercial Project at County Road 90 & State Highway 128

Mr. Chairman & Commissioners,
As Planning Commissioners you have each been sworn into office and taken an oath to uphold and defend both the Constitution of the State of California and by extension all the laws, codes and regulations that govern our state. The California Environmental Quality Act (CEQA) is one of those and is the document which drives planning in California, in our community.

The process by which the project at County Rd. 90 & State Highway 128 is being hustled through the approval process should be of great concern to each one of you as a public representative. The serial meetings and the coercion that has taken place by the "legislative body" of the City of Winters is unprecedented in my experience of 18 years as a Planning Commissioner. I hope each of you has taken the time to read and understand these documents to see what is within them and to ask yourselves what is the rush to move this project through the approval process with so little time for review on your part and by the community, and with no further review under contemporary CEQA process. Lets us admit that five calendar days is simply insufficient to do it correctly.

The Public Resources Code section 21151 provides that "All local agencies shall prepare, or cause to be prepared by contract, and certify the completion of an environmental impact report on any project they intend to carry out or approve which may have a significant effect on the environment."

To this end, CEQA establishes precise procedures governing the preparation of the report. "*The public agency which has the principal responsibility for carrying out or approving a project*" is charged with determining the necessity of an EIR. (Pub.Resources Code § 21067) Under the guidelines implementing CEQA, this "*lead agency*" is directed to screen permit applications for environmental issues that might require environmental investigation. (Cal.Admin. Code, tit. 14, § 15060.) "*If there is a possibility that the project may have a significant environmental effect, the agency must conduct an initial threshold study. If the initial study reveals that the project will not have such effect, the lead agency may complete a negative declaration briefly describing the reasons supporting this determination. However, if the project may have a significant effect on the environment, an EIR must be prepared.*" (*Friends of "B" Street v. City of Hayward (1980) 106 Cal.App.3d 988, 1000, 165 Cal.Rptr. 514, fn. deleted; Pub. Resources Code, § 21080.1; Cal.Admin. Code, tit. 14, § 15063.*)
In the first Supreme Court decision construing CEQA, it was held that the Legislature intended the act "*to be interpreted in such manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.*" (*Friends of Mammoth v. Board of Supervisors (1972)* . Later in the landmark decision *No Oil, Inc. v. City of Los Angeles*, the Court inferred that this principle of interpretation demanded "*a low threshold requirement for preparation of an EIR.*"

The test is whether "*it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impact.*" For purposes of judicial review, "*the trial court's function is to determine whether substantial evidence supported the agency's conclusion as to whether the prescribed 'fair argument' could be made. If there was substantial evidence that the proposed project* <u>*might*</u> *have a significant environmental impact, evidence to the contrary is not sufficient to support a decision to dispense with preparation of an EIR and adopt a negative declaration, because it could also be 'fairly argued' that the project might have a significant environmental impact.*" Therefore, to depend upon an 18 year old document to evaluate a project today seems imprudent, and to rely on that 18 year old document to totally exempt this project from any environmental review seems naïve.

This project does not meet all the criteria to qualify for exemption under Provision 15183 -"Projects Consistant with General Plan, Community Plan, or Zoning" and 15332 - "In-Fill Development Projects" of CEQA as represented below:

- 15183.1: CEQA mandates that any project be consistant with the established development density established by existing, zoning, community plan, or general plan policies, however as this provision goes on to say "*except as might be necessary to examine whether there are specific significant effects which are peculiar to the project or its site*". Even if one determines that the project meets existing policies, there is a failure to address the issue of traffic in the area of this project which will have a significant impact and as is not discussed specifically but in the generalities of the General Plan (GP).
- 15183.3: There ia a requirement to satisfy whether or not "*significant off-site impacts and cumalative impacts which were not discussed in the prior EIR prepared for the GP*" have come in to existence since the EIR's adoption. In 1992 climate change emissions was not a point of discussion nor was the cumalative effect of projects such as this could have on the overall environment of Winters.
- 15183.4: Addresses issues, identified in the GP EIR may have a "*more severe adverse impact*" than discussed in the originall EIR document. Again climate change and climate change legislation as well as air & noise pollution generated by the current project indicate a greater impact than previously thought or discussed in 1992.
- 15183.10: Requires that if there are "*significant off-site or cumalative impacts*" and those impacts are not adequately discussed in the GP EIR, then secttion 15183 is not applicable. In 1992 it was hardly known or imagined what was going to take place here. I argue that with the discovery by staff in Winter of 2010 that for the adjacent Planned Commercial zones, the necessary requirements for development to proceed had not yet been completed, therefore no plan exists for that area adjacent to this project. How could the cumalative impact been discussed in any adquate and complete form? The GP discusses this area in generalities, not specfics.
- 15332: In-fill defined: *Improvements on land adjacent to and between existing development; a way to accommodate increased population in an area without spreading the boundaries of development; property development within the boundaries of an area rather than moving outward and contributing to sprawl; the concept carries with it connotations of demolition of older buildings in order to make way for new construction, usually with a greater height and/or*

increased densities, rather than simply finally getting around to developing vacant land. In-fill development generally takes place in older neighborhoods outside the central business district but inside the ring of modern suburbs, not on vacant undeveloped land.

The only thing about this project's site that begins to satisfy the above definition is that it is within the city limits, otherwise it is a new project on vacant, undeveloped land which satisfies one point of one definition. So I ask is it really in-fill development? Under the discussion area in CEQA it states *"This section is intended to promote infill development within urbanized areas*. Is this an urbanized area? *This CEQA class consists of environmentally benign in-fill projects which are consistent with local general plan and zoning requirements. This class is not intended to be applied to projects which would result in any significant traffic, noise, air quality, or water quality effects."* So, is that site truly in-fill?

- 15332d: Stipulates as a condition of qualifying for this exemption that *"approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality."* These issues are not addressed in the GP EIR although idling diesel trucks will contribute both noise and air pollution, vehicles coming, idling and going onto SH 128 and I 505 from the the project will create a traffic and safety problem that has not been looked at thoroughly with any specifics. How could it be, there is no plan. How does an 18 year old document, speakinig in generalities speak to these specific issues today?
- 15332e: Site utilities were recently extended to the property across SH 128, this does not constitute being *"adequately served by all required utilities and public services."* Bringing those services to the site will take some effort and will have an impact not addressed in the CEQA Notice of Exemption.
- Also not addressed in the staff report and not dealt with in the GP is energy conservation measures. Besides LED lighting on the canopy what else is being done to mitigate this facilities high use of energy? Will modern "Smart" lighting technology being incorporated? What other mearures are being undertaken?

Finally, CEQA says that *"The existence of serious public controversy concerning the environmental effect of a project in itself indicates that preparation of an EIR is desirable. One major purpose of an EIR is ... to demonstrate to an apprehensive citizenry that the agency has in fact analyzed and considered the ecological implications of its action."* This principle is now codified in California Administrative Code, title 14, section 15064, subdivision (h) which provides: *"In marginal cases where it is not clear whether there is substantial evidence that a project may have a significant effect on the environment, the lead agency shall be guided by the following factors: (1) If there is serious public controversy over the environmental effect of a project, the lead agency shall consider the effect or effects subject to the controversy to be significant and shall prepare an EIR."* This project will produce many issues not adequately addressed in 1992 or today. The General plan's EIR, developed in 1992 had no way of knowing where we would be with this subject today and so we need to revisit our commitment to the principle of "consistency" in light of what we know today. A review of the GP provides a nice wish list in terms of policy but provides no concrete plans on how to deal with environmental issues today. Waiting for the project to go through and be built without

plans of how to mitigate is askiing the community to accept issues that could be foreseen with proper environmental review today.

Conditions will continue to change. As a community we must be willing to engage that change especially in light of the fact that we expect developers/investors to come to our community and expect some certainty on how this area will be developed, which in turn will have a direct effect on their return on their investment. We want that. But without looking at the issues in a more specific and contemporary manner, and without an overall plan driven by policy, how can we assure these investors what to expect? Additionally what may have been acceptable as commercial development in 1992 is not necessarily acceptable as commercial development today. Proceeding with that twenty year old plan would be inconsistent with how we look at development now and is inconsistant in the face of CEQA and state law. Exempting this project from additional review on very slim reasoning is opening the City up to huge liabilities.

I am asking the Planning Commission to take the necessary time to stop the development clock and examine the reasoning embedded in the logic of this project so that in the end, years away, as a district it is consistent with the way we want to develop, to be consistent as a whole and to provide the community the control to truly get what it wants - viable economic development consistent with our standards and an understanding of who we are historically and where we want to go without destroying the uniqueness of our community.

Respectfully,

Albert Vallecillo

Comments on Proposed Application for Burger King, Arco, Convenience Store, and Fueling Facility

Submitted by Jeff TenPas

August 10, 2010

1. **Comment. The proposed truck-fueling facility is not an allowed use or a consistent use in the Light Industrial Zone portion of the site, because it is a more intensive use than the allowed uses such as a recycling collection facility or minor utility services, and will result in more traffic, air pollution, and demand on public services. The proposed use in the Light Industrial Zone is not similar to the listed uses and is not a consistent use in the zone. Significant differences:**
   - **24 hr operating period**
   - **More traffic or large trucks than any typical light industrial use**

The proposed truck fueling facility and above-ground fuel storage tank are not specifically listed as contemplated uses in the LI zone. However, pursuant to Section 17.52.010(E) of the City Zoning Ordinance, the Community Development Director may find uses not specifically listed but similar in nature (based on activity characteristics) to a listed activity, to be a consistent use in the zone.

2. Comment. A proper and legal design review has not been conducted. There has been no proper and legal finding of consistency with the City's Design Review Guidelines. Pursuant to Section 17.36.030(A) of the Zoning Code, design review is required of this project by the Economic Development Commission, with recommendation by the Economic Development Commission to the Planning Commission. The City currently lacks such a Commission, and the City Manager, without apparent authority, has taken that role to himself, and has not presented appropriate findings . If proper design review is lacking, then the Planning Commission should ensure appropriate design review before project approval.

Pursuant to Section 17.36.020 of the Zoning Code, design review is required of this project.

Section 17.36.030(A) requires that site plan applications for design review involving commercial development must first be considered by the economic development commission, who may make a recommendation on the project and any conditions of approval to the planning commission. Section 17.36.030(C) mandates that the Planning Commission consider the recommendations of the economic development commission prior to taking action on a site plan for design review. The City no longer has an operating economic development commission; however, the City's Design Guidelines (referenced later in this report) were co-authored by the Economic Development Commission in effect at that time. Currently, the City Manager fulfills this function on a project-by-project basis. The City Manager has recommended support of this project based on the anticipated economic development and tax revenue benefits to the City.

3. **Comment. The lot coverage of the proposed development, at 60% coverage in impervious surfaces, is an excessively high and undesirable lot coverage that will contribute to excess urban heat buildup, deficient conditions for growing trees, and excess runoff. This issue should be addressed in a proper design review.**

Section 17.36.040 establishes the criteria for review. Each requirement of this section is addressed briefly below. Any relevant issues of note are disclosed.

> *(A) The overall visible mass of the structure(s). This analysis may include review of visible building mass as it relates to property line setbacks, building height, roofline profiles, lot coverage and the overall size and scale of a building, and the orientation of the proposed building(s) to the street and adjoining properties.*

4. **Comment. The proposed parking is inadequate to the proposed uses of the lot. The staff's analysis includes parking spaces for cars based on restaurant seats and convenience store area, but does not include parking based on truck fueling and restaurant usage by truckers. Where truck fueling is included in the design, it is inconceivable that truckers will not also use the restaurant. The lack of parking for trucks would force them to use the streets for parking or occupy many car spaces.**

General Plan Policy III.A .13. provides that "On-street truck parking shall be prohibited where such parking restricts adequate sight distances or otherwise poses a potentially hazardous situation .

General Plan Policy III.F.1 . The City shall require provision of adequate off-street parking in conjunction with all ne w developments . To the extent possible, parking shall be located behind buildings, out of view from the street: When it is not possible for parking lots to be placed behind buildings, the City shal l require screening to mitigate the visual impact of the lots while providing for continued police surveillance . As much as possible, parking lots should not be located at intersections .

The Staff Analysis of Parking is as follows:

Parking
The project includes parking for 27 vehicles. Pursuant to Table 6 of Section 17.72.020 of the Zoning Code, the parking requirement is 29 spaces calculated as follows:

- Drive-through restaurant: One space required for every 3 seats. The applicant proposes seating for 60 customers. 60/3 = 20 spaces

- Convenience store: One space required for every 250 square feet. The applicant proposes gross building floor area totaling 2,212 square feet. 2,212/250 = 9 spaces.

Of the 27 parking spaces provided, two accessible spaces (including one van space) have been proposed for the parking area. Section 17.72.030 of the Zoning Code requires 2 accessible spaces including 1 van space per 26 to 50 spaces; therefore, the 2 accessible spaces shown on the site plan are consistent with the Zoning Code.

5. **Comment. This project requires the preparation of a traffic impact analysis consistent with General Plan Policy III.A.3 before approval. It is surely the case that this development proposal will create more traffic than a new development of 20 lots. The developer has certainly already projected the traffic his business needs. In this case the increase in traffic will occur at a particularly problematic site, without traffic control, where trucks already have problems entering State Route 128 from CR90, where accidents are relatively frequent, and where site distance for traffic coming over the I505 overpass is limited.**

> III.A.3. To identify the potential impacts of new development on traffic service levels, the City shall require the preparation of traffic impact analyses at the sole expense of the developer for developments with 20 or more lots or units.

6. **Comment. Air Quality Management has not been addressed consistent with the General Plan Policies.**

6.1 The intent of Policy VI.E.4 is clearly to minimize long vehicle delays at major intersections. This proposal will result in the CR90 and SR128 intersection becoming a major intersection. There are already long delays for traffic entering SR128 from CR90, and the volume and waiting by that traffic will expand by many many times.

> VI.E.4. Major intersections shall be designed to minimize long vehicle delays which result in carbon dioxide (CO) "hot spots . "

6.2 The proposed drive-through will have the affect of increasing, not reducing automobile use, by keeping cars idling in a drive-through at a standstill contrary to General Plan Policy VI.E.8. The idling of cars in drive-throughs is an increase in use of the worst kind. Idling is the most polluting part of car operation and should be avoided. If a drive-through is allowed, it should be mitigated for its air quality affects.

> VI.E.8. The City shall attempt through careful land use and site planning to reduce automobile use.

6.3 The proposed development lacks a required air quality mitigation plan pursuant to General Plan Policy VI.E.11.

> VI.E.11 . In granting development entitlement, the City shall require all new industrial and commercial developments within the city projected to generate more than 500 trips per day (based on typical generation rates) to develop an air quality mitigation plan . This plan shall include an analysis of how the project would utilize site planning, mixed land uses, transportation systems management measures (e .g., carpooling, van pooling, shuttle bus service, transit incentives, etc .) to reduce by 25 percent the number of trips that would typically be projected for such development . Where this goal cannot be met by these methods, the plan shall provide for off-site mitigation through funding of air quality improvements such as new park-and-ride lots, sidewalks, bike paths, and support of transit, as deemed acceptable to the City.

7. **Comment. This project should not be accorded a status of eligible for CEQA exemption per Statutory Exemption 15183 or 15322.**

Re: 15183. The project use is not consistent with allowed uses in the Light Industrial zoned portion of the project area. Neither is the proposed use a consistent use based on activity level as asserted by staff. Truck fueling brings higher levels of traffic, longer hours of use, higher demand for public services than the allowed uses in Light Industrial Zones.

Re: 15322. The project is neither 1) consistent with zoning, nor 2) substantially surrounded by urban uses.

8. **Comment. The project has potentially significant impact on land use and planning. It conflicts with zoning in the Light Industrial zone, increases intensity of use, decreases available area for light industrial development. It also conflicts with specific General Plan Policies cited in comments above.**

9. **Comment. The project has potentially significant impact on Transportation. Planning for the traffic flow and traffic control is incomplete – the project proposal is incomplete. But the proposed use in the Light Industrial zone will increase traffic above that analyzed in the General Plan EIR for that part of the project. The proposal conflicts with Traffic Policies in the General Plan as cited in previous comments.**

Good Evening Chairman & Commissioners,

10 August 2010

Name: Bill Hailey
Address: 25501 Buckeye Road
Thank you for the opportunity to appear before you and speak to the Burger King / ARCO /Am PM /Truck Fueling Facility CUP

For the record I'm in favor of highway commercial with thoughtful design sensitivity.

My Concerns of this project are as follows;

Flooding: I have reviewed the FEMA Insurance Maps for Winters dated June 2010 and observed that this project is in the flood zone classification of AO depth 2, which means that the site currently could be flooded to a depth of 1-3ft. in any major storm. The Project Site will be required to be filled and graded to a higher elevation with on site run-off contained in 2-retention ponds. The developer will be required to contribute to the Winters Storm Drainage Plan which, to my understanding, is still in the making. This information is in your packet
Even after a century and decades of historical flooding Winters still has not solved the flooding problem in the north and east sections of the City, Not only is this site affected by flooding but also the Gateway properties south of Grant Avenue.
One suggested solution that would not involve piping and underground infrastructure would be to contour a wide, engineered swale,(a small scale Yolo Bypass) that would track existing open space areas, at the north portion of the City, adjacent to existing development, from Road 89 it would track east to the proposed north-south extension alignment of east Main Street than south crossing under (Hwy 128) Grant Avenue, (the arterial would be elevated on a short viaduct or bridge) than paralleling the Wildrose Lanes residential development. Finally, the graded swale would terminate at Putah Creek. This wide swale bypass would also serve as open space, wildlife corridor, land for continuing agriculture, route for a connecting walking / bike path and a green belt buffer between the Gateway, highway commercial development and the adjacent City residential development. Would make a terrific stimulus funding package project.

Site Design; In reviewing the site plan the layout of vehicular circulation, building and fueling aprons with canopies and remaining open space appears well thought out for a very tight site. However I'm not in favor of the drive-through lane. Sacramento County banned all proposed drive-through lanes beginning in 2006 and I feel we need to do the same. The site will already host idling cars, trucks with out adding more to the air pollution problem. The pedestrian sidewalk, shown on the plan, needs to connect to something, another sidewalk or a designated cross walk at CR90 to the Chevron Station. The side walk continuing north should logically terminate at the last vehicle entry. There is nothing to walk to beyond that. Provide pervious asphalt paving to aid drainage of the site.

Building Design; The building appears to be adequately proportioned to its function and the chosen style of architecture could be referenced to as Industrial Agricultural which

was one of the goals of the Gateway Master Plan. The main entries from the fueling islands appear well defined. However the "silo" which defines the Berger King portion of the building is completely out of proportion to the eve height of the north end of the building mass. Above the eve height the silo needs to extend an additional 28 feet 6 inches making the total height of the silo 46 feet 6 inches from the floor level. Now the silo and the building are mathematically and proportionally correct. Work with the silo and make this the freeway sign.
The windows of the building need an industrial treatment. They need to be steel framed, multi-paned with a projecting light shelf nine feet above the floor with the glass and frame extending another two feet above the shelf. Get rid of the awnings use the shelf for shade. The light shelf will extend natural light deep into the building diminishing the need for artificial lighting and making the building more sustainable. Increase the sloped roof areas to 8 in 12 pitches to give the buildings more reference to historical building practices in the Winters area. Consider making this a LEED project.

Fuel Island Canopies; Lower the underside height of the canopies. CALTrans underpass clearances are only, I believe, 15 feet. Provide hipped roofs on the canopies to help them match the building architecture.

Signage; The high mast freeway sign needs to be lowered to something less than currently designed. It's just too high and definitely does not say or reflect the image of Winters. City Associate Elliot Landes has been working extensively on signage and way-finding around Winters as well as getting into Winters off I-505. This is one part of this project that needs much thought and design input.
All building signage needs to be judged according to the design guidelines set forth in the Form-based Code for the downtown historic district.

Lighting; Reduce the height of the parking and landscaped area mast lighting to 12 feet. This will add a few more units to the lighting requirement but as the landscape trees grow tall and fill out the lighting levels will remain fairly constant.

General Comments;

- This project was put before the public too quickly to adequately review all aspects presented.
- Need to stop the clock on the projects approval in order to obtain public input.
- In the Gateway Master Plan Process dated January 2010, page 3, item #4 Conduct Public Workshop #1 in February / March 2010. This never happened. Item #6 Conduct Community Workshop in March / April 2010. This never happened.
- When will there be a community workshop on this project before you and the Gateway Master Plan?
- This is a one time opportunity to get it the design right. Are we up to the challenge?

Thank you for the opportunity to speak before you this evening.
Bill Hailey, Planner / Architect

Sally Brown
24 East Main Street
Winters, CA 95694

August 10, 2010

Winters Planning Commission
Winters City Hall
318 First Street
Winters, CA 95694

Dear Planning Commissioners,

Winters is a unique community that has been able to maintain and capitalize on its small town charm. That is why we have chosen to make Winters our home. People initially visit and then make many return trips to Winters because of its welcoming character and charm. The Chamber of Commerce uses the following description of Winters from *Sunset Magazine* on its website:

> "Neighborhoods of restored Victorians, pocket parks, a thriving downtown bursting with local art and independent restaurants make the small town of Winters a refreshing detour ..."
>
> *Sunset Magazine*

We have but one chance at developing the gateway to our city to keep Winters as a "refreshing detour" and not like all the other small towns in California that have gone the way of strip development. Tonight you are being pressured to make a final decision about a project to develop the property at the intersection of CR90, SR128, and I-505. I'm afraid if you make this decision tonight that decision will be made in haste.

The decision will be made in haste because you are deciding on a single project without considering its place in the whole gateway area. According to a document that I took from the City of Winter's Website (dated January 2010), the City is soon to be embarking on a Gateway Master Plan planning process for the land and planning elements of I-505/SR-128. The document states that the key elements of the process will be to include a review of planning, engineering, traffic and architectural guidelines resulting in an update of the design guidelines and the previously adopted Gateway Master Plan, which was adopted in 1992. According to this document "staff is proposing a series of meetings to combine the input from property owners, the public, and the City Council and Planning Commission to revise and modernize existing documents to facilitate the desired development within the corridor. The main objectives will be to help define key planning concepts and architectural qualities for the "gateway properties."

Quite honestly, I am very pleased that City staff has proposed this process and I plan to participate fully. What puzzles me is why this project before you tonight is not considered part of the gateway to our city. It sits right at I-505/SR-128, which certainly seems to be in the scope of the Gateway Master Plan.

While I am no expert at CEQA, I understand that it defines a development project broadly, as the "whole of an action" and it therefore prohibits "piecemealing" or dividing one project into several. I believe that if you make a decision on this project tonight that you will be violating CEQA and thus taking an unplanned, haphazard approach to the gateway of our city. I urge you not to make that mistake.

I also understand that there a several other fast food chains being considered for the south side of SR-128 including McDonald's and Jack in the Box. I don't know what stage in the process these projects are as I can no longer locate on the City's website the planning document that used to list all the projects under review. However, I do know that in our General Plan Policy I.D.7, states that *"The City shall seek to avoid a concentration of fast food restaurants,"* and Policy I.D.5 says that, *"New commercial and office development along Highway 128/Grant Avenue shall be designed to avoid the appearance of strip development."* We already have two franchised fast food outlets on Grant Avenue (Round Table Pizza and Subway). This project, if approved tonight, would add a third to the strip. How are you planning on assuring that these policies of the General Plan will be satisfied? This is another reason why a decision tonight would be made in haste.

I urge you to delay your decision, despite the intense pressure you are receiving to pass this project tonight. I urge you to instead include this piece of property in the Gateway Master Plan planning process. Upon completion of that planning process I am confident that then you will be able to make a better decision about how well this project fits in the vision for the gateway of our city. With an updated Gateway Master Plan you will have clear direction on the design guidelines and other elements that will make Winters "a refreshing detour." Thank you for doing the right thing for our City.

Sincerely,

Sally Brown

CITY OF
WINTERS
California
Est. 1875

PLANNING COMMISSION
STAFF REPORT

TO: Chairman and Planning Commissioners

DATE: August 10, 2010

FROM: Nelia C. Dyer, Community Development Director
Nick Ponticello, City Engineer
Heidi Tschudin, Contract Planner

SUBJECT: Public Hearing and Consideration by the Winters Planning Commission of the Planning Application for the proposed Burger King, AMPMC/Arco Gas Station Convenience Store, and Truck Fueling Facility

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SUMMARY OF PROJECT

The application is for a proposed fast food restaurant (Burger King) with drive-through, gas station and convenience store (Arco/AM PM), and truck fueling station co-located on one 2.3-acre site. Required approvals include:

- Conditional Use Permit (CUP)
- Approval of Site Plan/Design Review
- Approval of Sign Permit for the Freeway Information Sign
- Variance to Sign Ordinance for the Freeway Information Sign
- CEQA Clearance (see Attachment B)

SUMMARY OF STAFF RECOMMENDATION

The staff recommends approval of the project with conditions (see Attachment A). A detailed recommendation for the Planning Commission's action is provided at the end of this report.

LOCATION

Northwest quadrant of Interstate 505 and State Route 128 (Grant Avenue) in Winters, California, 95694 (see Initial Study Exhibit 1, Vicinity Map). APN: 038-050-063 totaling 2.3 acres.

BACKGROUND

The application was submitted November 20, 2009 and determined by the City to be incomplete on January 4, 2010. Staff and the applicant provided project information to Caltrans in December 2009 and received a comment letter dated January 7, 2010 (see Attachment C). An informational presentation was given on the

project at the January 26, 2010 Planning Commission meeting. The minutes of that meeting are provided in Attachment D. It should be noted that, between the revised design and the proposed conditions of approval, most of the issues of concern raised at the January meeting have been addressed.

The project concept plan was circulated to City Departments on June 19, 2010. No comments were received. A supplemental submittal was received by the applicant on June 28, 2010 and found to be complete on July 16, 2010.

DETAILED PROJECT DESCRIPTION

The application is for a proposed fast food restaurant (Burger King) with drive-through, gas station and convenience store (Arco/AM PM), and truck fueling station co-located on one site (Initial Study Exhibit 4, Site Plan dated 6/29/10).

One 5,000 square foot one-story multi-tenant building is proposed. The building footprint is 150' by 33' 6". A parapet roof style is proposed. The mechanical equipment located on the roof will be shielded on all sides behind the proposed parapet. Building height is generally 23' (to top of parapet); however, the silo feature will be 33' in height.

The proposed architecture for the building has agriculturally-themed elements including horizontal siding, metal roofing, and a silo feature (see Initial Study Exhibit 5, Building Elevations). Materials are metal panels, stucco, concrete siding, clear glass, and brick. The color palette is muted with off-whites, beiges, tans, and soft browns. An illuminated red band is proposed around the structure. Navy blue metal awnings are proposed over each window.

The project includes five fuel pumps serving ten cars, two fuel pumps serving four trucks, parking for 27 vehicles, two underground fuel tanks, and one above ground fuel tank. Both fueling areas would be covered by a proposed corporate canopy (see Initial Study Exhibit 6, Canopy Elevations).

The proposed fueling station canopies would be 20' 6" in height. An illuminated blue band is proposed around the vehicle fueling canopy. An illuminated and yellow LED striped band is proposed around the truck fueling facility canopy. The canopy columns would have a brick base. The brick matches the building.

The above-ground fuel tank would have a capacity of 12,000 gallons and would be 8' 7" in height, 8' in width, and 32' 7" in length. It would be located at the northerly end of the property. It is proposed to be partially enclosed by a 8' high concrete brick (CMU) wall topped with 2' 4" black painted metal railing (see Initial Study Exhibit 7, Tank Enclosure). The dimensions for the walled enclosure are 33' 4" by 48'.

The two proposed underground fueling tanks would have a capacity of 20,000 gallons and would be 10' in width, and 34' 5' in length. They would be located just west of the second entrance to the north.

Proposed landscaping consists of 15-gallon London plane and Chinese flame trees primarily along the project perimeter, with some also proposed in the interior where needed to meet shade requirements (see Initial Study Exhibit 8, Conceptual Landscaping Plan). A variety of native shrubs and ground covers are proposed in the interior of the site. The drainage areas will be planted with native grasses.

A small detention pond (1,200 cubic feet, cf) is proposed in the landscaped area at the corner of CR 90 and SR 128. A larger retention pond (9,400 cf) is proposed along CR 90 adjoining the proposed truck fuel pump area. (See Initial Study Exhibit 9, Drainage Plan)

A 12' by 24' 8" refuse/recycling enclosure is proposed to the north of the building. This enclosure would be comprised of a concrete brick (CMU) wall with metal gates (see Initial Study Exhibit 10, Refuse and Recycling Enclosure).

A retaining wall is proposed for the entire length of the easterly border (adjoining the freeway off-ramp). This wall would be 5' high with a 3'6" railing, composed of the same brick and metal materials as the tank enclosure.

Based on the site plan, approximately 61,348 square feet (or 60 percent) of the 2.3 acres site (101,563 square feet) is proposed to be covered with impervious surface. This includes the building, parking lot, driveways, sidewalks, and other hardscape. The remaining 40,215 square feet or 40 percent of the site would be pervious and generally in landscaping.

Proposed lighting includes 27' high cutoff flood lights, recessed canopy lights, and perimeter cutoff wallpacks (see Initial Study Exhibit 11, Photometric Study).

Two interior-lighted cabinet signs are proposed (see Initial Study Exhibit 12, Signage). The project monument sign would be located near the proposed detention swale. It would have a brick base that matches the building. Dimensions are 9'3" tall and 8' 1" wide. The freeway monument sign would be located along the easterly boundary opposite the third proposed entrance. It would be located on twin aluminum poles with a brick base that matches the other brick features. Proposed height is 65' tall. Width at the ground would be 18' 11". Width at the elevated sign would be 23' 4". In addition, the project proposes signage on the building and canopies, and various directory signs for the drive-through.

Four driveways are proposed off CR 90: two that would be 30-feet wide to facilitate access to the vehicle fuel pumps, and two that would be 50-feet wide that would provide access to the truck fuel pumps.

Curb, gutter, and sidewalk (8') to City standards will be constructed along the project frontage of CR 90 where the applicant proposes to build the required half-street section of the frontage road. No street improvements are proposed along SR 128/Grant Avenue.

LAND USE ANALYSIS

The General Plan and zoning ordinance both designate the front 1.4 acres of the project site for highway commercial use (HSC) and the back 0.9 acres for light industrial (LI)use. The proposed drive-through fast-food restaurant and service station on the front acreage are consistent with the highway service commercial designation and both uses are identified in Section 17.52.020 Land Use/Zone Matrix as principally permitted uses meaning they are allowed "by-right" in the zone.

It should be noted that the proposed fast-food use is controversial among some residents; however, because this use is allowed by right, the issue is not within the purview of the Planning Commission as a part of this project application.

The proposed truck fueling facility and above-ground fuel storage tank are not specifically listed as contemplated uses in the LI zone. However, pursuant to Section 17.52.010(E) of the City Zoning Ordinance, the Community Development Director may find uses not specifically listed but similar in nature (based on activity characteristics) to a listed activity, to be a consistent use in the zone.

The activity characteristics of the proposed uses on the rear of the parcel include the following: large service/commercial trucks accessing and leaving the site for short durations throughout the hours of operation of the facility. These characteristics are similar in nature to other uses allowed in the light industrial zone such as recycling collection center and minor utility services which are permitted uses, and less intense than Automobile Repair which is conditionally allowed. The application includes a request for a Conditional Use permit.

Furthermore, the proposed uses are similar in nature to a "service station" which would also be considered allowable in the adjoining HSC zone which is predominant on the site. Typically, less intense uses are allowed in more intense zones unless compatibility conflicts would occur. Compatibility conflicts are not anticipated to result from the subject project as the site is proposed to be organized complementary to the spilt zoning, by directing the more intense truck fueling activities to the rear light industrial acreage and the less intense vehicle fueling activities to the front HSC acreage.

As conditioned, the project would be consistent with the land uses and applicable policies of General Plan, and the land uses and applicable development regulations of the zoning ordinance.

POLICY ANALYSIS

General Plan

The project has been reviewed for consistency with the policies of the General Plan. Conditions have been identified in some cases, to ensure consistency. A few policies are discussed below for clarity. For all policies, the staff finds the project to be consistent. Conditions have been added to ensure that these requirements are implemented as appropriate as a part of the project.

ADA Accessibility

The proposed project includes a fast food restaurant with drive-through facilities. This would be the City's first such facility. State law (Government Code 65091(d)) recognizes that accessibility to various commercial establishments is "a critical statewide problem" affecting the disabled population. As such, special noticing is required in order to facilitate and encourage the disabled population to participate in deliberations regarding such facilities. The importance of this facility to the disabled community is a policy factor to be considered by the Planning Commission.

CONSISTENCY WITH CITY REGULATIONS

The project has been reviewed for consistency with the requirements of the City Code. Conditions have been identified to ensure consistency. For all requirements of the Zoning Code, the project appears to be consistent.

Conditional Use Permit

Pursuant to Section 17.20.010 of the Zoning Ordinance, the purpose of a conditional use permit (CUP) is to allow the proper integration into the community of uses which may be suitable only in specific locations in a zone or only if the uses are designated or arranged on a site in a particular manner. A CUP was determined to be necessary for the proposed truck fueling station and above-ground storage tank in the Light Industrial zone. The project has been reviewed and conditioned to address issues relevant to the Use Permit determination.

Lot Development Standards

The project is consistent with all lot development standards applicable to the HSC and LI zones. The proposed building height of 23 feet (to top of parapet) falls below the 30 foot maximum. The silo feature at 33 feet would exceed the 30-foot maximum by 3 feet; however, this is allowable under the exceptions provided for in Section 17.56.020(A)(1).

Site Plan/Design Review

Pursuant to Section 17.36.020 of the Zoning Code, design review is required of this project. The purpose of design review to ensure that the location and configuration of structures and corollary site improvements are visually harmonious with their site and that of surrounding sites and structures. The Winters Design Guidelines are to be used as a basis for this review. The project has been reviewed and conditioned to address design review requirements.

Section 17.36.030(A) requires that site plan applications for design review involving commercial development must first be considered by the economic development commission, who may make a recommendation on the project and any conditions of approval to the planning commission. Section 17.36.030(C) mandates that the Planning Commission consider the recommendations of the economic development commission prior to taking action on a site plan for design review. The City no longer has an operating economic development commission; however, the City's Design Guidelines (referenced later in this report) were co-authored by the Economic Development Commission in effect at that time. Currently, the City Manager fulfills this function on a project-by-project basis. The City Manager has recommended support of this project based on the anticipated economic development and tax revenue benefits to the City.

Section 17.36.040 establishes the criteria for review. Each requirement of this section is addressed briefly below. Any relevant issues of note are disclosed.

> *(A) The overall visible mass of the structure(s). This analysis may include review of visible building mass as it relates to property line setbacks, building height, roofline profiles, lot coverage and the overall size and scale of a building, and the orientation of the proposed building(s) to the street and adjoining properties.*

The project site is long, narrow, irregular, and fairly small. The building is oriented to the east and west to maximize exposure to the freeway and to best utilize available space. General Plan Policy III.F.1 encourages parking fields to be located behind buildings and out of view of the street, where possible. However, in this case given the planned highway commercial use and the challenges of the site, the applicant has indicated that such a reorientation would not be feasible for the economic success of the project. Staff supports the current site layout with the added condition to increase proposed landscaping along Grant Avenue as a way of further screening the view of the site from the roadway.

(B) The proposed use and quality of exterior construction materials striving for long-term compatibility with the general setting of the subject property and visual character of the general neighborhood. Exterior building colors, on new construction only, may also be considered, but only to the extent that they may detract from the desired design theme for a neighborhood.

The final revised design generally satisfies these criteria. The applicant has modified the original design submittal to include agricultural elements in the form of the silo feature, roof materials, and horizontal siding. The revised design also incorporates the same brick materials into the building, canopies, enclosures, and signage thus providing a common and unifying design element. Proposed exterior illuminated bands on the building and canopy, and corporate branded color schemes reflected in the signage, have been controversial with residents but staff finds them to be acceptable in light of significant design changes already agreed to by the applicant and the highway commercial location.

(C) Avoidance of buildings which are characterized by large, blank or unbroken wall planes, as well as buildings which exhibit a general lack of architectural detailing, shadow lines, etc., which collectively lack general visual interest. Uniform treatment of all building elevations shall be required unless such treatment is found unnecessary, on a case-by-case basis.

The elevations looking north and south do not satisfy these criteria, particularly the "north elevation" which represents the view from SR 128. Pursuant to prior comments of the Planning Commission and community, a condition has been added to require the addition of a steel trellis with attractive climbing vegetation to screen and adorn the middle siding panel on both ends of the proposed building.

(D) Effective screening of ground- and roof-mounted mechanical equipment.

A parapet roof style is proposed. The mechanical equipment located on the roof will be shielded on all sides behind the proposed parapet. A condition has been added to ensure this. A condition is also included to require all ground equipment to be screened by enclosures and/or landscaping.

(E) The use of landscaping, decorative site paving, etc. which provides effective visual screening or softening of the development, as necessary. The planning commission shall consider the appropriate mix of plant materials, plant sizes, etc. pursuant to landscaping criteria contained in Chapter 17.76.

Proposed landscaping consists of 15-gallon London plane and Chinese flame trees primarily along the project perimeter, with some also proposed in the interior where needed to meet shade requirements (see Initial Study Exhibit 8, Conceptual Landscaping Plan). A variety of native shrubs and ground covers are proposed in the interior of the site. The drainage areas will be planted in native grasses.

The proposal has been reviewed for consistency with Chapter 17.76 of the Zoning Code and found to be consistent. The shade analysis for the project shows that the tree canopy at 15 years will provide more than 50 percent (52%) coverage or shading of the entire parking lot, which exceeds the standard noted in Section 17.76.040 of the Winters Municipal Code. The ends of each row of parking stalls depicted on the landscape plan are separated from an aisle or driveway by a landscape planter or sidewalk. Also, the plan shows concrete curbs that separate the landscaped areas from the parking area, which is consistent with Section 17.76.040. Moreover, consistent with Section 17.76.040, a minimum of one tree for each six required spaces has been distributed throughout the parking lot.

The planting legend lists and the landscape plan depicts an overall landscaping theme for the project with drought tolerant plants, including yarrow, California poppy, and purple sage, which is consistent with both Section 17.76.050 of the Winters Municipal Code and the Winters Design Guidelines. As mentioned above, a condition has been added to require the addition of steel trellis with attractive climbing vegetation to screen the middle siding panel on both ends of the proposed building. This condition will not only provide visual interest to the proposed building. It will also help tie the landscaping to the proposed structures and overall development.

Section 17.76.040 requires that the planting areas be permanently maintained. Pursuant to this standard, a condition has been added to require that landscape and irrigation plans shall be reviewed and approved by the Community Development Director prior to issuance of building permit for the project. A condition is also included to require that the applicant comply with the requirements of California's Model Water Efficient Landscape Ordinance that went into effect January 1, 2010.

(F) Achieve conformity with the Winters design guidelines, as applicable.

The Winters Design Guidelines were adopted November 23, 1999 (Resolution No. PC 99-05). The Guidelines incorporate the Winters Commercial Design Guidelines (previously adopted in July of 1993). The Commercial Guidelines have a section on the I-505 Corridor and the Grant Avenue Corridor, both of which are applicable to the subject project.

The project has been reviewed and found to be consistent with the items addressed in the I-505 Corridor guidelines with the following comments. The orientation of the proposed building is north/south, however the guidelines recommend an east/west orientation. For the reasons identified earlier in this report, staff supports the proposed layout. Related to landscaping, a condition has been added to require increased tree screening of the proposed drive-through lane from the freeway and Grant Avenue.

The project has been reviewed and found to be consistent with the items addressed in the Grant Avenue Corridor guidelines with the following comments. A condition has been added to require the applicant to construct appropriate improvements along Grant Avenue including landscaping and intersection ADA sidewalk and ramp improvements. The site plan exceeds the minimum building setbacks listed for the Highway Commercial zone in Table 4 of Section 17.56.020 of the Winters Municipal Code.A condition has been added to increase proposed landscaping, provide pedestrian improvements, and incorporate outdoor seating area (including a possible water feature within a courtyard or plaza design) along Grant Avenue to reinforce the street as a focus of pedestrian-oriented activity, which is consistent with the Winters Design Guidelines specific to the Grant Avenue Corridor.

Signage, parking, and lighting are addressed below.

Signage

Two interior-lighted cabinet signs are proposed (see Initial Study Exhibit 12, Signage). The project monument sign would be located near the proposed detention swale. It would have a brick base that matches the building. Dimensions are 9'3" tall and 8' 1" wide. The freeway monument sign would be located along the easterly boundary opposite the third proposed entrance. It would be located on twin aluminum poles with a brick base that matches the other brick features. Proposed height is 65' tall. Width

at the ground would be 18' 11". Width at the elevated sign would be 23' 4".

In addition, the project proposes internally-illuminated signage on the commercial building. Wall signs are depicted on north, east, and west elevations of the building. The north elevation shows one wall sign advertising the restaurant that would be approximately 32 square feet in area. The east elevation (or the main building frontage) depicts three wall signs advertising the convenience store and the restaurant totaling approximately 99 square feet in area. The west elevation shows two wall signs advertising the restaurant that totaling approximately 68 square feet in area. The thickness of the wall signs are not noted on the plans.

Signs are governed by Chapter 17.80 of the Zoning Code which addresses illumination, installation, and design. The project has been reviewed and conditioned to address City signage requirements. Issues of note are discussed below.

Freeway Information Sign
Section 17.80.030(R) requires freeway information signs to obtain a sign permit from the planning commission prior to issuance of building permit. However, freeway information signs are not counted in the sign area of the business.

The language in Section 17.80.030 (R)(1) indicates that only one multi-business freeway informational sign is allowed on the north and on the south side of State Route 128. As such the freeway sign proposed as a part of this project is allowed but there would be no further opportunity for other such signage in the future as land further north along the freeway develops under the General Plan. Section 17.80.030(R)(2) states that the sign shall contain space for identification of at least four businesses or centers directly served by the off-ramp. Presently, the proposed sign advertises only the three proposed businesses in the Highway Commercial zone, which does not satisfy this requirement. Therefore, a condition has been added to require that the applicant provide additional sign area for future businesses on the north side of State Route 128.

At the January 26, 2010 Planning Commission meeting, the project was presented to the Commission as an informational item. One of the Planning Commissioners mentioned that he would prefer that the City's logo not be included on the sign. A condition has been added requiring the logo be removed from the plan for the proposed sign. The Winters Design Guidelines state that "the City of Winters will work with Caltrans to procure signage on both north and south-bound I-505 identifying "Winters" as well as a combined listing of the community's service." Presently, City Associate Elliot Landes is working with Caltrans on plans to place signage on I-505 identifying "Winters."

Project Monument Sign
Section 17.80.040 allows one free-standing identification sign per site allowing one-quarter foot of sign area per lot frontage on which the sign is to be located, not to exceed 40 square feet in sign area and height to 10 feet when the subject property exceeds one acre in size. The proposed project monument sign is located on County Road 90, where the site frontage is over 500 feet in length. The total sign area for the proposed monument sign is approximately 23 square feet in area and the sign is 9 feet 3 inches, which is consistent with the Winters Zoning Code.

The sign is proposed to be internally-illuminated. Section 17.80.020 states that installation of any new sign illumination shall be subject to securing a sign permit. A condition has been added to require that the applicant apply for a sign permit for the wall signs and free standing sign prior to installation.

Wall Signs
Section 17.80.040 permits one wall sign per building frontage and the maximum wall sign area must not exceed 100 square feet. As mentioned previously, the applicant is proposing wall signs on three sides of the building totaling over 200 square feet in sign area, which conflicts with the Winters Municipal Code. A condition has been added, which iterates Section 17.80.040 regarding wall signs and limits the applicant to wall signs on the north and east elevations. Staff has determined that the east and north elevations are the building frontages.

Sign Variance
Section 17.80.080(E) allows for variances to the sign requirements subject to the procedures described in Chapter 17.24. The purpose of a variance is to allow relief from the strict application of the provisions of the code where special circumstances (such as the physical characteristics or location of a site) are such that literal enforcement of the code would involve practical difficulties or would cause hardship, and therefore not carry out the spirit and purpose of the regulation.

The Winters Zoning Code requires that three (3) specific findings are made in order to approve a variance. The required findings for a variance are listed below.

1. That any variance granted is subject to such conditions as will assure that the adjustment thereby authorized does not constitute a grant of special privilege inconsistent with the limitation upon other properties in the vicinity and zone in which the subject property is situated;

2. That, because of special circumstances applicable to the subject property, including size, shape, topography, location or surroundings, the strict application of the provisions of this title is found to deprive the subject property of privileges enjoyed by other properties in the vicinity and under the identical zone classification; and

3. That the variance shall not be granted for a parcel of property which authorizes a use or activity which is not otherwise expressly authorized by the zone regulation (both general plan and zoning) governing the parcel of property.

The applicant proposes to install the 65 foot tall freeway information sign with sign area for each individual business equaling (at a minimum) approximately 40 to 50 square feet, with the exception being the "Burger King" logo at approximately 100 square feet in sign area. The request exceeds the maximum area permitted by the sign ordinance, requiring approval of a variance.

The applicant requests the variance based on the following:

- Project's location along I-505

- The sign area for the existing Chevron sign exceeds 25 square feet

The Chevron Station is the only development within the HSC zone in Winters. An individual business pole sign was constructed for the business, which appears to exceed both the height and sign area requirements provided in the Winters Municipal Code for signs in commercial districts. Based on the lack of historical information on this particular project, staff cannot verify whether this sign was formally permitted by the Community Development Department. Regardless, because of its proximity to the I-505 interchange and

that it is primarily a freeway serving business, the sign has attracted many travelers off of I-505, which has contributed to the sustainability of this business in Winters.

Similar to the Chevron, the location of the project site (I-505 visibility and frontage on State Route 128/Grant Avenue) represents extraordinary circumstances that do not generally apply to commercial businesses in Winters. While the Winters Zoning Code allows a 65 foot tall freeway information sign for this business, a traveler's ability to see the sign advertising the businesses is limited by the maximum sign area allowed by the Zoning Code. Granting the variance will help maintain consistency with the Chevron sign and as such would not grant a special privilege.

A condition has been added to ensure that the total sign area for the freeway information sign not exceed 240 square feet (or 60 square feet per individual business).

Parking

The project includes parking for 27 vehicles. Pursuant to Table 6 of Section 17.72.020 of the Zoning Code, the parking requirement is 29 spaces calculated as follows:

- Drive-through restaurant: One space required for every 3 seats. The applicant proposes seating for 60 customers. 60/3 = 20 spaces

- Convenience store: One space required for every 250 square feet. The applicant proposes gross building floor area totaling 2,212 square feet. 2,212/250 = 9 spaces.

Of the 27 parking spaces provided, two accessible spaces (including one van space) have been proposed for the parking area. Section 17.72.030 of the Zoning Code requires 2 accessible spaces including 1 van space per 26 to 50 spaces; therefore, the 2 accessible spaces shown on the site plan are consistent with the Zoning Code.

To comply with the parking requirements noted in Table 6 of Section 17.72.020, the plan requires 2 additional parking spaces. The two spaces can be accommodated by removing the small landscape median that divides a parking row of 7 spaces and is located north of the vehicle fuel canopy. The removal of this landscape median will not detract from the project meeting the shade requirements for parking lot since no trees are proposed for the small median. A condition has been added that requires the applicant to revise the site plan to include 2 additional parking spaces in order to be consistent with the Winters Municipal Code.

Section 17.72.080 (B) requires that one bicycle parking space be provided for every ten automobile parking spaces required for each particular use. A condition has been added to ensure bicycle parking onsite.

Lighting

Proposed lighting includes 27 foot high cutoff flood lights, recessed canopy lights, and perimeter cutoff wallpacks (see Initial Study Exhibit 11, Photometric Study). Section 17.72.050(F) requires that outdoor lighting in a parking area shall not employ a light source higher than sixteen (16) feet from final grade unless approved by the planning commission and found consistent with the Winters Design Guidelines. The Design Guidelines recommend that night lighting along both I-505 and Grant Avenue should be consistent with the small town character, but should be of adequate level to ensure public safety and create a sense of

security. Moreover, General Plan Policy VIII.D.7 requires that lighting in new development be designed, installed, and maintained to minimize excess spillage, unnecessary brightness and glare, and degradation of night sky clarity. To achieve consistency with the General Plan, Zoning Code and Design Guidelines, staff recommends that the lighting plan be revised to replace the proposed 27'high cutoff flood lights with 16' high (or less) parking lot lights. A condition has been added to ensure this recommendation.

The photometric study measures lighting under the vehicle fuel canopy at 14.4 foot candles at its lowest and 44.5 foot candles at its brightest; averaging 26 foot candles throughout. The truck fuel canopy has an average of 23.2 foot candles. The averages for both canopies are consistent with typical gas canopy illumination. The foot candles average for the entire site is 4.32. Staff finds that the lighting levels for the entire site are fairly low, keeping glare and light spill to a minimum, while providing necessary security and safety for the customers. The Winters Municipal Code does not specifically regulate illumination; however, to achieve consistency with General Plan Policy VIII.D.7 noted above, a condition has been added to reinforce minimized glare and light spill from the proposed use.

Infrastructure

The site will be served adequately by all required services. Sewer is available to the site via an 8-inch lateral at County Road 90 on the south side of State Route 128 (Grant Avenue). Water is available to the site via an 8-inch lateral at County Road 90 on the south side of State Route 128 (Grant Avenue) . Localized storm drainage is proposed to be addressed on site via two holding facilities.

FLOODING

The site lies within both a federal flood hazard zone and also the City's General Plan Flood Overlay Zone (FOZ). With respect to the federal designation, development is allowed provided the applicant satisfies the federal construction requirements for elevation above the 100-year flood elevation. With respect to the local FOZ, non-residential development is allowed provided the applicant's proposed improvements are consistent with and further the purposes of the City's Storm Drainage Master Plan (SDMP), and provided the city's funding plan is in place and that the applicant pays the appropriate fees prior to construction. The project has been conditioned to be consistent with all of these requirements.

The fee program for the SDMP is being processed on a parallel track with this project. Staff will provide an update regarding this effort at the hearing for the subject project.

CIRCULATION

Access to the project site occurs from CR 90 which serves both as the frontage road for I-505 and the current primary access for future and existing land uses to the north of the project site. At this location, however, the proximity of CR 90 to the southbound free-right off-ramp from I-505 onto SR-128 is a potential concern.

The project has been conditioned to require fair-share participation/implementation of all improvements shown in the City's General Plan Circulation Element. These improvements include:

1) elimination of the free-right off the southbound I-505 ramp onto SR-128;
2) installation of a median and/orintersection control (signal or roundabout) at or near this location in order to meter/control traffic flow;

3) elimination of left-turns from CR-90 onto SR-128; and
4) realignment of CR 90 to Timber Crest Road to allow for eastbound traffic from the north onto SR 128.

By conditioning the project in this manner, it ensures that all traffic impacts associated with build-out of the City are fully mitigated consistent with the General Plan FEIR.

A location-specific traffic access study is underway to determine the appropriate timing and fair-share funding responsibility for the various improvements. The conditions of approval reflect this and require that the recommendations of that study be implemented by the project. The study will identify the necessary timing of identified permanent improvements (and possible interim improvements) to CR 90, SR 128, and the I-505 ramps at that location in order to ensure full consistency with the General Plan and timely implementation to assure that acceptable traffic service thresholds are maintained.

OTHER CITY REQUIREMENTS

Circulation Master Plan - The project has been reviewed and conditioned to be consistent with the Circulation Master Plan.

Master Street Tree List - The project has been reviewed and found to be consistent with the Master Street Tree List.

Public Improvements Standards and Construction Standards - The project has been reviewed and conditioned to be consistent with the Circulation Master Plan.

CEQA CLEARANCE

For planning and environmental analysis purposes, the General Plan and the General Plan Final Environmental Impact Report (FEIR) (SCH#91073080) assumed about 21,250 square feet of development on the site, comprised of approximately 12,900 sf of highway commercial uses and about 8,350 sf of light industrial uses. The General Plan EIR analyzed the potential impacts of development of site in conjunction with build-out of the City pursuant to the General Plan. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which were hereby relied upon for the project analysis.

A CEQA[1] Initial Study (Attachment A) was completed in order to determine the potential for significant project-specific and/or site-specific environmental impacts. The Initial Study documented that all potentially significant effects had been analyzed adequately in the earlier General Plan FEIR pursuant to applicable standards, and would be avoided or mitigated pursuant to that earlier EIR through conditions/mitigation measures imposed on the project. Therefore, it was concluded that nothing further was required under CEQA. The project was found to be exempt from further CEQA review pursuant to Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning) and/or pursuant to Section 15332 (In-Fill Development Projects) of the CEQA Guidelines.

1 California Environmental Quality Act (CEQA)

PLANNING COMMISSION ACTION

The staff recommends that the Planning Commission take the following actions, subject to the attached conditions of approval:

- Find the project to be exempt from further CEQA review pursuant to Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning) and/or pursuant to Section 15332 (In-Fill Development Projects) of the CEQA Guidelines

- Approve the Conditional Use Permit (CUP)

- Approve the Site Plan/Design Review

- Approve the Sign Permit for the Freeway Information Sign

- Approve the Variance to Sign Ordinance

- Direct staff to file a CEQA Notice of Exemption.

ATTACHMENTS

A. Draft Conditions of Approval
B. CEQA Notice of Exemption and Initial Study
C. Caltrans Letter
D. Minutes from January 26, 2010 Planning Commission

Burger King Restaurant/Arco Gas Station/AM PM Convenience Store/
Truck Fueling Facility Conditional Use Permit

REVISED CONDITIONS OF APPROVAL
Dated September 22, 2010

1. In the event any claim, action or proceeding is commenced naming the City or its agents, officers, and employees as defendant, respondent or cross defendant arising or alleged to arise from the City's approval of this project, the project applicant shall defend, indemnify, and hold harmless the City or its agents, officers, and employees, from liability, damages, penalties, costs, or expenses in any such claim, action, or proceeding to attach, set aside, void, or annul an approval of the City of winters, the Winters Planning Commission, any advisory agency to the City and local district, or the Winters City Council. Project applicant shall defend such action at applicant's sole cost and expense, which include court costs and attorney fees. The City shall promptly notify the applicant of any such claim, action, or proceeding and shall cooperate fully in the defense. Nothing in this condition shall be construed to prohibit the City of Winters from participating in the defense of any claim, action, or proceeding, if City bears its own attorney fees and cost, and defends the action in good faith. Applicant shall not be required to pay or perform any settlement unless the applicant in good faith approves the settlement, and the settlement imposes not direct or indirect cost on the City of Winters, or its agents, officers, and employees, the Winters Planning Commission, any advisory agency to the City, local district, and the City Council.

2. The applicant shall submit a current title report to the City prior to approval of public improvement plans.

3. The City of Winters Plan Review Fee applies and is due upon submittal of plans for review.

4. All street and other required public improvements shall be constructed concurrently, in a single phase operation.

5. The General Plan Circulation ~~Element~~ Master Plan and Final EIR identify County Road (CR) 90 from north of the Property (at Road 33) to the intersection of SR 128 to be re-aligned to SR 128 to the west via future CR 33 and Timber Crest Road~~, with the existing CR 90/SR 128 intersection to be abandoned~~. The intersection at SR 128 and CR 90 is anticipated to be a right-in, right-out only intersection with side-street stop control. While, at this time a four-way intersection at the existing CR 90/SR 128 intersection is not contemplated in the General Plan Circulation ~~Element~~ Master Plan at General Plan build-out, in order to ~~permanently~~ maintain ~~and provide~~ full access to CR 90 at the existing intersection, it will require review and approval from Caltrans and the City. If Caltrans and the City ultimately approve a ~~four-way~~ full access (i.e., all movements to/from CR 90) intersection at the existing CR 90/SR 128 location, it is anticipated that some type of traffic control improvement ~~may~~ will be needed, such as a traffic signal. With the approval of Caltrans, the ~~full access~~ maintenance of all existing movements at the intersection ~~at~~ of SR

128 and CR 90 ~~shall~~ will be permitted on an ~~temporary~~ interim basis with the installation of a traffic signal and/or other improvements as required by ~~unless~~ Caltrans ~~requires other mitigation measures at this intersection~~. The Applicant shall be responsible for all costs to construct necessary interim improvements to ~~allow for a permanent full~~ maintain access at the intersection if approved by Caltrans.

6. The Applicant shall implement all traffic conditions contained herein prior to issuance of any certificates of occupancy for buildings within the project area. ~~The Applicant shall commission an appropriate~~ A traffic access study of SR 128 from the north bound off-ramps of I-505 to the intersection of East Main Street inclusive was prepared. ~~This~~ The traffic access study ~~shall recommend the timing~~ identified ~~for~~ planned improvements, as well as appropriate and effective interim improvements, which will leave this stretch of roadway and all intersecting streets at LOS ~~"C"~~ "D"or better, as required by the General Plan. ~~Said study shall be completed and~~ Improvements identified in the traffic access study for SR 128 must be approved by the City Engineer and Caltrans prior to approval of public improvement plans. ~~Traffic improvement costs shall be paid in an equitable manner by the end users of the project, as approved by the City.~~

7. ~~As a minimum,~~ The following traffic conditions shall be implemented on SR 128, unless otherwise modified, changed, or deleted by Caltrans and the City:

   a. A traffic signal and associated improvements shall be installed at the Grant Avenue/CR 90 intersection in order to maintain LOS "D" conditions. The Applicant shall be responsible for all cost associated with these improvements.

   b. ~~Full~~ Access at ~~this~~ the Grant Avenue/CR 90 intersection shall be ~~eliminated~~ restricted by the City by installing a continuous median island down the center of SR 128 in the event that any ~~intersection~~ intersections between the northbound off-ramps to I-505 and East Main Street drops below level of service "D" due to increased traffic in the future or as required by Caltrans due to impacts to the I-505 interchange.

   c. On SR 128 median islands, if required by Caltrans, will be constructed and/or striped pursuant to City and Caltrans requirements, as part of the improvements. Applicant shall pay the cost of constructing, including landscaping and irrigation, for future median islands in SR 128 along the frontage of the property.

   d. The I-505 southbound off-ramp free right turn lane on to SR 128 shall be eliminated with this project. Applicant shall construct off-ramp improvements accessing SR 128 per Caltrans requirements. Applicant shall be responsible for all cost associated with these improvements.

8. Applicant shall construct public roadway frontage improvements along CR 90, fronting the property to include curb, gutter, and separated sidewalk per the City of Winters Public Improvements Standards and Construction Standards.

9. Applicant shall install landscape frontage improvements along SR 128/Grant Avenue to include constructing the ADA ramps at the intersection and sidewalk extension to the west side of CR 90 connecting to the existing sidewalk at the Chevron Station.

10. A drainage plan shall be prepared by a registered civil engineer for project watershed(s), including the plan area. The plan shall identify specific storm drainage design features to control increased runoff from the project site. The drainage plan shall demonstrate the effectiveness of the proposed storm drainage system to prevent negative impacts to SR 128 and existing downstream facilities and to prevent additional flooding at off-site downstream locations. All necessary calculations and assumptions and design details shall be submitted to the City Engineer for review and approval. The design features proposed by the applicant shall be consistent with the most recent version of the City's Storm Drainage Master Plan criteria and Public Improvement Standards. The plan shall incorporate secondary flood routing analysis and shall include final sizing and location of on-site and off-site storm conduit channels, structures and detention and retention basins. The Storm Drainage Plan shall be submitted for approval prior to submittal of the construction drawings for checking. The applicant shall pay the cost associated with all improvements required by the plan.

11. A topographic survey of the entire site and a comprehensive grading and drainage plan prepared by a registered civil engineer, shall be required for the development. The plan shall include topographic information on adjacent parcels. In addition to grading information, the grading plan shall indicate all existing trees, and trees to be removed as a result of the proposed development, if any. A statement shall appear on the site grading and drainage plan, which shall be signed by a registered civil engineer or land surveyor and shall read, "I hereby state that all improvements have been substantially constructed as presented on these plans". Reference the City of Winters Public Improvements Standards and Construction Standards for additional requirements.

12. Construction materials for storm drainpipes within the water table shall be pre-cast rubber-gasket reinforced concrete pipe (RGRCP).

13. Applicant shall meet all FEMA requirements and be required to coordinate with FEMA through the City's Floodplain Administrator to determine if a CLOMR or LOMR is needed for the project as a result of possible impacts to Dry Putah Creek Flood Plain. Applicant shall obtain all necessary permits and CLOMRs/LOMRs as required prior to improvement plan approval.

14. The differential in elevation between rear and side abutting lot lines shall not exceed twelve inches (12") without construction of concrete or masonry block retaining walls.

15. All projects shall include implementation of post-construction best management practices (BMPs). Post construction BMPs shall be identified on improvement plans and approved by the City Engineer. Construction of projects disturbing more than one acre of soil shall require a National Pollution Discharge Elimination System (NPDES) construction permit.

16. Landscaped slopes along streets shall not exceed 5:1; exceptions shall require approval of the City Engineer. Level areas having a minimum width of two (2) feet shall be required at the toe and top of said slopes.

17. The property shall be connected to the City of Winters sewer system, with a separate sewer lateral required for each parcel, in accordance with City of Winters Public Improvement Standards and Construction Standards.

18. A Sewer Collection System Plan shall be submitted for approval by the City Engineer as part of the submittal of the construction drawings for checking. A registered civil engineer for project shall prepare the sewer collection system plan. The plan shall include final sizing and location of conveyance facilities, structures, and engineering calculations. The applicant shall pay the cost associated with all improvements required by the plan. Reference the City of Winters Public Improvements Standards and Construction Standards for additional requirements.

19. The Applicant shall make all required sewer connections to the City's existing sewer collection system on the south side of SR 128 at CR 90 at the Applicant's sole expense.

20. Applicant shall be required to make all necessary PG&E power connections to provide power to sewer pump station located on the south side of SR 128, approximately 500 feet south along the future extension of Gateway Drive on the Jordan property, unless otherwise installed by others prior to issuance of a certificate of occupancy for project. If applicant installs power to the pump station, applicant shall receive credit against his/her fair share cost for the benefiting use of the existing sewer collection system, pump station, and water system existing on the Jordan and McClish properties that was advance funded and constructed by City.

21. A Water System Plan shall be submitted for approval by the City Engineer as part of the submittal of the construction drawings for checking. A registered civil engineer for project shall prepare the water system plan. The plan shall include final sizing and location of conveyance facilities, structures, and engineering calculations. The applicant shall pay the costs associated with all improvements required by the plan. Reference the City of Winters Public Improvements Standards and Construction Standards for additional requirements.

22. All materials and installation of the water system shall be at the applicant's expense per City of Winters Public Improvement Standards and Construction Standards.

23. The Applicant shall be required to make all required water connections to the City's existing water system on the south side of SR 128 at CR 90.

24. At the time the Building Permit is issued, the applicant will be required to pay the appropriate City connection fees. All domestic water services will be metered. Water meters shall be installed on all water services to the satisfaction of the City Engineer.

25. Per City of Winters Cross Connection Control Program, all types of commercial buildings and landscape irrigation services are required to maintain an approved backflow prevention assembly, at the applicant's expense. Service size and flow-rate for the backflow prevention assembly must be submitted. Location of the backflow prevention assembly shall be per the City of Winters Public Improvements Standards and Construction Standards. Prior to the installation of any backflow prevention assembly between the public water system and the owner's facility, the owner or contractor shall make application and receive approval from the City Engineer or his designated agent.

26. Per the City of Winters Cross Connection Control Program, fire protection systems are required to maintain approved backflow prevention, at the applicant's expense. Required location, service size and flow-rate for the fire protection system must be submitted. Actual location is subject to the review and approval of the Public Works Department, Fire Department, and Community Development Department.

27. FINAL PLANS, PERIODIC TESTS FOR FIRE HYDRANTS: All final plans for fire hydrant systems and private water mains supplying a fire hydrant system shall be submitted to the City of Winters Fire Department for approval prior to construction of the system. All fire protection systems and appurtenances thereto shall be subject to such periodic tests as required by the City of Winters Fire Department.

28. WATER PRESSURE: All water lines and fire hydrant systems must be approved by the Fire Chief and operating prior to any construction taking place on the site. Prior to issuance of building permits, water flow must be measured and certified for adequacy by the Winters Fire District.

29. REFLECTORS FOR FIRE HYDRANTS: Any fire hydrant installed will require, in addition to the blue reflector noted in Standard Drawings, an additional blue reflector and glue kit that is to be supplied to the City of Woodland Fire Department for replacement purposes.

30. All construction, new or remodeling, shall conform to the most current Uniform Fire Codes, the Winters Fire Prevention Code, and section of the National Fire Codes that the Winters Fire Chief or his/her agent may find necessary to apply.

31. Forty-eight hours notice shall be given to the Winters Fire District prior to any site inspections.

32. A hydrant use permit shall be obtained from the Public Works Department, for water used in the course of construction.

33. The Applicant shall contact the Winters Fire District Chief or his/or agent prior to construction for a pre-construction meeting.

34. All required fire accesses that are to be locked shall be locked with a system that is approved by the Fire Chief or his/her agent.

35. Submit three sets of plans for each fire suppression sprinkler system to the Fire Department for review and approval prior to the issuance of each building permit.

36. Fire suppression sprinkler systems shall meet or exceed NFPA 13-D. Water laterals shall be appropriately sized to accommodate sufficient water flows for fire suppression sprinkler systems.

37. Closure calculations shall be provided at the time of initial map check submittal. All calculated points within the map shall be based upon one common set of coordinates. All information shown on the map shall be directly verifiable by information shown on the closure calculation print out. The point(s) of beginning shall be clearly defined and all lot acreage shall be shown and verifiable from information shown on the closure calculation print out. Additionally, the square footage of each lot shall be shown on the subdivision map. Reference the City of Winters Public Improvements Standards and Construction Standards for additional requirements.

38. Landscaping and irrigation plans shall be prepared by a registered landscape architect, and included as part of the improvement plans and/or site plans. These plans shall be per City Standards and the Water Conservation in Landscaping Act of 2006 (AB 1881) and shall be subject to review and approval by the City. The improvement plans shall include landscaping and automatic irrigation for the public right-of-way of SR 128 and CR 90. Drought tolerant native plant species shall be incorporated into landscaping plans to the maximum extent possible and drip irrigation systems shall be used in the landscaping of new public and private open space areas. No substantial change to an approved landscaping or irrigation plan may be made without written approval by the original approving person or body.

39. All public landscape areas shall include water laterals with meters and PG&E power service points for automatic controllers.

40. Joint trench/utility/composite plans shall be submitted to the City Engineer for review, prior to approval of improvement plans.

41. All existing and proposed utilities (electric, phone/data, and cable) within 100 feet of the project boundary shall be installed underground per the subdivision ordinance and shall meet the policies, ordinances, and programs of the City of Winters and the utility providers.

42. Street lighting location plan shall be submitted and approved by the City Engineer prior to approval of improvement plans.

43. Occupancy shall not occur until on-site and off-site improvements have been accepted by the City Council and the City has approved as-built drawings. Applicants, and/or owners shall be responsible to so inform prospective buyers, lessees, or renters of this condition.

44. If relocation of existing infrastructure is deemed necessary, the applicant shall perform the relocation, at the applicant's expense unless otherwise provided for through a reimbursement agreement. All public utility standards for public easements shall apply.

45. A Public Improvement Agreement shall be entered into and recorded prior to construction of improvements and/or issuance of any building permits.

46. Appropriate easements shall be required for City maintained facilities located outside of City owned property or the public right-of-way.

47. The applicant shall facilitate, with City cooperation, the abandonment of all City easements and dedications currently held but no longer necessary as determined by the Public Works Department.

48. A ten (10) foot public utility easement back of sidewalk, adjacent to all public streets within the development shall be dedicated to the City and may be required elsewhere as requested by the utility companies and approved by the City.

49. Project proponents shall enter into the Citywide Landscape and Lighting Maintenance District, in order to maintain and provide for the future needs of parks, open space, street lighting, landscaping, sound walls, and other related aspects of development. The project proponent is responsible for all costs associated with this condition. The project proponent shall fulfill this condition prior to issuance of a building permit.

50. Applicant shall provide refuse enclosure detail showing bin locations and recycling facilities to the approval of the Public Works Department and the Community Development Department.

51. Prepare improvement plans for any work within the public right-of-way and submit them to the City Engineer for review and approval. The improvement plan sheets shall include the title block as outlined in the City of Winters Public Improvements Standards and Construction Standards. This submittal is separate from the building permit submittal. The

Applicant shall provide, to the City Engineer, one Mylar original and four sets of the improvement plans and electronic media (AutoCAD .DWG or DXF on Zip Disk or Compact Disk), for approval of plans by the City Engineer.

52. Conform to County Health regulations and requirements for the abandonment of any septic tanks and water wells.

53. Existing public and private facilities damaged during the course of construction shall be repaired by the Applicant at his/her sole expense, to the satisfaction of the City Engineer.

54. Encroachment permits if necessary from will be acquired from, Caltrans and PG&E.

55. All utility poles that are to be relocated in conjunction with this project shall be identified on the improvement plans, with existing and proposed locations indicated.

56. If improvements are constructed and/or installed by a party or parties other than the Applicant, which improvements benefit Applicant's property, prior to issuance of a building permit on Applicants property, Applicant shall pay a proportionate share of the costs of said improvements, including interest, prior to the issuance of building permit(s) to Applicant. Applicant shall pay fair share costs for the benefiting use of the existing sewer collection system, pump station, and water system existing on the Jordan and McClish properties that was advance funded and constructed by City.

57. All conditions identified herein shall be fully satisfied prior to occupancy, unless otherwise stated.

58. The project is as described in the July 27, 2010 Initial Study, except as modified by these conditions of approval. Substantive modifications require new analysis, verification of CEQA compliance, public hearing, and Council action.

59. The project shall operate within all applicable requirements of the City Code at all times

60. Pursuant to General Plan Policy I.A.9, no new development may occur within the General Plan Flood Overlay Zone area until a fee schedule has been established or financing program adopted which includes all affected and contributing properties for financing the comprehensive flood control solution.

61. Pursuant to General Plan Policy II.C.1 and VI.F.2, energy efficient design shall be used. Energy efficient design shall include but not limited to automated control system for heating and air conditioning system and energy efficiency beyond Title 24 requirements, lighting controls and energy efficient lighting in buildings, and increased insulation beyond Tirle 24 requirements.

62. Pursuant to General Plan Policy II.D.4 and IV.A.1 necessary public facilities and services shall be available prior to occupancy of each phase of the project.

63. Pursuant to General Plan Policy III.A.1 CR 90 and Grant Avenue frontage shall be dedicated and improved consistent with the General Plan Circulation Element, to the satisfaction of the City Engineer.

64. Pursuant to General Plan Policy III.G.6, the applicant shall be required to provide bicycle parking facilities. As per Winters Municipal Code Section 17.72.080 (B), the applicant shall be required to install one bicycle parking space for every ten automobile parking spaces required for the project.

65. Pursuant to General Plan Policy IV.D.4, as a condition to any development entitlement approval, all development affected by or contributing to the 100-year flooding problem shall be required to contribute to the financing of the comprehensive flood control solution in an amount that reflects that property's relative contribution to the flooding problem or benefit from the program adopted.

66. Pursuant to General Plan Policy IV.D.6, all development allowed to proceed within the General Plan flood overlay zone, in advance of implementation of storm drainage improvements specified in the updated Storm Drainage Master Plan, must address interim drainage and flooding requirements in a manner found acceptable by the City Engineer, and in a manner that furthers and is not inconsistent with the updated Storm Drainage Master Plan. To the extent feasible as determined by the City, interim improvements shall implement logical component parts of the storm drainage improvements identified in the updated Storm Drainage Master Plan.

    Interim drainage/flooding solutions that do not implement logical components parts of the storm drainage improvements identified in the updated Storm Drainage Master Plan, or would be otherwise inconsistent with implementation of the update Storm Drainage Master Plan, can only be approved if consistent with the water quality treatment/design criteria and standards criteria of the updated Storm Drainage Master Plan and the City shall provide no reimbursement or credit for said work.

67. Pursuant to General Plan Policy IV.D.7, all projects citywide and within the FOZ shall pay a Storm Drainage Master Plan Implementation Fee that represents a fair share towards implementation of the improvements specified in the updated Storm Drainage Master Plan. This fee shall be due prior to issuance of the building permit. To the extent that all or a component part of the Storm Drainage Master Plan is constructed by a project approved to move forward, credit toward the fee will be provided.

68. Pursuant to General Plan Policies V.F.1 and V.F.2, if cultural resources (historic, archeological, paleontological, and/or human remains) are encountered during construction,

workers shall not alter the materials or their context until an appropriately trained cultural resource consultant has evaluated the situation. Project personnel shall not collect cultural resources. Prehistoric resources include chert or obsidian flakes, projectile points, mortars, pestles, dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic resources include stone or adobe foundations or walls, structures and remains with square nails, and refuse deposits often in old wells and privies.

69. Pursuant to General Plan Policy VIII.D.7 and Winters Municipal Code Section 17.72.050(F), parking lot pole lights shall be a maximum of 16 feet in height (including base pedestal) with full cutoff box fixtures. In addition, lighting under the gas canopies shall be fully recessed metal halide fixtures so there is no light spillage or glare. Wall pack lighting shall be fully shielded and directed downward.

70. The proposed enclosure for the above-ground fuel tank shall be increased in height sufficient to fully screen the tank facility from sight. Modifications to proposed design shall require review and approval of the Community Development Director.

71. ~~Pursuant to Winters Municipal Code Section 17.80.030(R)(2), the sign plan shall be modified to provide sign area for additional businesses on the freeway identification sign, to the satisfaction of the Community Development Director.~~ The total sign area of the freeway identification sign shall not exceed ~~240~~ 200 square feet. ~~(or 60 square feet per individual business)~~

72. The sign plan shall be modified to remove the arch (along with the City of Winters' logo) and the decorative cap located in the middle of the sign from the freeway identification sign, to the satisfaction of the Community Development Director.

73. Pursuant to Winters Municipal Code Section 17.80.080, the applicant shall apply for a sign permit with the Community Development Department prior to installation of the wall signs and the project monument sign. Building permits shall be obtained as necessary for installation.

74. Pursuant to Winters Municipal Code Section 17.80.040, the building elevations showing the wall signs shall be modified to show wall signs on the ~~north~~west and east elevations only and limited to a maximum total sign area of 100 square feet, to the satisfaction of the Community Development Director.

75. Pursuant to the parking requirements listed in Table 6 of Winters Municipal Code Section 17.72.020, the site plan shall be modified to increase the total number of parking spaces from 27 spaces to 29 spaces, to the satisfaction of the Community Development Director.

76. A steel trellis with attractive climbing vegetation to screen and adorn the middle siding panel on both ends of the proposed building shall be added on the north and south elevations, to the satisfaction of the Community Development Director.

77. The site plan and landscaping plans shall be modified to increase proposed landscaping, provide pedestrian improvements, and incorporate outdoor seating area (including a possible water feature within a courtyard or plaza design) along Grant Avenue, to the satisfaction of the Community Development Director.

78. The landscape plan shall be modified to increase tree screening of the proposed drive-through lane from I-505 freeway and Grant Avenue, to the satisfaction of the Community Development Director.

79. Roof mounted mechanical equipment must shielded on all sides behind the proposed roof parapet and shall not be visible from the ground level. All ground equipment shall be fully screened by enclosures and/or landscaping.

80. Required planting areas must be permanently maintained. "Maintained" includes watering, weeding, pruning, insect control, and replacement of plant materials and irrigation equipment as needed to preserve the health and appearance of plant materials for a period at least five years from installation.

81. Landscape material may not be located such that, at maturity it interferes with safe distances for vehicular, bicycle or pedestrian traffic; conflicts with overhead utility lines, overhead lights, or walkway light; or blocks pedestrian or bicycle ways.

82. Applicant shall be responsible for at least daily~~regular~~ trash pick-up on- and off-site as related to customers littering packaging associated with purchases from the fast food and convenience store.

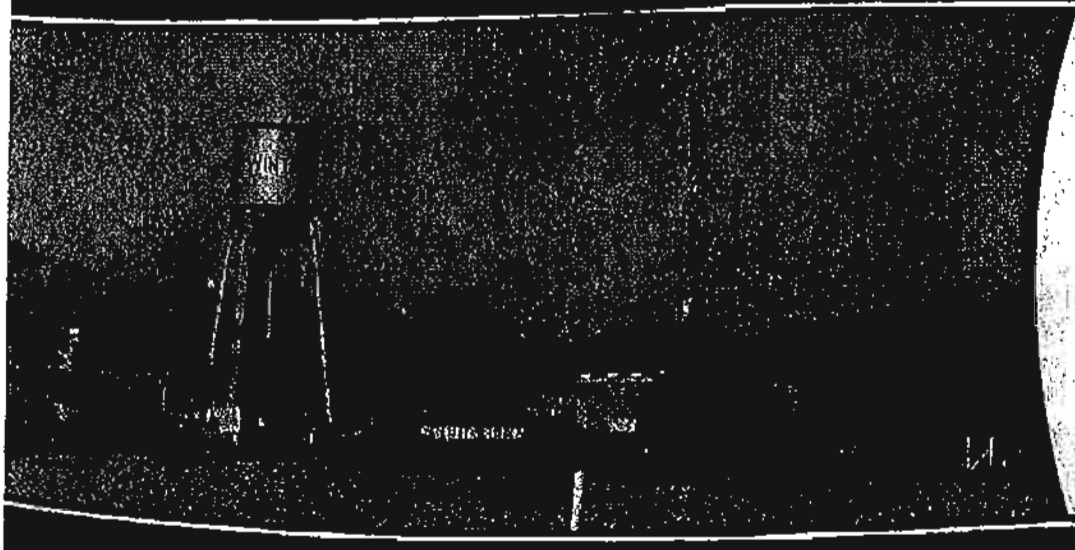
83. Truck parking shall be prohibited and posted on County Road 90 along the project frontage.

84. The entire site shall be brought into compliance with the 1990 American Disabilities Act requirements for site access to and from the buildings from the public right of way, to the satisfaction of the Building Official.

85. The retaining wall shall incorporate graffiti resistant materials. In addition, the applicant shall also be required to plant and maintain attractive climbing vegetation to screen and adorn the entire east elevation of the retaining wall, to the satisfaction of the Community Development Director.

86. All iron railing shall be powder coated to a complementary color, to the satisfaction of the Community Development Director.

87. Pursuant to Winters Municipal Code Section 17.80.030 (R)(5), the sign plan shall be modified to decrease the height of the monument sign from 9 feet 3 inches to 8 feet.



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TRANSPORTATION CONSULTANTS

WINTERS BURGER KING / ARCO TRAFFIC ACCESS STUDY

September, 2010

Prepared for:
City of Winters

RS10-2811.A

1. INTRODUCTION

This Access Study evaluates the access needs for the proposed project and the timing of needed transportation improvements under existing and near-term conditions. The proposed project is for a fast food restaurant (Burger King) with drive-through, gas station and convenience store (AM PM), and truck fueling station co-located on one site. The project includes five fuel pumps serving ten cars, two fuel pumps serving four trucks, and parking for 27 vehicles. Four driveways are proposed off CR 90: two that would be 30-feet wide to facilitate access to the vehicle fuel pumps, and two that would provide access to the truck fuel pumps. The project site is located north of Grant Avenue (State Route 128) between County Road 90 and Interstate 505. The following sections describe the purpose of the study, the analysis scenarios and time periods, the study area, the analysis methodologies, and intersection performance thresholds.

STUDY PURPOSE

The purpose of this Traffic Access Study is to identify the project's access needs at the Grant Avenue/County Road 90 intersection, to determine whether any General Plan transportation improvements are triggered by the project, and the timing of any improvements.

ANALYSIS SCENARIOS AND TIME PERIODS

The need for transportation improvements is determined by examining peak hour operations and traffic signal warrants at key intersections. The weekday morning and evening peak hours are evaluated in this access study, as they represent the time periods when the combination of existing traffic and traffic generated by the project are at their highest. An evaluation of intersection performance is provided for the following conditions:

- Existing Conditions
- Existing Plus Project Conditions
- Existing Plus Approved Conditions
- Existing Plus Approved Plus Project Conditions

STUDY INTERSECTIONS

The Access Study addresses conditions at the following four intersections:

1. Grant Avenue (SR 128) / E. Main Street
2. Grant Avenue (SR 128) / County Road 90
3. Grant Avenue (SR 128) / I-505 Southbound Ramps
4. Grant Avenue (SR 128) / I-505 Northbound Ramps

GENERAL PLAN TRANSPORTATION IMPROVEMENTS

The General Plan identifies long-range transportation improvements that will be triggered by build-out of the plan. The following is a list of those in the vicinity of the study intersections.

- Grant Avenue (SR 128) – widen to four lanes
- E. Main Street – extend E. Main Street from Grant Avenue to the north and complete a Main Street "loop" road
- Timber Crest Road – construction of a new roadway extending north from Grant Avenue and connecting with County Road 90 and industrial development in the northeast portion of the city
- Potential new traffic signals along Grant Avenue at the E. Main Street, Timber Crest Road, and I-505 southbound ramp intersections

ANALYSIS METHODOLOGIES

Intersection Forecasts

Existing traffic counts were collected in July 2010 during both the AM and PM peak hours at the study intersections. Under "Plus Project" conditions, the existing traffic data was adjusted to account for the addition of project-related traffic. Under "Approved Project" conditions, trips associated with already approved developments were added to the existing counts. The following five developments were included in the "Approved" scenario:

- Winters Gateway (Jordan Parcels 1-3)
- Winters Commercial Center
- Winters Highlands, Callahan Estates, Ogando-Hudson & Creekside Estates
- Orchard Village (former American Communities) Project
- Anderson Place (former Brzeski) Project

Intersection Analysis Methodologies

The study intersections were analyzed using procedures and methodologies defined in the *Highway Capacity Manual* (Transportation Research Board, 2000). Table 1 displays the average control delay in seconds per vehicle for each LOS threshold for signalized and unsignalized intersections. The LOS for signalized and all-way stop-controlled intersections is based on the average control delay of all vehicles traveling through the intersection. The LOS for side-street stop-controlled intersections is determined by the movement with the greatest average delay.

TABLE 1:
LEVEL OF SERVICE CRITERIA – INTERSECTIONS

Level of Service	Average Control Delay (seconds/vehicle)	
	Signalized	Unsignalized
A	≤ 10.0	≤ 10.0
B	10.1 – 20.0	10.1 – 15.0

C	20.1 – 35.0	15.1 – 25.0
D	35.1 – 55.0	25.1 – 35.0
E	55.1 – 80.0	35.1 – 50.0
F	> 80.0	> 50.0

Source: *Highway Capacity Manual* (Transportation Research Board, 2000).

In addition to the LOS analysis, estimated peak hour traffic volumes at unsignalized intersections were reviewed to determine if they satisfy peak hour volume warrants for traffic signal installation. The peak hour warrant analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. The warrant analysis estimates future development-generated traffic compared against a subset of the standard traffic signal warrants recommended in the Federal Highway Administration *Manual on Uniform Traffic Control Devices* and associated Caltrans guidelines. The warrant analysis results presented in this study should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since signal installation can lead to certain types of collisions. The County of Yolo should regularly monitor actual traffic conditions and accident data, and reevaluate the full set of warrants to prioritize and program intersections for signalization.

INTERSECTION PERFORMANCE THRESHOLDS

This traffic access study uses the goals and policies of the City of Winters General Plan (City of Winters, May 19, 1992) to evaluate the operations performance of the study intersections. The General Plan includes the following performance thresholds:

> Policy III.A.1: The City shall endeavor to maintain a Level of Service "C" or better as defined by the 1985 Highway Capacity Manual or subsequent revisions, on all streets and intersections within the City.
>
> Policy III.A.8: The City shall comply with and implement the program and policies of the Yolo County Congestion Management Plan (CMP).

The CMP identifies LOS D as the threshold for Grant Avenue. This study will assume LOS D to be the minimum acceptable operations performance of the study intersections. A level of service worse than LOS D will be considered unacceptable.

2. EXISTING CONDITIONS

The following section provides a description of the existing roadway network, existing traffic data, and existing traffic conditions.

ROADWAY NETWORK

I-505 is a north-south highway that provides the primary regional access to the City from Vacaville and central Solano County to the south, and from Woodland and I-5 to the north. Through the City, it is a four-lane, divided facility. I-505 has a flat alignment through Winters with a grade-separated interchange at Grant Avenue (SR 128).

Grant Avenue (SR 128) is an east-west state highway that serves as the major east-west route through the City. It is a two-lane undivided facility through the City. Near the project site, the posted speed limit is 45 miles per hour.

County Road 90 is a north-south, two-lane facility that has its southern terminus at Grant Avenue and extends approximately one and a half miles to the north. This roadway would provide the only access to the project site with four proposed driveways.

EXISTING TRAFFIC CONDITIONS

The traffic counts used in the existing conditions analysis for the study intersections were collected on a weekday in July 2010. The counts were taken during both the morning (between 7:00 and 9:00 AM) and afternoon (between 4:00 and 6:00 PM) peak periods. Figure 1 shows the existing AM and PM peak hour traffic volumes, lane configurations, and traffic controls of the four study intersections.

Intersection Operations and Signal Warrant Analysis

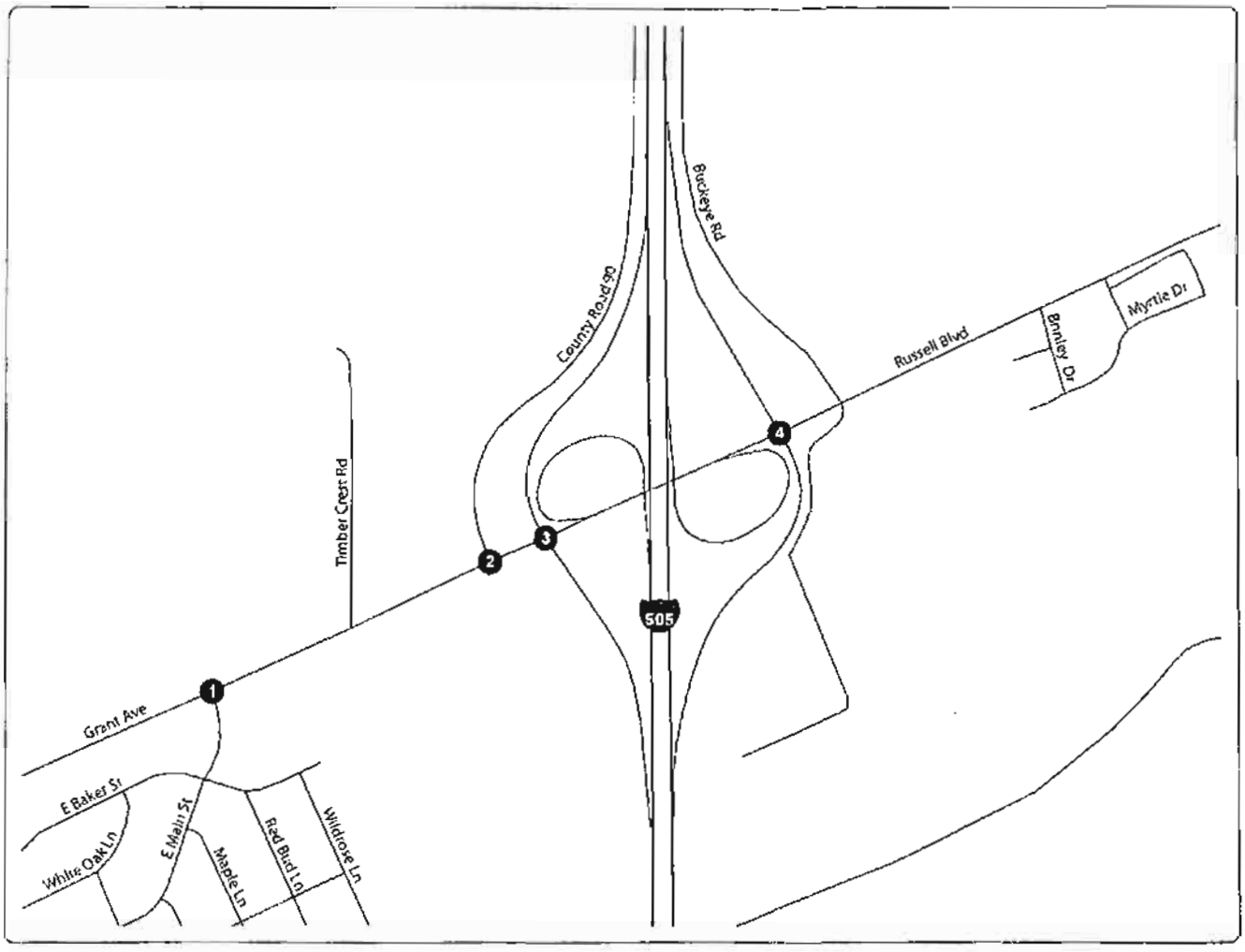
Table 2 below summarizes the AM and PM peak hour levels of service at each of the study intersections (see Appendix A for calculations). Based on Table 2, all of the study intersections operate acceptably at LOS C or better during both the AM and PM peak hours.

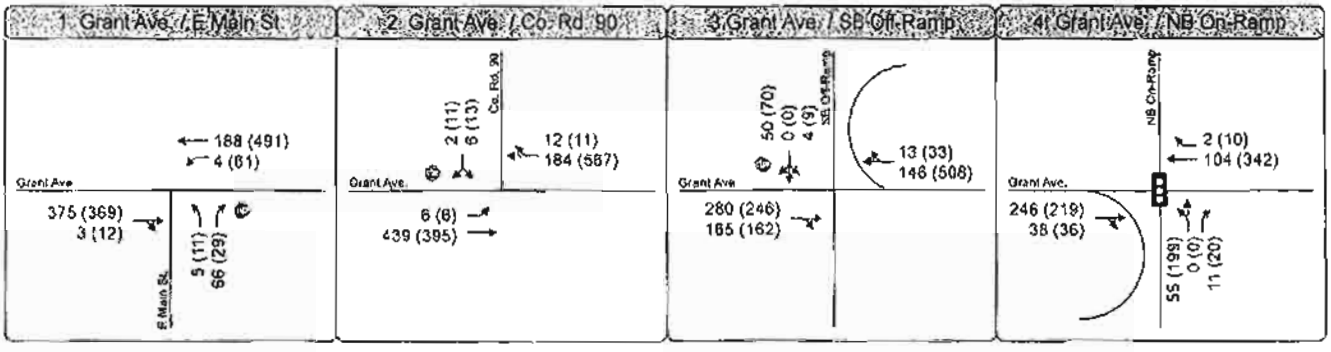
TABLE 2:
PEAK HOUR INTERSECTION OPERATIONS – EXISTING CONDITIONS

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS[2]	Delay	LOS[2]
1. Grant Avenue (SR 128) / E. Main Street	Side Street Stop	13	B	22	C
2. Grant Avenue (SR 128) / County Road 90	Side Street Stop	13	B	18	C
3. Grant Avenue (SR 128) / I-505 Southbound Ramps	Side Street Stop	10	A	15	B
4. Grant Avenue (SR 128) / I-505 Northbound Ramps	Signal	8	A	9	A

Notes: [1] For signalized and all-way stop-controlled intersections, the overall average intersection control delay is reported in seconds per vehicle. For side-street stop control, the average control delay for the worst movement is reported in seconds per vehicle.
[2] Level of Service based on *Highway Capacity Manual* (Transportation Research Board, 2000)

Source: Fehr & Peers, 2010





LEGEND

- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Study Intersection
- Traffic Signal
- Stop Sign

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PEAK HOUR TRAFFIC VOLUME AND LANE CONFIGURATIONS EXISTING CONDITIONS

FIGURE 1

The three unsignalized study intersections were evaluated using the peak hour volume warrant (Warrant 3) published in the California Department of Transportation's *Manual on Uniform Traffic Control Devices* (2006) to determine if traffic signal control is warranted under Existing Conditions. Based on the existing intersection volumes, none of the study intersections satisfy the Caltrans peak hour volume warrant (see Appendix B for calculations).

REQUIRED ACCESS OR INTERSECTION IMPROVEMENTS

No improvements are required under existing conditions.

3. EXISTING PLUS PROJECT CONDITIONS

The following section provides a description of the proposed project, the expected project travel characteristics, and any needed access or intersection improvements.

PROJECT DESCRIPTION

The proposed project is located on the eastern edge of the City limits in the northeast quadrant of the intersection of Grant Avenue (SR 128)/County Road 90. The proposed project is for a fast food restaurant (Burger King) with drive-through, gas station and convenience store (AM PM), and truck fueling station co-located on one site. The project includes five fuel pumps serving ten cars, two fuel pumps serving four trucks, and parking for 27 vehicles. Four driveways are proposed off CR 90: two that would be 30-feet wide to facilitate access to the vehicle fuel pumps, and two that would provide access to the truck fuel pumps.

A review of the site plan indicates that the two diesel fuel dispensers on the northern portion of the project site can only serve three trucks at one time, as there is not sufficient distance between the dispensers for each to be "double loaded". As such, this analysis assumes that only three trucks can be fueled simultaneously. All five of the gasoline dispensers in the central area of the site can serve autos on both sides. The project trip generation is thus based on a total of 10 vehicle and 3 truck fueling positions.

PROJECT TRAVEL CHARACTERISTICS

Project Trip Generation

To estimate the amount of trips that would be associated with this project and its proposed uses, the rates published in *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008) was used. Based on the proposed land uses, a number of project trips will be internalized within the project site. These are vehicles that would visit both the service station and fast-food restaurant during the same visit to the project site. Based on field observations for a comparable project in Roseville, CA, a 5% trip internalization percentage was applied to both the inbound and outbound project trip totals during both the AM and PM peak hours to account for internalized trips. Table 3 below presents the total amount of trips that will access the project site during the AM and PM peak hours.

TABLE 3:
PROJECT TRIP GENERATION

Land Use	Quantity	Trip Rate		Trips	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Fast-food Restaurant with Drive-through	3.5 ksf	49.35	33.84	173	119
Gasoline/Service Station with Convenience Market	13 vfp	10.16	13.38	132	174
			Total Project Trips	305	293
			5% Project Trip Internalization	-30	-30
			Total Net Project Trips	275	263

Notes: [1] ksf = 1,000 square feet; vfp = vehicle fueling positions

Source: *Trip Generation*, 8th Edition (Institute of Transportation Engineers, 2008)

Project Trip Distribution

Based on the proposed land uses for the project site and its proximity to both Grant Avenue (SR 128) and I-505, approximately 20 percent of the project trips will be primary trips (i.e., new trips that are made for the sole purpose of accessing the site). The remaining trips associated with the project are vehicles that would be on I-505 or Grant Avenue under baseline conditions and would divert to stop for fuel and/or food at the project site. These trips are composed of pass-by trips from Grant Avenue (trips that access the site as an intermediate stop between their primary origin and destination) and diverted linked trips from I-505 (trips that are diverted from a roadway within close proximity to the project that must use another roadway to access the site).

Table 3 shows all three types of trips -- primary, pass-by, and diverted link. The *Trip Generation Handbook* (Institute of Transportation Engineers, 2004) identifies primary, pass-by, and diverted link average trip percentages during the AM and PM peak hours for land uses consistent with those proposed with this project. Table 4 provides the trip distribution percentages of each type of project trip during the AM and PM peak hours.

TABLE 4:
PRIMARY, PASS-BY, AND DIVERTED LINK TRIP DISTRIBUTION PERCENTAGES

Trip Type	Direction of Travel	Trip Percentage		Trips[1]	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Primary	to/from the west via Grant Avenue	14%	14%	38	37
	to/from the east via Grant Avenue	1%	1%	3	3
	to/from the north via County Road 90	1%	1%	3	3
	to/from the south via East Main Street	4%	4%	11	10
Pass-by[2]	east on Grant Avenue	35%	20%	97	52
	west on Grant Avenue	15%	30%	41	79
Diverted Link[2]	north on I-505	19%	9%	52	24
	south on I-505	11%	21%	30	55
			Total Net Project Trips	275	263

Notes: [1] The trip totals account for internalization and are the combined total of inbound and outbound trips.
[2] The direction of travel for the pass-by and diverted link trips were estimated based on the existing traffic flow distribution along Grant Avenue and I-505.

Source: *Trip Generation Handbook* (Institute of Transportation Engineers, 2004)

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

This section provides the analysis of the Existing Plus Project Scenario at the four study intersections. Figure 2 illustrates the forecasted intersection turning movement volumes and lane configurations.

Implementation of the proposed project would result in changes to the existing study roadway network. Based on the proximity of the intersections of Grant Avenue (SR 128)/County Road 90 and Grant Avenue (SR 128)/I-505 Southbound Ramps, and the additional traffic generated by the project, the project will reconstruct the segment of Grant Avenue between these two intersections to eliminate the southbound yield-controlled right-turn at the I-505 southbound off-ramp. Vehicles exiting the southbound off-ramp from I-505 will come to a complete stop at the terminus of the ramp before proceeding onto Grant Avenue.

Intersection Operations and Signal Warrant Analysis

Table 5 below summarizes the operations performance of the study intersections under Existing Plus Project Conditions (see Appendix A for calculations). This table indicates that during the PM peak hour, the intersection of Grant Avenue (SR 128)/County Road 90 operates at unacceptable LOS E conditions with the addition of project trips.

TABLE 5:
PEAK HOUR INTERSECTION OPERATIONS – EXISTING PLUS PROJECT CONDITIONS

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]
1. Grant Avenue (SR 128) / E. Main Street	Side Street Stop	14	B	24	C
2. Grant Avenue (SR 128) / County Road 90	Side Street Stop	20	C	**36**	**E**
3. Grant Avenue (SR 128) / I-505 Southbound Ramps	Side Street Stop	10	B	16	C
4. Grant Avenue (SR 128) / I-505 Northbound Ramps	Signal	8	A	9	A

Notes: [1] For signalized and all-way stop-controlled intersections, the overall average intersection control delay is reported in seconds per vehicle. For side-street stop control, the average control delay for the worst movement is reported in seconds per vehicle.
[2] Level of Service based on *Highway Capacity Manual* (Transportation Research Board, 2000)
BOLD text indicates that the intersection operates unacceptably based on the operations thresholds.

Source: Fehr & Peers, 2010

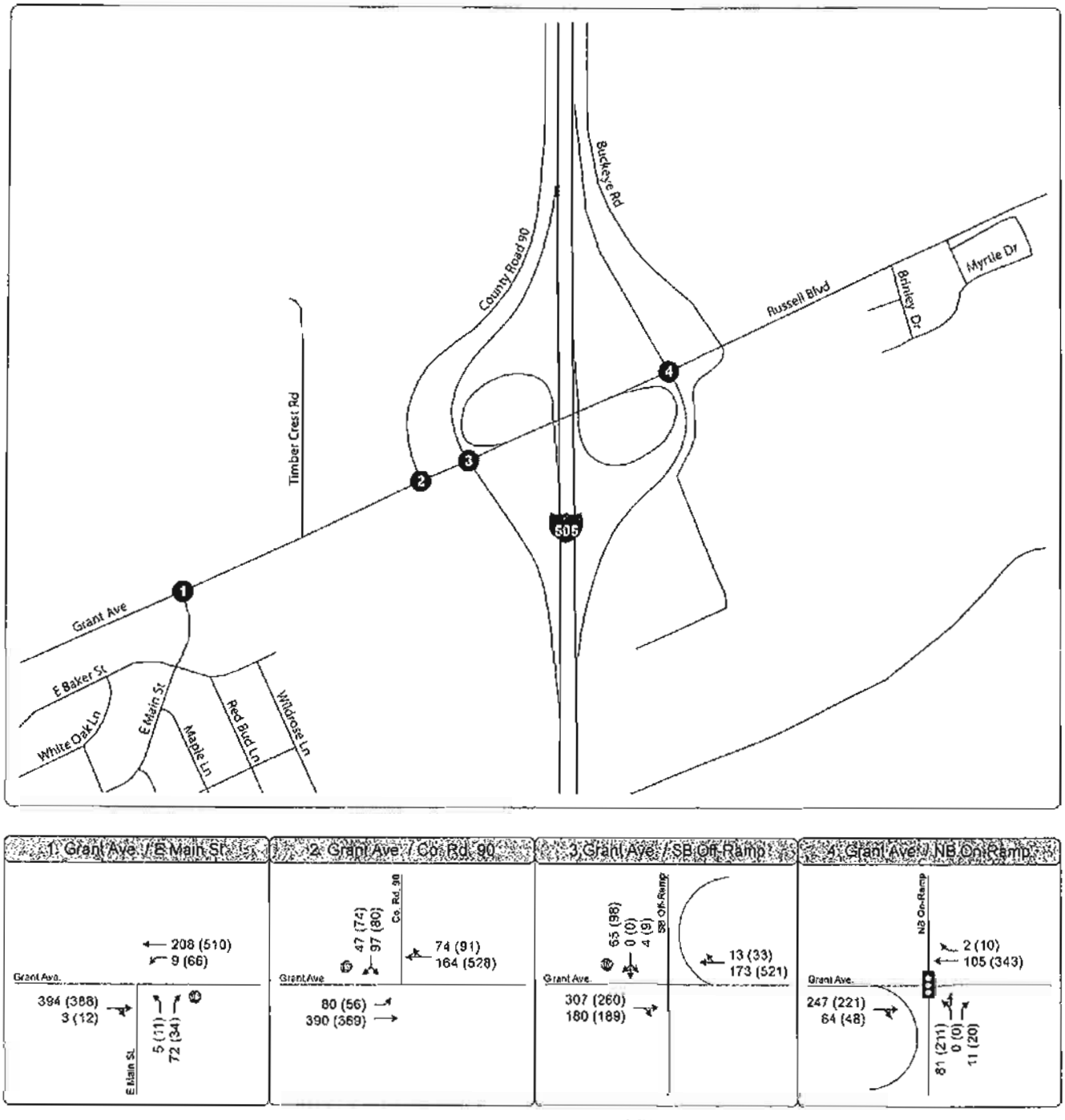
The queues on the southbound approach at the intersection of Grant Avenue (SR 128)/County Road 90 will extend north of the project driveway located nearest to Grant Avenue. This would make left turn movements out of this driveway difficult during peak traffic conditions, and could cause vehicle conflicts This condition would be addressed by limiting access to the southernmost driveway to right-in, right-out movements.

The three unsignalized study intersections were evaluated to determine if traffic signal control is warranted under Existing Plus Project Conditions. Based on the forecasted existing plus project intersection volumes, two of the unsignalized study intersections – Grant Avenue (SR 128)/County Road 90 and Grant Avenue (SR 128)/I-505 Southbound Ramps – satisfy the Caltrans peak hour volume warrant (see Appendix B for calculations).

REQUIRED ACCESS OR INTERSECTION IMPROVEMENTS

The installation of an interim traffic signal at the Grant Avenue/CR 90 intersection is required to maintain LOS D conditions.

No additional General Plan improvements are required.



LEGEND

- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Study Intersection
- Traffic Signal
- Stop Sign

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PEAK HOUR TRAFFIC VOLUME AND LANE CONFIGURATIONS EXISTING PLUS PROJECT CONDITIONS

FIGURE 2

4. EXISTING PLUS APPROVED CONDITIONS

This section provides the analysis of the Existing Plus Approved conditions at the four study intersections. Figure 3 illustrates the forecast intersection turning movement volumes and lane configurations.

Implementation of the approved projects would also result in changes to the existing study roadway network. The Winters Gateway (Jordan Parcels 1-3) development, located immediately south of the project site along Grant Avenue, would construct a project access at the northbound approach to the intersection of Grant Avenue (SR 128)/County Road 90.

Intersection Operations and Signal Warrant Analysis

Table 6 below summarizes the operations performance of the study intersections under Existing Plus Approved Conditions (see Appendix A for calculations). The level of service analysis indicates that the following intersections operate at unacceptable LOS E or F conditions.

- Grant Avenue (SR 128) / E. Main Street (PM peak hour only)
- Grant Avenue (SR 128) / County Road 90 (AM and PM peak hours)
- Grant Avenue (SR 128) / I-505 southbound Ramps (PM peak hour only)

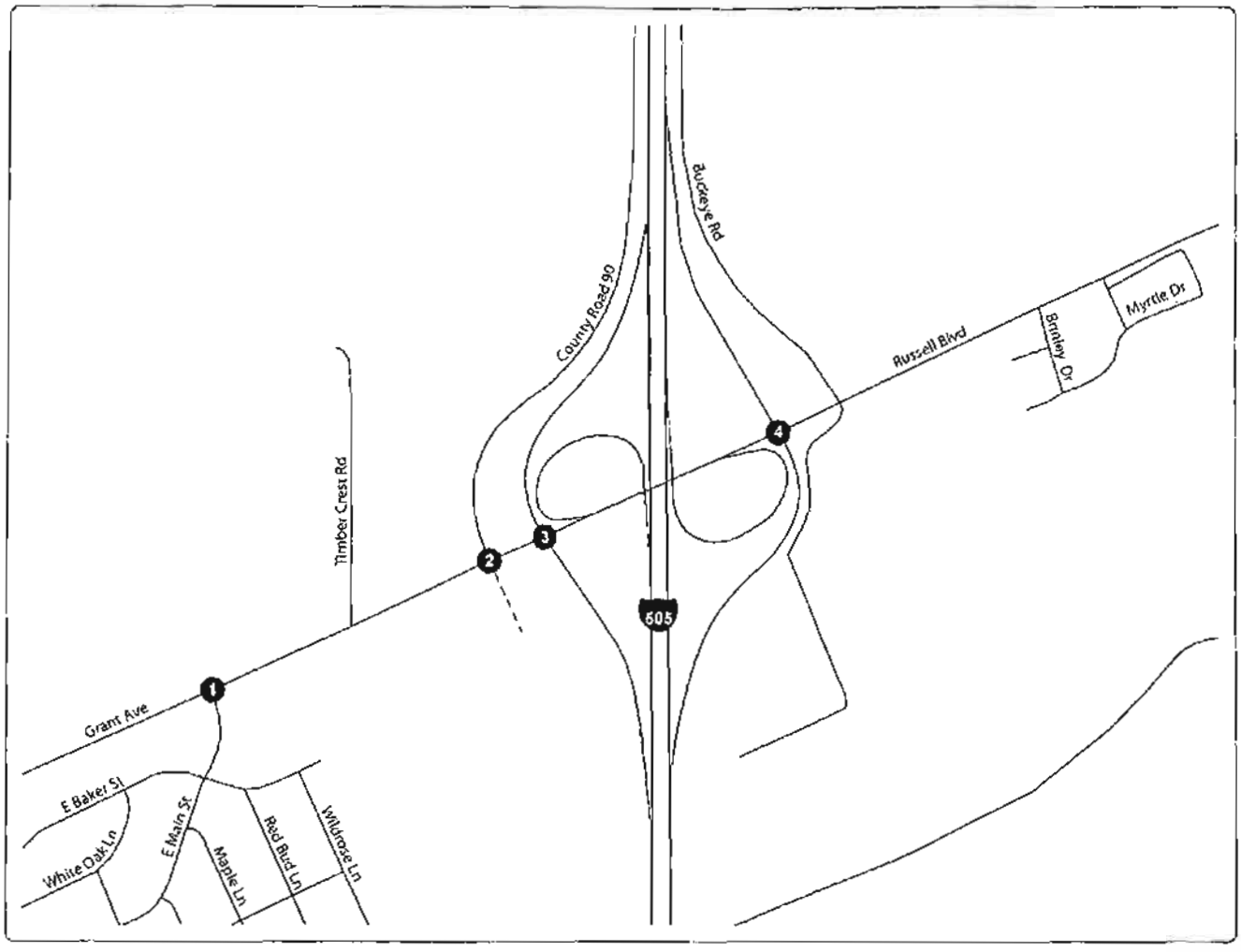
TABLE 6:
PEAK HOUR INTERSECTION OPERATIONS – EXISTING PLUS APPROVED CONDITIONS

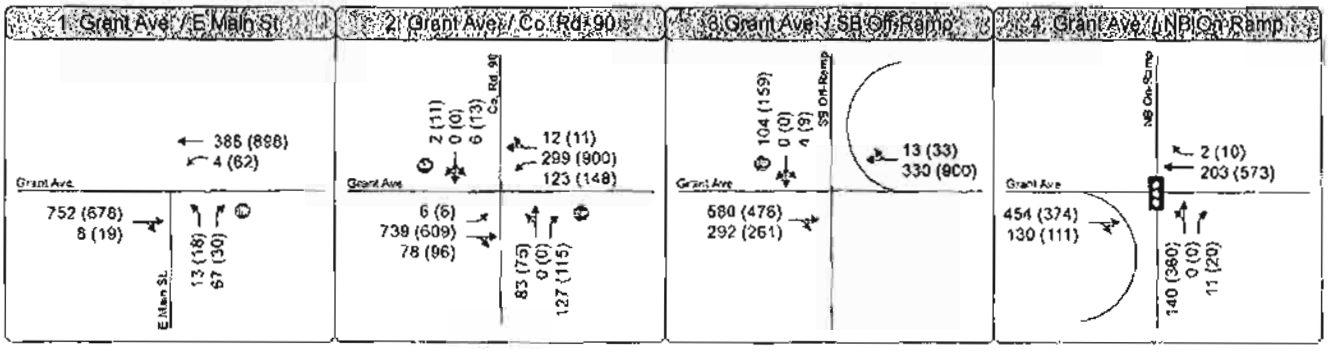
Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]
1. Grant Avenue (SR 128) / E. Main Street	Side Street Stop	26	D	**71**	**F**
2. Grant Avenue (SR 128) / County Road 90	Side Street Stop	**81**	**F**	**>150[3]**	**F**
3. Grant Avenue (SR 128) / I-505 Southbound Ramps	Side Street Stop	12	B	**48**	**E**
4. Grant Avenue (SR 128) / I-505 Northbound Ramps	Signal	8	A	12	B

Notes: [1] For signalized and all-way stop-controlled intersections, the overall average intersection control delay is reported in seconds per vehicle. For side-street stop control, the average control delay for the worst movement is reported in seconds per vehicle.
[2] Level of Service based on *Highway Capacity Manual* (Transportation Research Board, 2000)
[3] Delays greater than 2.5 minutes are not reported due to model insensitivity under extreme delays.
BOLD text indicates that the intersection operates unacceptably based on the operations thresholds.

Source: Fehr & Peers, 2010

The level of service conditions identified above can be addressed through the installation of traffic signals.





LEGEND

- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Study Intersection
- Traffic Signal
- Stop Sign

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PEAK HOUR TRAFFIC VOLUME AND LANE CONFIGURATIONS EXISTING PLUS APPROVED CONDITIONS

FIGURE 3

The three unsignalized study intersections were evaluated to determine if traffic signal control is warranted under Existing Plus Approved Conditions. Based on the forecasted existing plus approved intersection volumes, all three of the unsignalized study intersections – Grant Avenue (SR 128)/E. Main Street, Grant Avenue (SR 128)/County Road 90, and Grant Avenue (SR 128)/I-505 Southbound Ramps – satisfy the Caltrans peak hour volume warrant (see Appendix B for calculations).

REQUIRED ACCESS OR INTERSECTION IMPROVEMENTS

The installation of traffic signals at the following three intersections is required to maintain LOS D conditions.

- Grant Avenue/East Main Street
- Grant Avenue/County Road 90
- Grant Avenue/I-505 Southbound Ramps

The analysis of the Grant Avenue/County Road 90 intersection indicates that it is not feasible to provide a westbound left turn pocket for access into the Jordan parcel due to the close proximity of the intersection to the Grant Avenue/I-505 Southbound ramp intersection.

No additional General Plan improvements are required.

5. EXISTING PLUS APPROVED PLUS PROJECT CONDITIONS

This section provides an analysis of the Existing Plus Approved Plus Project Conditions to determine any needed access or intersection improvements. Figure 4 illustrates the forecast intersection turning movement volumes and lane configurations.

Intersection Operations and Signal Warrant Analysis

Table 7 below summarizes the operations performance of the study intersections under Existing Plus Approved Plus Project Conditions (see Appendix A for calculations). The level of service analysis indicates that the following study intersections operate at unacceptable LOS E or F conditions.

- Grant Avenue (SR 128) / E. Main Street (PM peak hour only)
- Grant Avenue (SR 128) / County Road 90 (AM and PM peak hours)
- Grant Avenue (SR 128) / I-505 Southbound Ramps (PM peak hour only)

TABLE 7:
PEAK HOUR INTERSECTION OPERATIONS – EXISTING PLUS APPROVED PLUS PROJECT CONDITIONS

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]
1. Grant Avenue (SR 128) / E. Main Street	Side Street Stop	28	D	79	**F**
2. Grant Avenue (SR 128) / County Road 90	Side Street Stop	>150[3]	**F**	>150[3]	**F**
3. Grant Avenue (SR 128) / I-505 Southbound Ramps	Side Street Stop	13	B	65	**F**
4. Grant Avenue (SR 128) / I-505 Northbound Ramps	Signal	9	A	12	B

Notes: [1] For signalized and all-way stop-controlled intersections, the overall average intersection control delay is reported in seconds per vehicle. For side-street stop control, the average control delay for the worst movement is reported in seconds per vehicle.
[2] Level of Service based on *Highway Capacity Manual* (Transportation Research Board, 2000)
[3] Delays greater than 2.5 minutes are not reported due to model insensitivity under extreme delays.
BOLD text indicates that the intersection operates unacceptably based on the operations thresholds.

Source: Fehr & Peers, 2010

The level of service conditions identified above can be addressed through the installation of traffic signals. As noted previously, the installation of a traffic signal at the Grant Avenue (SR 128)/County Road 90 intersection has the potential to generate westbound queues that could extend into the adjacent Grant Avenue (SR 128)/I-505 Southbound Ramp intersection. Of particular concern is the left turn pocket that would be constructed for access to the Jordan Parcels. An evaluation of Existing Plus Approved Plus Project Scenario conditions indicates that queues in the westbound left turn pocket would extend beyond the available storage length during both the AM and PM peak hours with the installation of a traffic signal.

The three unsignalized study intersections were evaluated to determine if traffic signal control is warranted under Existing Plus Approved Plus Project Conditions. Based on the forecasted existing plus approved plus project intersection volumes, all three of the unsignalized study intersections – Grant Avenue (SR 128)/E. Main Street, Grant Avenue (SR 128)/County Road 90, and Grant Avenue (SR 128)/I-505 Southbound Ramps – satisfy the Caltrans peak hour volume warrant (see Appendix B for calculations).

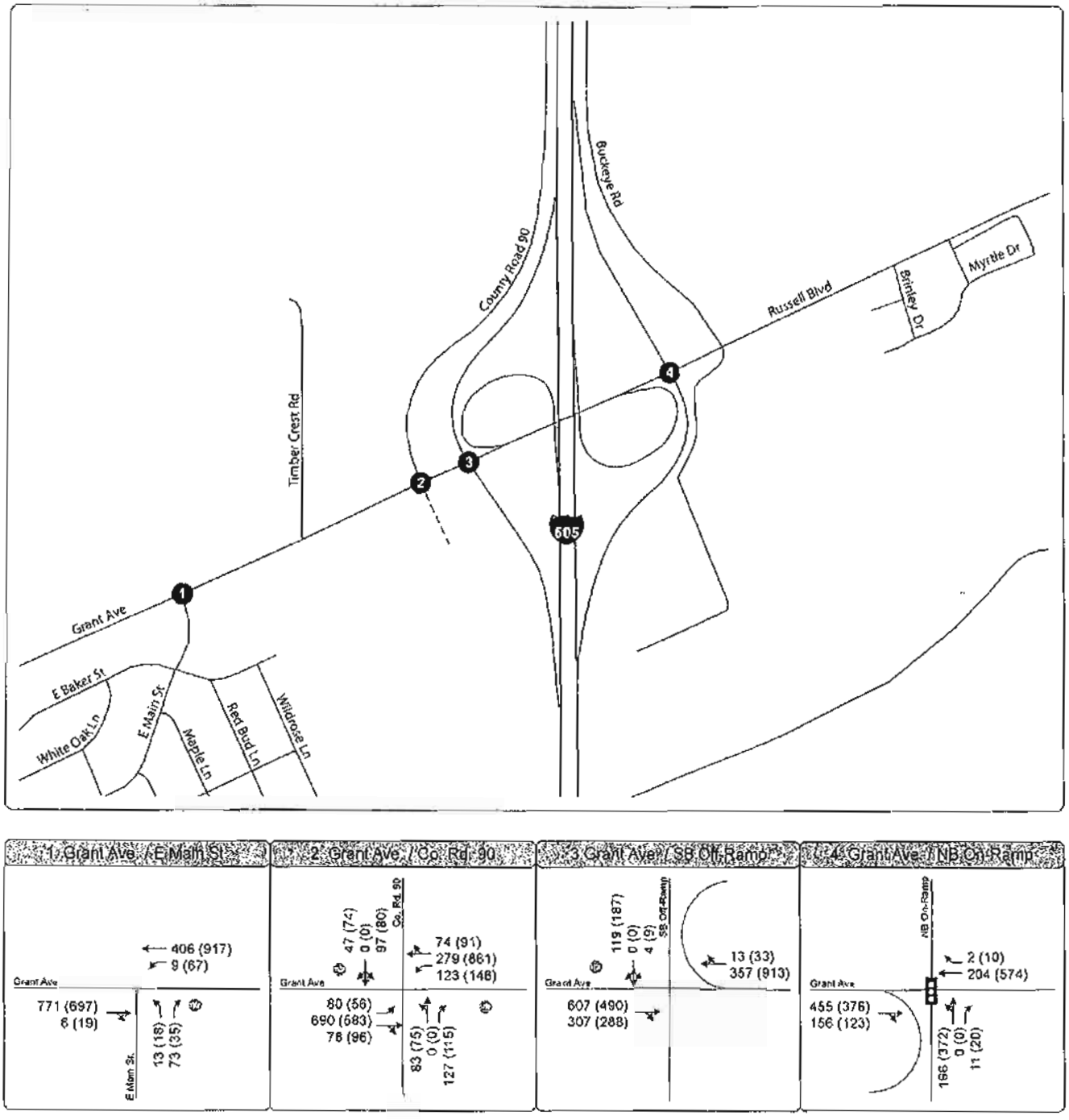
REQUIRED ACCESS OR INTERSECTION IMPROVEMENTS

The installation of traffic signals at the following three intersections is required to maintain LOS D conditions.

- Grant Avenue/East Main Street
- Grant Avenue/County Road 90
- Grant Avenue/I-505 Southbound Ramps

The analysis of the Grant Avenue/County Road 90 intersection indicates that it is not feasible to provide a westbound left turn pocket for access into the Jordan parcel due to the close proximity of the intersection to the Grant Avenue/I-505 Southbound ramp intersection.

No additional General Plan improvements are required.



LEGEND

	Turn Lane
AM (PM)	Peak Hour Traffic Volume
1	Study Intersection
	Traffic Signal
	Stop Sign

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PEAK HOUR TRAFFIC VOLUME AND LANE CONFIGURATIONS EXISTING PLUS APPROVED PLUS PROJECT CONDITIONS

FIGURE 4

APPENDIX A:
LOS CALCULATION WORKSHEETS

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	375	3	4	188	5	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	408	3	4	204	5	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			411		622	409
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			411		622	409
tC, single (s)			4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			100		99	89
cM capacity (veh/h)			1122		441	632

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	411	4	204	5	72
Volume Left	0	4	0	5	0
Volume Right	3	0	0	0	72
cSH	1700	1122	1700	441	632
Volume to Capacity	0.24	0.00	0.12	0.01	0.11
Queue Length 95th (ft)	0	0	0	1	10
Control Delay (s)	0.0	8.2	0.0	13.3	11.4
Lane LOS		A		B	B
Approach Delay (s)	0.0	0.2		11.6	
Approach LOS				B	

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	6	439	184	12	6	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	477	200	13	7	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	213				697	207
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	213				697	207
tC, single (s)	4.2				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.4
p0 queue free %	100				98	100
cM capacity (veh/h)	1328				398	821

Direction, Lane #	EB 1	EB 2	WB	SB
Volume Total	7	477	213	9
Volume Left	7	0	0	7
Volume Right	0	0	13	2
cSH	1328	1700	1700	457
Volume to Capacity	0.00	0.28	0.13	0.02
Queue Length 95th (ft)	0	0	0	1
Control Delay (s)	7.7	0.0	0.0	13.0
Lane LOS	A			B
Approach Delay (s)	0.1		0.0	13.0
Approach LOS				B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	33.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	280	165	0	146	13	0	0	0	4	0	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	304	179	0	159	14	0	0	0	4	0	54
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	159			484			560	553	394	560	649	166
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	159			484			560	553	394	560	649	166
tC, single (s)	4.2			4.2			7.2	6.6	6.3	7.2	6.6	6.3
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	100			100			100	100	100	99	100	94
cM capacity (veh/h)	1391			1054			404	434	644	432	382	866

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	484	173	59
Volume Left	0	0	4
Volume Right	179	14	54
cSH	1700	1700	806
Volume to Capacity	0.28	0.10	0.07
Queue Length 95th (ft)	0	0	6
Control Delay (s)	0.0	0.0	9.8
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.8
Approach LOS			A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	34.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		0.98			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1744			1776	1509		1687	1509			
Flt Permitted		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1744			1776	1509		1687	1509			
Volume (vph)	0	246	38	0	104	2	55	0	11	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	267	41	0	113	2	60	0	12	0	0	0
RTOR Reduction (vph)	0	12	0	0	0	1	0	0	7	0	0	0
Lane Group Flow (vph)	0	296	0	0	113	1	0	60	5	0	0	0
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type						Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)		8.3			8.3	8.3		10.1	10.1			
Effective Green, g (s)		8.3			8.3	8.3		10.1	10.1			
Actuated g/C Ratio		0.31			0.31	0.31		0.38	0.38			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		548			558	474		645	577			
v/s Ratio Prot		c0.17			0.06							
v/s Ratio Perm						0.00		0.04	0.00			
v/c Ratio		0.54			0.20	0.00		0.09	0.01			
Uniform Delay, d1		7.5			6.5	6.2		5.2	5.0			
Progression Factor		1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2		1.0			0.2	0.0		0.1	0.0			
Delay (s)		8.5			6.8	6.2		5.3	5.1			
Level of Service		A			A	A		A	A			
Approach Delay (s)		8.5			6.8			5.2			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	7.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	26.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	369	12	61	491	11	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	401	13	66	534	12	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			414		1074	408
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			414		1074	408
tC, single (s)			4.2		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			94		95	95
cM capacity (veh/h)			1118		224	633

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	414	66	534	12	32
Volume Left	0	66	0	12	0
Volume Right	13	0	0	0	32
cSH	1700	1118	1700	224	633
Volume to Capacity	0.24	0.06	0.31	0.05	0.05
Queue Length 95th (ft)	0	5	0	4	4
Control Delay (s)	0.0	8.4	0.0	22.0	11.0
Lane LOS		A		C	B
Approach Delay (s)	0.0	0.9		14.0	
Approach LOS				B	

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	6	395	567	11	13	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	429	616	12	14	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	628				1065	622
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	628				1065	622
tC, single (s)	4.2				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.4
p0 queue free %	99				94	97
cM capacity (veh/h)	930				240	478

Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2
Volume Total	7	429	628	26	
Volume Left	7	0	0	14	
Volume Right	0	0	12	12	
cSH	930	1700	1700	310	
Volume to Capacity	0.01	0.25	0.37	0.08	
Queue Length 95th (ft)	1	0	0	7	
Control Delay (s)	8.9	0.0	0.0	17.7	
Lane LOS	A			C	
Approach Delay (s)	0.1		0.0	17.7	
Approach LOS				C	

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	246	162	0	508	33	0	0	10	9	0	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	267	176	0	552	36	0	0	0	10	0	76
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	552			443			926	908	355	926	1014	570
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	552			443			926	908	355	926	1014	570
tC, single (s)	4.2			4.2			7.2	6.6	6.3	7.2	6.6	6.3
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	100			100			100	100	100	96	100	85
cM capacity (veh/h)	993			1091			208	270	677	244	234	512

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	443	588	86
Volume Left	0	0	10
Volume Right	176	36	76
cSH	1700	1700	455
Volume to Capacity	0.26	0.35	0.19
Queue Length 95th (ft)	0	0	17
Control Delay (s)	0.0	0.0	14.7
Lane LOS			B
Approach Delay (s)	0.0	0.0	14.7
Approach LOS			B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	40.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		0.98			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1742			1776	1509		1687	1509			
Flt Permitted		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1742			1776	1509		1687	1509			
Volume (vph)	0	219	36	0	342	10	199	0	20	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	238	39	0	372	11	216	0	22	0	0	0
RTOR Reduction (vph)	0	14	0	0	0	8	0	0	13	0	0	0
Lane Group Flow (vph)	0	263	0	0	372	3	0	216	9	0	0	0
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type						Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)		9.0			9.0	9.0		11.5	11.5			
Effective Green, g (s)		9.0			9.0	9.0		11.5	11.5			
Actuated g/C Ratio		0.32			0.32	0.32		0.40	0.40			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		550			561	477		681	609			
v/s Ratio Prot		0.15			c0.21							
v/s Ratio Perm						0.00		0.13	0.01			
v/c Ratio		0.48			0.66	0.01		0.32	0.01			
Uniform Delay, d1		7.9			8.4	6.7		6.8	5.1			
Progression Factor		1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2		0.7			2.9	0.0		0.3	0.0			
Delay (s)		8.5			11.4	6.7		6.1	5.1			
Level of Service		A			B	A		A	A			
Approach Delay (s)		8.5			11.3			6.0			0.0	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM Average Control Delay	9.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	28.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	394	3	9	208	5	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	428	3	10	226	5	78
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			432		676	430
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			432		676	430
tC, single (s)			4.2		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			99		99	87
cM capacity (veh/h)			1102		408	615

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	432	10	226	5	78
Volume Left	0	10	0	5	0
Volume Right	3	0	0	0	78
cSH	1700	1102	1700	408	615
Volume to Capacity	0.25	0.01	0.13	0.01	0.13
Queue Length 95th (ft)	0	1	0	1	11
Control Delay (s)	0.0	8.3	0.0	13.9	11.7
Lane LOS		A		B	B
Approach Delay (s)	0.0	0.3		11.9	
Approach LOS				B	

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	32.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	80	390	164	74	97	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	87	424	178	80	105	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	259				816	218
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	259				816	218
tC, single (s)	4.2				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.4
p0 queue free %	93				67	94
cM capacity (veh/h)	1277				317	809

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	87	424	259	157
Volume Left	87	0	0	105
Volume Right	0	0	80	51
cSH	1277	1700	1700	395
Volume to Capacity	0.07	0.25	0.15	0.40
Queue Length 95th (ft)	5	0	0	46
Control Delay (s)	8.0	0.0	0.0	20.0
Lane LOS	A			C
Approach Delay (s)	1.4		0.0	20.0
Approach LOS				C

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	307	180	0	173	13	0	0	0	4	0	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	334	196	0	188	14	0	0	0	4	0	71
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	188			529			697	620	432	627	724	195
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	188			529			697	620	432	627	724	195
tC, single (s)	4.2			4.2			7.2	6.6	6.3	7.2	6.6	6.3
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	100			100			100	100	100	99	100	92
cM capacity (veh/h)	1357			1013			319	398	610	389	346	834

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	529	202	75
Volume Left	0	0	4
Volume Right	196	14	71
cSH	1700	1700	782
Volume to Capacity	0.31	0.12	0.10
Queue Length 95th (ft)	0	0	8
Control Delay (s)	0.0	0.0	10.1
Lane LOS			B
Approach Delay (s)	0.0	0.0	10.1
Approach LOS			B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	38.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		0.97			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1726			1776	1509		1687	1509			
Flt Permitted		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1726			1776	1509		1687	1509			
Volume (vph)	0	247	64	0	105	2	81	0	11	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	268	70	0	114	2	88	0	12	0	0	0
RTOR Reduction (vph)	0	21	0	0	0	1	0	0	7	0	0	0
Lane Group Flow (vph)	0	317	0	0	114	1	0	88	5	0	0	0
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type						Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)		8.5			8.5	8.5		10.2	10.2			
Effective Green, g (s)		8.5			8.5	8.5		10.2	10.2			
Actuated g/C Ratio		0.32			0.32	0.32		0.38	0.38			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		549			565	480		644	576			
v/s Ratio Prot		c0.18			0.06							
v/s Ratio Perm						0.00		0.05	0.00			
v/c Ratio		0.58			0.20	0.00		0.14	0.01			
Uniform Delay, d1		7.6			6.6	6.2		5.4	5.1			
Progression Factor		1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2		1.5			0.2	0.0		0.1	0.0			
Delay (s)		9.1			6.8	6.2		5.5	5.1			
Level of Service		A			A	A		A	A			
Approach Delay (s)		9.1			6.8			5.4			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	7.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	26.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	28.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	388	12	66	510	11	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	422	13	72	554	12	37
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			435		1126	428
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			435		1126	428
tC, single (s)			4.2		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			93		94	94
cM capacity (veh/h)			1099		207	616

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	435	72	554	12	37
Volume Left	0	72	0	12	0
Volume Right	13	0	0	0	37
cSH	1700	1099	1700	207	616
Volume to Capacity	0.26	0.07	0.33	0.06	0.06
Queue Length 95th (ft)	0	5	0	5	5
Control Delay (s)	0.0	8.5	0.0	23.5	11.2
Lane LOS		A		C	B
Approach Delay (s)	0.0	1.0		14.2	
Approach LOS				B	

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	56	369	528	91	80	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	401	574	99	87	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	673				1146	623
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	673				1146	623
tC, single (s)	4.2				6.5	6.8
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.4
p0 queue free %	93				57	83
cM capacity (veh/h)	895				201	477

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	61	401	673	167
Volume Left	61	0	0	87
Volume Right	0	0	99	80
cSH	895	1700	1700	278
Volume to Capacity	0.07	0.24	0.40	0.60
Queue Length 95th (ft)	5	0	0	90
Control Delay (s)	9.3	0.0	0.0	35.8
Lane LOS	A			E
Approach Delay (s)	1.2		0.0	35.8
Approach LOS				E

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	260	189	0	521	33	0	0	0	9	0	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	283	205	0	566	36	0	0	0	10	0	107
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	566			488			1076	952	385	970	1072	584
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	566			488			1076	952	385	970	1072	584
tC, single (s)	4.2			4.2			7.2	6.6	6.3	7.2	6.6	6.3
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	100			100			100	100	100	96	100	79
cM capacity (veh/h)	981			1050			152	255	652	228	216	502

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	488	602	116
Volume Left	0	0	10
Volume Right	205	36	107
cSH	1700	1700	456
Volume to Capacity	0.29	0.35	0.26
Queue Length 95th (ft)	0	0	25
Control Delay (s)	0.0	0.0	15.6
Lane LOS			C
Approach Delay (s)	0.0	0.0	15.6
Approach LOS			C

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		0.98			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1733			1776	1509		1687	1509			
Flt Permitted		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1733			1776	1509		1687	1509			
Volume (vph)	0	221	48	0	343	10	211	0	20	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	240	52	0	373	11	229	0	22	0	0	0
RTOR Reduction (vph)	0	18	0	0	0	8	0	0	13	0	0	0
Lane Group Flow (vph)	0	274	0	0	373	3	0	229	9	0	0	0
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type						Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)		9.1			9.1	9.1		11.7	11.7			
Effective Green, g (s)		9.1			9.1	9.1		11.7	11.7			
Actuated g/C Ratio		0.32			0.32	0.32		0.41	0.41			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		548			561	477		685	613			
v/s Ratio Prot		0.16			c0.21							
v/s Ratio Perm						0.00		0.14	0.01			
v/c Ratio		0.50			0.66	0.01		0.33	0.01			
Uniform Delay, d1		8.0			8.5	6.8		5.9	5.1			
Progression Factor		1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2		0.7			3.0	0.0		0.3	0.0			
Delay (s)		8.7			11.5	6.8		6.2	5.1			
Level of Service		A			B	A		A	A			
Approach Delay (s)		8.7			11.4			6.1			0.0	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM Average Control Delay	9.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	28.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	36.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.96		0.96	
Flt Protected	0.95	1.00	1.00		0.97	
Satd. Flow (prot)	1687	1776	1701		1642	
Flt Permitted	0.95	1.00	1.00		0.97	
Satd. Flow (perm)	1687	1776	1701		1642	
Volume (vph)	80	390	164	174	97	47
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	424	178	80	105	51
RTOR Reduction (vph)	0	0	19	0	20	0
Lane Group Flow (vph)	87	424	239	0	136	0
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Turn Type	Prot					
Protected Phases	7	4	8		6	
Permitted Phases						
Actuated Green, G (s)	4.3	20.0	11.7		9.4	
Effective Green, g (s)	4.3	20.0	11.7		9.4	
Actuated g/C Ratio	0.11	0.53	0.31		0.25	
Clearance Time (s)	4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	194	950	532		413	
v/s Ratio Prot	0.05	c0.24	0.14		c0.08	
v/s Ratio Perm						
v/c Ratio	0.45	0.45	0.45		0.33	
Uniform Delay, d1	15.4	5.3	10.3		11.4	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	1.6	0.3	0.6		0.5	
Delay (s)	17.1	5.7	10.9		11.9	
Level of Service	B	A	B		B	
Approach Delay (s)		7.6	10.9		11.9	
Approach LOS		A	B		B	

Intersection Summary			
HCM Average Control Delay	9.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	37.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.98		0.94	
Flt Protected	0.95	1.00	1.00		0.97	
Satd. Flow (prot)	1687	1776	1740		1619	
Flt Permitted	0.95	1.00	1.00		0.97	
Satd. Flow (perm)	1687	1776	1740		1619	
Volume (vph)	56	369	528	91	80	74
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	401	574	99	87	80
RTOR Reduction (vph)	0	0	8	0	36	0
Lane Group Flow (vph)	61	401	665	0	131	0
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Turn Type	Prot					
Protected Phases	7	4	8		6	
Permitted Phases						
Actuated Green, G (s)	4.0	33.4	25.4		10.8	
Effective Green, g (s)	4.0	33.4	25.4		10.8	
Actuated g/C Ratio	0.08	0.64	0.49		0.21	
Clearance Time (s)	4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	129	1136	847		335	
v/s Ratio Prot	0.04	c0.23	c0.38		c0.08	
v/s Ratio Perm						
v/c Ratio	0.47	0.35	0.78		0.39	
Uniform Delay, d1	23.1	4.4	11.1		17.9	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	2.7	0.2	4.8		0.8	
Delay (s)	25.8	4.6	15.9		18.6	
Level of Service	C	A	B		B	
Approach Delay (s)		7.4	15.9		18.6	
Approach LOS		A	B		B	

Intersection Summary			
HCM Average Control Delay	13.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	52.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	752	8	4	386	13	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	817	9	4	420	14	73
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			826		1250	822
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			826		1250	822
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		92	80
cM capacity (veh/h)			796		188	371

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	826	4	420	14	73
Volume Left	0	4	0	14	0
Volume Right	9	0	0	0	73
cSH	1700	796	1700	188	371
Volume to Capacity	0.49	0.01	0.25	0.08	0.20
Queue Length 95th (ft)	0	0	0	6	18
Control Delay (s)	0.0	9.5	0.0	25.7	17.1
Lane LOS		A		D	C
Approach Delay (s)	0.0	0.1		18.5	
Approach LOS				C	

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	739	78	123	299	12	83	0	127	6	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	803	85	134	325	13	90	0	138	7	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									6			
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	338			888			1453	1464	846	1484	1500	332
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	338			888			1453	1464	846	1484	1500	332
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			82			2	100	62	88	100	100
cM capacity (veh/h)	1210			754			92	104	359	54	99	706

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	7	888	134	338	228	9
Volume Left	7	0	134	0	90	7
Volume Right	0	85	0	13	138	2
cSH	1210	1700	754	1700	232	70
Volume to Capacity	0.01	0.52	0.18	0.20	0.98	0.12
Queue Length 95th (ft)	0	0	16	0	225	10
Control Delay (s)	8.0	0.0	10.8	0.0	80.7	63.4
Lane LOS	A		B		F	F
Approach Delay (s)	0.1		3.1		80.7	63.4
Approach LOS					F	F

Intersection Summary			
Average Delay	12.8		
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	580	292	0	330	13	0	0	0	4	0	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	630	317	0	359	14	0	0	0	4	0	113
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	359			948			1268	1148	789	1155	1314	366
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	359			948			1268	1148	789	1155	1314	366
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	97	100	83
cM capacity (veh/h)	1189			716			120	197	387	172	157	675

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	948	373	117
Volume Left	0	0	4
Volume Right	317	14	113
cSH	1700	1700	609
Volume to Capacity	0.56	0.22	0.19
Queue Length 95th (ft)	0	0	18
Control Delay (s)	0.0	0.0	12.3
Lane LOS			B
Approach Delay (s)	0.0	0.0	12.3
Approach LOS			B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		0.97			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1772			1827	1553		1736	1553			
Flt Permitted		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1772			1827	1553		1736	1553			
Volume (vph)	0	454	130	0	203	2	140	0	11	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	493	141	0	221	2	152	0	12	0	0	0
RTOR Reduction (vph)	0	17	0	0	0	1	0	0	9	0	0	0
Lane Group Flow (vph)	0	617	0	0	221	1	0	152	3	0	0	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type						Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)		16.9			16.9	16.9		8.7	8.7			
Effective Green, g (s)		16.9			16.9	16.9		8.7	8.7			
Actuated g/C Ratio		0.50			0.50	0.50		0.26	0.26			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		891			919	781		450	402			
v/s Ratio Prot		c0.35			0.12							
v/s Ratio Perm						0.00		0.09	0.00			
v/c Ratio		0.69			0.24	0.00		0.34	0.01			
Uniform Delay, d1		6.4			4.7	4.2		10.1	9.2			
Progression Factor		1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2		2.3			0.1	0.0		0.4	0.0			
Delay (s)		8.7			4.9	4.2		10.6	9.3			
Level of Service		A			A	A		B	A			
Approach Delay (s)		8.7			4.9			10.5			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM Average Control Delay	8.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	33.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	678	19	62	898	18	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	737	21	67	976	20	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			758		1858	747
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			758		1858	747
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			92		73	92
cM capacity (veh/h)			845		73	410

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	758	67	976	20	33
Volume Left	0	67	0	20	0
Volume Right	21	0	0	0	33
cSH	1700	845	1700	73	410
Volume to Capacity	0.45	0.08	0.57	0.27	0.08
Queue Length 95th (ft)	0	6	0	24	6
Control Delay (s)	0.0	9.6	0.0	71.0	14.6
Lane LOS		A		F	B
Approach Delay (s)	0.0	0.6		35.7	
Approach LOS				E	

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	609	96	148	900	11	75	0	115	13	0	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	662	104	161	978	12	82	0	125	14	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									6			
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	990			766			2039	2039	714	2043	2085	984
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	990			766			2039	2039	714	2043	2085	984
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			81			0	100	71	42	100	96
cM capacity (veh/h)	690			838			34	45	428	25	42	299

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	7	766	161	990	207	26
Volume Left	7	0	161	0	82	14
Volume Right	0	104	0	12	125	12
cSH	690	1700	838	1700	79	42
Volume to Capacity	0.01	0.45	0.19	0.58	2.63	0.62
Queue Length 95th (ft)	1	0	18	0	497	57
Control Delay (s)	10.3	0.0	10.3	0.0	852.4	179.3
Lane LOS	B		B		F	F
Approach Delay (s)	0.1		1.4		852.4	179.3
Approach LOS					F	F

Intersection Summary			
Average Delay	84.6		
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	476	261	0	900	33	0	0	0	9	0	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	517	284	0	978	36	0	0	0	10	0	173
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	978			801			1828	1638	659	1655	1797	996
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	978			801			1828	1638	659	1655	1797	996
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	87	100	41
cM capacity (veh/h)	697			813			24	199	460	77	79	294

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	801	1014	183
Volume Left	0	0	10
Volume Right	284	36	173
cSH	1700	1700	256
Volume to Capacity	0.47	0.60	0.71
Queue Length 95th (ft)	0	0	122
Control Delay (s)	0.0	0.0	47.9
Lane LOS			E
Approach Delay (s)	0.0	0.0	47.9
Approach LOS			E

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		0.97			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1770			1827	1553		1736	1553			
Flt Permitted		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1770			1827	1553		1736	1553			
Volume (vph)	0	374	111	0	573	10	360	0	20	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	407	121	0	623	11	391	0	22	0	0	0
RTOR Reduction (vph)	0	19	0	0	0	3	0	0	14	0	0	0
Lane Group Flow (vph)	0	509	0	0	623	8	0	391	8	0	0	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type						Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)		18.9			18.9	18.9		14.3	14.3			
Effective Green, g (s)		18.9			18.9	18.9		14.3	14.3			
Actuated g/C Ratio		0.46			0.46	0.46		0.35	0.35			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		812			838	712		603	539			
v/s Ratio Prot		0.29			c0.34							
v/s Ratio Perm						0.00		0.23	0.00			
v/c Ratio		0.63			0.74	0.01		0.65	0.01			
Uniform Delay, d1		8.5			9.2	6.1		11.3	8.8			
Progression Factor		1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2		1.5			3.6	0.0		2.4	0.0			
Delay (s)		10.0			12.8	6.1		13.7	8.8			
Level of Service		A			B	A		B	A			
Approach Delay (s)		10.0			12.6			13.5			0.0	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM Average Control Delay	12.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	41.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1824		1736	1827	1736	1553
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	1824		1736	1827	1736	1553
Volume (vph)	752	8	4	386	13	67
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	817	9	4	420	14	73
RTOR Reduction (vph)	0	0	0	0	0	61
Lane Group Flow (vph)	826	0	4	420	14	12
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Turn Type			Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases						2
Actuated Green, G (s)	23.5		0.4	27.9	7.0	7.0
Effective Green, g (s)	23.5		0.4	27.9	7.0	7.0
Actuated g/C Ratio	0.55		0.01	0.65	0.16	0.16
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	999		16	1188	283	253
v/s Ratio Prot	c0.45		0.00	c0.23	c0.01	
v/s Ratio Perm						0.01
v/c Ratio	0.83		0.25	0.35	0.05	0.05
Uniform Delay, d1	8.0		21.1	3.4	15.1	15.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	5.7		8.1	0.2	0.1	0.1
Delay (s)	13.7		29.2	3.6	15.2	15.2
Level of Service	B		C	A	B	B
Approach Delay (s)	13.7			3.8	15.2	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	10.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	42.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.99		1.00	0.99			1.00	0.85		0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.96	
Satd. Flow (prot)	1736	1801		1736	1816			1736	1553		1706	
Flt Permitted	0.95	1.00		0.95	1.00			0.95	1.00		0.83	
Satd. Flow (perm)	1736	1801		1736	1816			1373	1553		1474	
Volume (vph)	6	739	78	123	299	12	83	0	127	6	0	2
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	803	85	134	325	13	90	0	138	7	0	2
RTOR Reduction (vph)	0	4	0	0	1	0	0	0	117	0	2	0
Lane Group Flow (vph)	7	884	0	134	337	0	0	90	21	0	7	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot			Perm		Perm	Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	0.6	39.5		6.9	45.8			10.7	10.7		10.7	
Effective Green, g (s)	0.6	39.5		6.9	45.8			10.7	10.7		10.7	
Actuated g/C Ratio	0.01	0.57		0.10	0.66			0.15	0.15		0.15	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	15	1030		173	1204			213	240		228	
v/s Ratio Prot	0.00	c0.49		c0.08	0.19							
v/s Ratio Perm								c0.07	0.01		0.00	
v/c Ratio	0.47	0.86		0.77	0.28			0.42	0.09		0.03	
Uniform Delay, d1	34.1	12.4		30.3	4.8			26.4	25.0		24.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	21.2	7.2		19.2	0.1			1.4	0.2		0.1	
Delay (s)	55.3	19.7		49.5	4.9			27.8	25.2		24.9	
Level of Service	E	B		D	A			C	C		C	
Approach Delay (s)		19.9			17.6			26.2			24.9	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	20.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	69.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	7	888	134	338	90	138	9
v/c Ratio	0.07	0.89	0.58	0.27	0.41	0.38	0.04
Control Delay	42.5	26.2	45.8	4.9	37.7	9.8	27.8
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	26.5	45.8	4.9	37.7	9.9	27.8
Queue Length 50th (ft)	3	314	60	35	39	0	3
Queue Length 95th (ft)	18	#661	#156	115	90	48	16
Internal Link Dist (ft)		2640		428	661		2591
Turn Bay Length (ft)	125		140			140	
Base Capacity (vph)	107	1161	267	1368	349	497	389
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	34	0	0	0	19	15
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.79	0.50	0.25	0.26	0.29	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0						4.0	
Lane Util. Factor		1.00			1.00						1.00	
Frt		0.95			0.99						0.87	
Flt Protected		1.00			1.00						1.00	
Satd. Flow (prot)		1744			1818						1586	
Flt Permitted		1.00			1.00						1.00	
Satd. Flow (perm)		1744			1818						1586	
Volume (vph)	0	580	292	0	380	13	0	0	0	4	0	104
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	630	317	0	359	14	0	0	0	4	0	113
RTOR Reduction (vph)	0	25	0	0	2	0	0	0	0	0	94	0
Lane Group Flow (vph)	0	922	0	0	371	0	0	0	0	0	23	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type										Perm		
Protected Phases		4			8						6	
Permitted Phases										6		
Actuated Green, G (s)		27.8			27.8						7.1	
Effective Green, g (s)		27.8			27.8						7.1	
Actuated g/C Ratio		0.65			0.65						0.17	
Clearance Time (s)		4.0			4.0						4.0	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		1130			1178						262	
v/s Ratio Prot		c0.53			0.20							
v/s Ratio Perm											0.01	
v/c Ratio		0.82			0.31						0.09	
Uniform Delay, d1		5.6			3.3						15.2	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		4.6			0.2						0.1	
Delay (s)		10.3			3.5						15.3	
Level of Service		B			A						B	
Approach Delay (s)		10.3			3.5			0.0			15.3	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM Average Control Delay	8.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	42.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		0.97			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1772			1827	1553		1736	1553			
Flt Permitted		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1772			1827	1553		1736	1553			
Volume (vph)	0	454	180	0	203	2	140	0	11	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	493	141	0	221	2	152	0	12	0	0	0
RTOR Reduction (vph)	0	17	0	0	0	1	0	0	9	0	0	0
Lane Group Flow (vph)	0	617	0	0	221	1	0	152	3	0	0	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type						Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)		16.9			16.9	16.9		8.7	8.7			
Effective Green, g (s)		16.9			16.9	16.9		8.7	8.7			
Actuated g/C Ratio		0.50			0.50	0.50		0.26	0.26			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		891			919	781		450	402			
v/s Ratio Prot		c0.35			0.12							
v/s Ratio Perm						0.00		0.09	0.00			
v/c Ratio		0.69			0.24	0.00		0.34	0.01			
Uniform Delay, d1		6.4			4.7	4.2		10.1	9.2			
Progression Factor		1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2		2.3			0.1	0.0		0.4	0.0			
Delay (s)		8.7			4.9	4.2		10.6	9.3			
Level of Service		A			A	A		B	A			
Approach Delay (s)		8.7			4.9			10.5			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM Average Control Delay	8.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	33.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1820		1736	1827	1736	1553
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	1820		1736	1827	1736	1553
Volume (vph)	678	19	62	898	18	30
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	737	21	67	976	20	33
RTOR Reduction (vph)	1	0	0	0	0	28
Lane Group Flow (vph)	757	0	67	976	20	5
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Turn Type			Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases						2
Actuated Green, G (s)	27.4		4.0	35.4	7.0	7.0
Effective Green, g (s)	27.4		4.0	35.4	7.0	7.0
Actuated g/C Ratio	0.54		0.08	0.70	0.14	0.14
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	989		138	1283	241	216
v/s Ratio Prot	0.42		0.04	c0.53	c0.01	
v/s Ratio Perm						0.00
v/c Ratio	0.77		0.49	0.76	0.08	0.02
Uniform Delay, d1	9.0		22.2	4.8	18.9	18.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.6		2.7	2.7	0.1	0.0
Delay (s)	12.6		24.9	7.5	19.1	18.8
Level of Service	B		C	A	B	B
Approach Delay (s)	12.6			8.6	18.9	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	10.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	50.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.98		1.00	1.00			1.00	0.85		0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.97	
Satd. Flow (prot)	1736	1790		1736	1824			1736	1553		1668	
Flt Permitted	0.95	1.00		0.95	1.00			0.74	1.00		0.85	
Satd. Flow (perm)	1736	1790		1736	1824			1352	1553		1456	
Volume (vph)	6	609	96	148	900	11	75	0	115	13	0	11
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	662	104	161	978	12	82	0	125	14	0	12
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	106	0	10	0
Lane Group Flow (vph)	7	759	0	161	990	0	0	82	19	0	16	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot			Perm		Perm	Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	0.6	34.3		8.0	41.7			9.9	9.9		9.9	
Effective Green, g (s)	0.6	34.3		8.0	41.7			9.9	9.9		9.9	
Actuated g/C Ratio	0.01	0.53		0.12	0.65			0.15	0.15		0.15	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	16	956		216	1185			208	239		225	
v/s Ratio Prot	0.00	0.42		c0.09	c0.54							
v/s Ratio Perm								c0.06	0.01		0.01	
v/c Ratio	0.44	0.79		0.75	0.84			0.39	0.08		0.07	
Uniform Delay, d1	31.6	12.1		27.1	8.6			24.4	23.3		23.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	18.0	4.6		13.1	5.2			1.2	0.1		0.1	
Delay (s)	49.6	16.7		40.2	13.9			25.7	23.4		23.3	
Level of Service	D	B		D	B			C	C		C	
Approach Delay (s)		17.0			17.5			24.3			23.3	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	18.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	64.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	7	766	161	990	82	125	26
v/c Ratio	0.06	0.83	0.58	0.81	0.38	0.35	0.10
Control Delay	40.7	22.6	39.9	14.3	35.0	9.9	22.3
Queue Delay	0.0	0.1	0.0	1.1	0.0	0.0	0.0
Total Delay	40.7	22.7	39.9	15.5	35.0	9.9	22.3
Queue Length 50th (ft)	3	247	60	171	31	0	5
Queue Length 95th (ft)	18	462	#175	#605	85	47	29
Internal Link Dist (ft)		2640		428	5653		2591
Turn Bay Length (ft)	125		140			140	
Base Capacity (vph)	113	1142	336	1375	346	490	391
Starvation Cap Reductn	0	0	0	180	0	0	0
Spillback Cap Reductn	0	17	0	0	0	12	10
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.68	0.48	0.83	0.24	0.26	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0						4.0	
Lane Util. Factor		1.00			1.00						1.00	
Frt		0.95			1.00						0.87	
Flt Protected		1.00			1.00						1.00	
Satd. Flow (prot)		1739			1818						1589	
Flt Permitted		1.00			1.00						1.00	
Satd. Flow (perm)		1739			1818						1589	
Volume (vph)	0	476	261	0	900	33	0	0	0	9	10	159
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	517	284	0	978	36	0	0	0	10	0	173
RTOR Reduction (vph)	0	27	0	0	2	0	0	0	0	0	145	0
Lane Group Flow (vph)	0	774	0	0	1012	0	0	0	0	0	38	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type										Perm		
Protected Phases		4			8						6	
Permitted Phases										6		
Actuated Green, G (s)		31.7			31.7						7.7	
Effective Green, g (s)		31.7			31.7						7.7	
Actuated g/C Ratio		0.67			0.67						0.16	
Clearance Time (s)		4.0			4.0						4.0	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		1163			1216						258	
v/s Ratio Prot		0.44			c0.56							
v/s Ratio Perm											0.02	
v/c Ratio		0.67			0.83						0.15	
Uniform Delay, d1		4.7			5.9						17.0	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		1.5			5.0						0.3	
Delay (s)		6.1			10.9						17.3	
Level of Service		A			B						B	
Approach Delay (s)		6.1			10.9			0.0			17.3	
Approach LOS		A			B			A			B	

Intersection Summary			
HCM Average Control Delay	9.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	47.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		0.97			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1770			1827	1553		1736	1553			
Flt Permitted		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1770			1827	1553		1736	1553			
Volume (vph)	0	374	111	0	573	10	360	0	20	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	407	121	0	623	11	391	0	22	0	0	0
RTOR Reduction (vph)	0	19	0	0	0	3	0	0	14	0	0	0
Lane Group Flow (vph)	0	509	0	0	623	8	0	391	8	0	0	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type						Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)		18.9			18.9	18.9		14.3	14.3			
Effective Green, g (s)		18.9			18.9	18.9		14.3	14.3			
Actuated g/C Ratio		0.46			0.46	0.46		0.35	0.35			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		812			838	712		603	539			
v/s Ratio Prot		0.29			c0.34							
v/s Ratio Perm						0.00		0.23	0.00			
v/c Ratio		0.63			0.74	0.01		0.65	0.01			
Uniform Delay, d1		8.5			9.2	6.1		11.3	8.8			
Progression Factor		1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2		1.5			3.6	0.0		2.4	0.0			
Delay (s)		10.0			12.8	6.1		13.7	8.8			
Level of Service		A			B	A		B	A			
Approach Delay (s)		10.0			12.6			13.5			0.0	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM Average Control Delay	12.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	41.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00			1.00			1.00	1.00		1.00	
Frt	1.00	0.99			1.00			1.00	0.85		0.97	
Flt Protected	0.95	1.00			1.00			0.95	1.00		0.96	
Satd. Flow (prot)	1736	1801			1820			1736	1553		1706	
Flt Permitted	0.95	1.00			1.00			0.75	1.00		0.82	
Satd. Flow (perm)	1736	1801			1820			1373	1553		1457	
Volume (vph)	6	769	78	0	422	12	88	0	127	6	0	2
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	803	85	0	459	13	90	0	138	7	0	2
RTOR Reduction (vph)	0	5	0	0	1	0	0	0	112	0	2	0
Lane Group Flow (vph)	7	883	0	0	471	0	0	90	26	0	7	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot						Perm		Perm	Perm		
Protected Phases	7	4			8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	0.5	30.1			25.6			8.9	8.9		8.9	
Effective Green, g (s)	0.5	30.1			25.6			8.9	8.9		8.9	
Actuated g/C Ratio	0.01	0.64			0.54			0.19	0.19		0.19	
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	18	1153			991			260	294		276	
v/s Ratio Prot	0.00	c0.49			0.26							
v/s Ratio Perm								c0.07	0.02		0.01	
v/c Ratio	0.39	0.77			0.47			0.35	0.09		0.03	
Uniform Delay, d1	23.1	6.0			6.6			16.5	15.7		15.5	
Progression Factor	1.00	1.00			1.00			1.00	1.00		1.00	
Incremental Delay, d2	13.4	3.1			0.4			0.8	0.1		0.0	
Delay (s)	36.4	9.0			6.9			17.3	15.8		15.6	
Level of Service	D	A			A			B	B		B	
Approach Delay (s)		9.3			6.9			16.4			15.6	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	9.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	47.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00			1.00			1.00	1.00		1.00	
Frt	1.00	0.98			1.00			1.00	0.85		0.94	
Flt Protected	0.95	1.00			1.00			0.95	1.00		0.97	
Satd. Flow (prot)	1736	1790			1824			1736	1553		1668	
Flt Permitted	0.95	1.00			1.00			0.74	1.00		0.84	
Satd. Flow (perm)	1736	1790			1824			1352	1553		1447	
Volume (vph)	6	609	96	0	1048	11	75	0	115	13	0	11
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	662	104	0	1139	12	82	0	125	14	0	12
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	108	0	10	0
Lane Group Flow (vph)	7	760	0	0	1151	0	0	82	17	0	16	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot						Perm		Perm	Perm		
Protected Phases	7	4			8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	0.6	55.7			51.1			9.8	9.8		9.8	
Effective Green, g (s)	0.6	55.7			51.1			9.8	9.8		9.8	
Actuated g/C Ratio	0.01	0.76			0.70			0.13	0.13		0.13	
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	14	1357			1268			180	207		193	
v/s Ratio Prot	0.00	c0.42			c0.63							
v/s Ratio Perm								c0.06	0.01		0.01	
v/c Ratio	0.50	0.56			0.91			0.46	0.08		0.08	
Uniform Delay, d1	36.3	6.7			9.2			29.4	27.9		27.9	
Progression Factor	1.00	1.00			1.00			1.00	1.00		1.00	
Incremental Delay, d2	25.4	0.5			9.5			1.8	0.2		0.2	
Delay (s)	61.7	4.3			18.8			31.2	28.1		28.1	
Level of Service	E	A			B			C	C		C	
Approach Delay (s)		4.8			18.8			29.3			28.1	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM Average Control Delay	14.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	73.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	771	8	9	406	13	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	838	9	10	441	14	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			847		1303	842
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			847		1303	842
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		92	78
cM capacity (veh/h)			782		173	361

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	847	10	441	14	79
Volume Left	0	10	0	14	0
Volume Right	9	0	0	0	79
cSH	1700	782	1700	173	361
Volume to Capacity	0.50	0.01	0.26	0.08	0.22
Queue Length 95th (ft)	0	1	0	7	21
Control Delay (s)	0.0	9.7	0.0	27.6	17.8
Lane LOS		A		D	C
Approach Delay (s)	0.0	0.2		19.3	
Approach LOS				C	

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	80	690	78	123	279	74	83	0	127	97	0	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	87	750	85	134	303	80	90	0	138	105	0	51
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									6			
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	384			835			1588	1617	792	1604	1620	343
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	384			835			1588	1617	792	1604	1620	343
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			83			0	100	64	0	100	93
cM capacity (veh/h)	1164			790			66	79	386	44	78	696

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	87	835	134	384	228	157
Volume Left	87	0	134	0	90	105
Volume Right	0	85	0	80	138	51
cSH	1164	1700	790	1700	152	64
Volume to Capacity	0.07	0.49	0.17	0.23	1.50	2.45
Queue Length 95th (ft)	6	0	15	0	379	385
Control Delay (s)	8.3	0.0	10.5	0.0	309.7	798.9
Lane LOS	A		B		F	F
Approach Delay (s)	0.8		2.7		309.7	798.9
Approach LOS					F	F

Intersection Summary			
Average Delay	108.5		
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	607	307	0	357	13	0	0	0	4	0	119
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	660	334	0	388	14	0	0	0	4	0	129
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	388			993			1351	1215	827	1222	1389	395
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	388			993			1351	1215	827	1222	1389	395
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	97	100	80
cM capacity (veh/h)	1160			688			101	180	369	155	141	650

Direction, Location	EB	WB	SB
Volume Total	993	402	134
Volume Left	0	0	4
Volume Right	334	14	129
cSH	1700	1700	589
Volume to Capacity	0.58	0.24	0.23
Queue Length 95th (ft)	0	0	22
Control Delay (s)	0.0	0.0	12.9
Lane LOS			B
Approach Delay (s)	0.0	0.0	12.9
Approach LOS			B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		0.97			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1764			1827	1553		1736	1553			
Flt Permitted		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1764			1827	1553		1736	1553			
Volume (vph)	0	455	156	0	204	2	166	0	11	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	495	170	0	222	2	180	0	12	0	0	0
RTOR Reduction (vph)	0	20	0	0	0	1	0	0	9	0	0	0
Lane Group Flow (vph)	0	645	0	0	222	1	0	180	3	0	0	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type						Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)		18.1			18.1	18.1		9.3	9.3			
Effective Green, g (s)		18.1			18.1	18.1		9.3	9.3			
Actuated g/C Ratio		0.51			0.51	0.51		0.26	0.26			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		902			934	794		456	408			
v/s Ratio Prot		c0.37			0.12							
v/s Ratio Perm						0.00		0.10	0.00			
v/c Ratio		0.72			0.24	0.00		0.39	0.01			
Uniform Delay, d1		6.7			4.8	4.2		10.7	9.6			
Progression Factor		1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2		2.7			0.1	0.0		0.6	0.0			
Delay (s)		9.4			4.9	4.2		11.3	9.6			
Level of Service		A			A	A		B	A			
Approach Delay (s)		9.4			4.9			11.2			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM Average Control Delay	8.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	35.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	697	19	67	917	18	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	758	21	73	997	20	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			778		1910	768
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			778		1910	768
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			91		71	90
cM capacity (veh/h)			830		67	398

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	778	73	997	20	38
Volume Left	0	73	0	20	0
Volume Right	21	0	0	0	38
cSH	1700	830	1700	67	398
Volume to Capacity	0.46	0.09	0.59	0.29	0.10
Queue Length 95th (ft)	0	7	0	26	8
Control Delay (s)	0.0	9.8	0.0	78.8	15.0
Lane LOS		A		F	B
Approach Delay (s)	0.0	0.7		36.7	
Approach LOS				E	

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	56	583	96	148	861	91	75	0	115	80	0	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	634	104	161	936	99	82	0	125	87	0	80
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									6			
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1035			738			2146	2164	686	2125	2167	985
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1035			738			2146	2164	686	2125	2167	985
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			81			0	100	72	0	100	73
cM capacity (veh/h)	664			859			20	34	444	21	34	298

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	61	738	161	1035	207	167
Volume Left	61	0	161	0	82	87
Volume Right	0	104	0	99	125	80
cSH	664	1700	859	1700	48	37
Volume to Capacity	0.09	0.43	0.19	0.61	4.28	4.50
Queue Length 95th (ft)	8	0	17	0	Err	Err
Control Delay (s)	11.0	0.0	10.2	0.0	Err	Err
Lane LOS	B		B		F	F
Approach Delay (s)	0.8		1.4		Err	Err
Approach LOS					F	F

Intersection Summary			
Average Delay	1579.5		
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	490	288	0	913	33	0	0	0	9	0	187
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	533	313	0	992	36	0	0	0	10	0	203
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	992			846			1903	1682	689	1699	1856	1010
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	992			846			1903	1682	689	1699	1856	1010
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	86	100	30
cM capacity (veh/h)	689			783			15	93	442	72	73	288

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	846	1028	213
Volume Left	0	0	10
Volume Right	313	36	203
cSH	1700	1700	253
Volume to Capacity	0.50	0.60	0.84
Queue Length 95th (ft)	0	0	169
Control Delay (s)	0.0	0.0	64.9
Lane LOS			F
Approach Delay (s)	0.0	0.0	64.9
Approach LOS			F

Intersection Summary			
Average Delay	6.6		
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		0.97			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1766			1827	1553		1736	1553			
Flt Permitted		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1766			1827	1553		1736	1553			
Volume (vph)	0	376	123	0	574	10	372	0	20	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	409	134	0	624	11	404	0	22	0	0	0
RTOR Reduction (vph)	0	21	0	0	0	3	0	0	14	0	0	0
Lane Group Flow (vph)	0	522	0	0	624	8	0	404	8	0	0	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type						Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)		19.1			19.1	19.1		14.6	14.6			
Effective Green, g (s)		19.1			19.1	19.1		14.6	14.6			
Actuated g/C Ratio		0.46			0.46	0.46		0.35	0.35			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		809			837	711		608	544			
v/s Ratio Prot		0.30			c0.34							
v/s Ratio Perm						0.00		0.23	0.00			
v/c Ratio		0.65			0.75	0.01		0.66	0.01			
Uniform Delay, d1		8.7			9.3	6.2		11.5	8.8			
Progression Factor		1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2		1.8			3.6	0.0		2.7	0.0			
Delay (s)		10.5			12.9	6.2		14.2	8.9			
Level of Service		B			B	A		B	A			
Approach Delay (s)		10.5			12.8			13.9			0.0	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	41.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1824		1736	1827	1736	1553
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	1824		1736	1827	1736	1553
Volume (vph)	771	8	9	406	13	73
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	838	9	10	441	14	79
RTOR Reduction (vph)	0	0	0	0	0	66
Lane Group Flow (vph)	847	0	10	441	14	13
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Turn Type			Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases						2
Actuated Green, G (s)	24.3		0.4	28.7	7.0	7.0
Effective Green, g (s)	24.3		0.4	28.7	7.0	7.0
Actuated g/C Ratio	0.56		0.01	0.66	0.16	0.16
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1014		16	1200	278	249
v/s Ratio Prot	c0.46		0.01	c0.24	0.01	
v/s Ratio Perm						c0.01
v/c Ratio	0.83		0.62	0.37	0.05	0.05
Uniform Delay, d1	8.0		21.6	3.4	15.5	15.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	6.0		57.6	0.2	0.1	0.1
Delay (s)	14.1		79.2	3.6	15.6	15.6
Level of Service	B		E	A	B	B
Approach Delay (s)	14.1			5.3	15.6	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	11.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	43.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.98		1.00	0.97			1.00	0.85		0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.97	
Satd. Flow (prot)	1736	1799		1736	1770			1736	1553		1689	
Flt Permitted	0.95	1.00		0.95	1.00			0.68	1.00		0.74	
Satd. Flow (perm)	1736	1799		1736	1770			1242	1553		1298	
Volume (vph)	80	690	78	123	279	74	83	0	127	97	0	47
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	750	85	134	303	80	90	0	138	105	0	51
RTOR Reduction (vph)	0	4	0	0	11	0	0	0	113	0	20	0
Lane Group Flow (vph)	87	831	0	134	372	0	0	90	25	0	136	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot			Perm		Perm	Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	6.4	36.9		8.3	38.8			12.7	12.7		12.7	
Effective Green, g (s)	6.4	36.9		8.3	38.8			12.7	12.7		12.7	
Actuated g/C Ratio	0.09	0.53		0.12	0.56			0.18	0.18		0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	159	950		206	982			226	282		236	
v/s Ratio Prot	0.05	c0.46		c0.08	0.21							
v/s Ratio Perm								0.07	0.02		c0.11	
v/c Ratio	0.55	0.87		0.65	0.38			0.40	0.09		0.58	
Uniform Delay, d1	30.4	14.5		29.4	8.8			25.2	23.8		26.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	3.8	9.0		7.2	0.2			1.2	0.1		3.4	
Delay (s)	34.2	23.5		36.6	9.0			26.4	23.9		29.6	
Level of Service	C	C		D	A			C	C		C	
Approach Delay (s)		24.5			16.2			24.9			29.6	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM Average Control Delay	22.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	69.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	87	835	134	383	90	138	156
v/c Ratio	0.42	0.88	0.52	0.39	0.41	0.35	0.61
Control Delay	42.1	29.6	41.4	10.7	36.9	8.9	38.7
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.2
Total Delay	42.1	29.9	41.4	10.7	36.9	8.9	38.9
Queue Length 50th (ft)	43	337	66	92	43	0	65
Queue Length 95th (ft)	94	#669	128	168	90	47	132
Internal Link Dist (ft)		2640		428	661		2591
Turn Bay Length (ft)	125		140			140	
Base Capacity (vph)	255	1069	343	1116	318	507	356
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	32	0	0	0	23	18
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.81	0.39	0.34	0.28	0.29	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0						4.0	
Lane Util. Factor		1.00			1.00						1.00	
Frt		0.95			1.00						0.87	
Flt Protected		1.00			1.00						1.00	
Satd. Flow (prot)		1744			1818						1585	
Flt Permitted		1.00			1.00						1.00	
Satd. Flow (perm)		1744			1818						1585	
Volume (vph)	0	607	307	0	357	13	0	0	0	4	0	119
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	660	334	0	388	14	0	0	0	4	0	129
RTOR Reduction (vph)	0	25	0	0	2	0	0	0	0	0	108	0
Lane Group Flow (vph)	0	969	0	0	400	0	0	0	0	0	25	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type										Perm		
Protected Phases		4			8						6	
Permitted Phases										6		
Actuated Green, G (s)		30.6			30.6						7.4	
Effective Green, g (s)		30.6			30.6						7.4	
Actuated g/C Ratio		0.67			0.67						0.16	
Clearance Time (s)		4.0			4.0						4.0	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		1160			1209						255	
v/s Ratio Prot		c0.56			0.22							
v/s Ratio Perm											0.02	
v/c Ratio		0.83			0.33						0.10	
Uniform Delay, d1		5.8			3.3						16.5	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		5.3			0.2						0.2	
Delay (s)		11.1			3.5						16.6	
Level of Service		B			A						B	
Approach Delay (s)		11.1			3.5			0.0			16.6	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM Average Control Delay	9.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	46.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		0.97			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1764			1827	1553		1736	1553			
Flt Permitted		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1764			1827	1553		1736	1553			
Volume (vph)	0	455	156	0	204	2	166	0	11	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	495	170	0	222	2	180	0	12	0	0	0
RTOR Reduction (vph)	0	20	0	0	0	1	0	0	9	0	0	0
Lane Group Flow (vph)	0	645	0	0	222	1	0	180	3	0	0	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type						Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)		18.1			18.1	18.1		9.3	9.3			
Effective Green, g (s)		18.1			18.1	18.1		9.3	9.3			
Actuated g/C Ratio		0.51			0.51	0.51		0.26	0.26			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		902			934	794		456	408			
v/s Ratio Prot		c0.37			0.12							
v/s Ratio Perm						0.00		0.10	0.00			
v/c Ratio		0.72			0.24	0.00		0.39	0.01			
Uniform Delay, d1		6.7			4.8	4.2		10.7	9.6			
Progression Factor		1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2		2.7			0.1	0.0		0.6	0.0			
Delay (s)		9.4			4.9	4.2		11.3	9.6			
Level of Service		A			A	A		B	A			
Approach Delay (s)		9.4			4.9			11.2			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM Average Control Delay	8.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	35.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1820		1736	1827	1736	1553
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	1820		1736	1827	1736	1553
Volume (vph)	697	19	67	917	18	35
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	758	21	73	997	20	38
RTOR Reduction (vph)	1	0	0	0	0	33
Lane Group Flow (vph)	778	0	73	997	20	5
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Turn Type			Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases						2
Actuated Green, G (s)	28.4		4.1	36.5	7.0	7.0
Effective Green, g (s)	28.4		4.1	36.5	7.0	7.0
Actuated g/C Ratio	0.55		0.08	0.71	0.14	0.14
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1004		138	1295	236	211
v/s Ratio Prot	0.43		0.04	c0.55	c0.01	
v/s Ratio Perm						0.00
v/c Ratio	0.77		0.53	0.77	0.08	0.02
Uniform Delay, d1	9.0		22.8	4.8	19.4	19.3
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.8		3.6	2.8	0.2	0.0
Delay (s)	12.8		26.4	7.6	19.6	19.3
Level of Service	B		C	A	B	B
Approach Delay (s)	12.8			8.9	19.4	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	10.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	51.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.98		1.00	0.99			1.00	0.85		0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.97	
Satd. Flow (prot)	1736	1788		1736	1801			1736	1553		1665	
Flt Permitted	0.95	1.00		0.95	1.00			0.59	1.00		0.79	
Satd. Flow (perm)	1736	1788		1736	1801			1084	1553		1355	
Volume (vph)	156	583	96	148	861	91	75	0	115	80	0	74
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	634	104	161	936	99	82	0	125	87	0	80
RTOR Reduction (vph)	0	6	0	0	4	0	0	0	107	0	38	0
Lane Group Flow (vph)	61	732	0	161	1031	0	0	82	18	0	129	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot			Perm		Perm	Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	5.2	45.8		10.2	50.8			11.7	11.7		11.7	
Effective Green, g (s)	5.2	45.8		10.2	50.8			11.7	11.7		11.7	
Actuated g/C Ratio	0.07	0.57		0.13	0.64			0.15	0.15		0.15	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	113	1027		222	1148			159	228		199	
v/s Ratio Prot	0.04	0.41		c0.09	c0.57							
v/s Ratio Perm								0.08	0.01		c0.09	
v/c Ratio	0.54	0.71		0.73	0.90			0.52	0.08		0.65	
Uniform Delay, d1	36.1	12.2		33.4	12.3			31.4	29.4		32.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	4.9	2.4		11.1	9.5			2.8	0.2		7.0	
Delay (s)	41.0	14.6		44.6	21.7			34.2	29.5		39.1	
Level of Service	D	B		D	C			C	C		D	
Approach Delay (s)		16.6			24.8			31.4			39.1	
Approach LOS		B			C			C			D	

Intersection Summary			
HCM Average Control Delay	23.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	79.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	61	738	161	1035	82	125	167
v/c Ratio	0.35	0.73	0.71	0.88	0.49	0.37	0.69
Control Delay	41.8	18.5	53.8	26.2	42.5	9.7	39.2
Queue Delay	0.0	0.1	0.0	9.1	0.0	0.0	0.2
Total Delay	41.8	18.6	53.8	35.2	42.5	9.8	39.4
Queue Length 50th (ft)	30	254	82	455	40	0	60
Queue Length 95th (ft)	70	438	#189	#877	86	46	129
Internal Link Dist (ft)		2640		428	565		2591
Turn Bay Length (ft)	125		140			140	
Base Capacity (vph)	226	1073	246	1178	229	420	316
Starvation Cap Reductn	0	0	0	128	0	0	0
Spillback Cap Reductn	0	16	0	0	0	13	11
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.70	0.65	0.99	0.36	0.31	0.55

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0						4.0	
Lane Util. Factor		1.00			1.00						1.00	
Frt		0.95			1.00						0.87	
Flt Protected		1.00			1.00						1.00	
Satd. Flow (prot)		1736			1818						1588	
Flt Permitted		1.00			1.00						1.00	
Satd. Flow (perm)		1736			1818						1588	
Volume (vph)	0	490	288	0	918	39	0	0	0	9	0	187
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	533	313	0	992	36	0	0	0	10	0	203
RTOR Reduction (vph)	0	29	0	0	2	0	0	0	0	0	154	0
Lane Group Flow (vph)	0	817	0	0	1026	0	0	0	0	0	59	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type										Perm		
Protected Phases		4			8						6	
Permitted Phases										6		
Actuated Green, G (s)		33.1			33.1						8.3	
Effective Green, g (s)		33.1			33.1						8.3	
Actuated g/C Ratio		0.67			0.67						0.17	
Clearance Time (s)		4.0			4.0						4.0	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		1163			1218						267	
v/s Ratio Prot		0.47			c0.56							
v/s Ratio Perm											0.04	
v/c Ratio		0.70			0.84						0.22	
Uniform Delay, d1		5.1			6.2						17.8	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		1.9			5.5						0.4	
Delay (s)		7.0			11.6						18.2	
Level of Service		A			B						B	
Approach Delay (s)		7.0			11.6			0.0			18.2	
Approach LOS		A			B			A			B	

Intersection Summary			
HCM Average Control Delay	10.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	49.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		0.97			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1766			1827	1553		1736	1553			
Flt Permitted		1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1766			1827	1553		1736	1553			
Volume (vph)	0	676	123	0	624	10	372	0	20	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	409	134	0	624	11	404	0	22	0	0	0
RTOR Reduction (vph)	0	21	0	0	0	3	0	0	14	0	0	0
Lane Group Flow (vph)	0	522	0	0	624	8	0	404	8	0	0	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type						Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases						8	2		2			
Actuated Green, G (s)		19.1			19.1	19.1		14.6	14.6			
Effective Green, g (s)		19.1			19.1	19.1		14.6	14.6			
Actuated g/C Ratio		0.46			0.46	0.46		0.35	0.35			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		809			837	711		608	544			
v/s Ratio Prot		0.30			c0.34							
v/s Ratio Perm						0.00		0.23	0.00			
v/c Ratio		0.65			0.75	0.01		0.66	0.01			
Uniform Delay, d1		8.7			9.3	6.2		11.5	8.8			
Progression Factor		1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2		1.8			3.6	0.0		2.7	0.0			
Delay (s)		10.5			12.9	6.2		14.2	8.9			
Level of Service		B			B	A		B	A			
Approach Delay (s)		10.5			12.8			13.9			0.0	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	41.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00			1.00			1.00	1.00		1.00	
Frt	1.00	0.98			0.98			1.00	0.85		0.96	
Flt Protected	0.95	1.00			1.00			0.95	1.00		0.97	
Satd. Flow (prot)	1736	1799			1789			1736	1553		1689	
Flt Permitted	0.95	1.00			1.00			0.71	1.00		0.74	
Satd. Flow (perm)	1736	1799			1789			1296	1553		1298	
Volume (vph)	80	690	78	0	402	74	83	0	127	97	0	47
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	750	85	0	437	80	90	0	138	105	0	51
RTOR Reduction (vph)	0	6	0	0	9	0	0	0	108	0	19	0
Lane Group Flow (vph)	87	829	0	0	508	0	0	90	30	0	137	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot						Perm		Perm	Perm		
Protected Phases	7	4			8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	4.4	30.1			21.7			10.8	10.8		10.8	
Effective Green, g (s)	4.4	30.1			21.7			10.8	10.8		10.8	
Actuated g/C Ratio	0.09	0.62			0.44			0.22	0.22		0.22	
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	156	1107			794			286	343		287	
v/s Ratio Prot	0.05	c0.46			0.28							
v/s Ratio Perm								0.07	0.02		c0.11	
v/c Ratio	0.56	0.75			0.64			0.31	0.09		0.48	
Uniform Delay, d1	21.3	6.7			10.6			16.0	15.1		16.6	
Progression Factor	1.00	1.00			1.00			1.00	1.00		1.00	
Incremental Delay, d2	4.3	2.8			1.7			0.6	0.1		1.3	
Delay (s)	25.6	9.5			12.3			16.6	15.3		17.9	
Level of Service	C	A			B			B	B		B	
Approach Delay (s)		11.0			12.3			15.8			17.9	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	12.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	48.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00			1.00			1.00	1.00		1.00	
Frt	1.00	0.98			0.99			1.00	0.85		0.94	
Flt Protected	0.95	1.00			1.00			0.95	1.00		0.97	
Satd. Flow (prot)	1736	1788			1807			1736	1553		1665	
Flt Permitted	0.95	1.00			1.00			0.59	1.00		0.79	
Satd. Flow (perm)	1736	1788			1807			1084	1553		1355	
Volume (vph)	56	583	98	0	1009	91	75	0	115	80	0	74
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	634	104	0	1097	99	82	0	125	87	0	80
RTOR Reduction (vph)	0	6	0	0	3	0	0	0	107	0	38	0
Lane Group Flow (vph)	61	732	0	0	1193	0	0	82	18	0	129	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot						Perm		Perm	Perm		
Protected Phases	7	4			8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	5.2	60.2			51.0			11.7	11.7		11.7	
Effective Green, g (s)	5.2	60.2			51.0			11.7	11.7		11.7	
Actuated g/C Ratio	0.07	0.75			0.64			0.15	0.15		0.15	
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	113	1347			1153			159	227		198	
v/s Ratio Prot	0.04	c0.41			c0.66							
v/s Ratio Perm								0.08	0.01		c0.09	
v/c Ratio	0.54	0.54			1.03			0.52	0.08		0.65	
Uniform Delay, d1	36.2	4.1			14.5			31.5	29.5		32.2	
Progression Factor	1.00	1.00			1.00			1.00	1.00		1.00	
Incremental Delay, d2	4.9	0.5			35.9			2.8	0.2		7.2	
Delay (s)	41.1	4.6			50.4			34.3	29.6		39.3	
Level of Service	D	A			D			C	C		D	
Approach Delay (s)		7.4			50.4			31.5			39.3	
Approach LOS		A			D			C			D	

Intersection Summary			
HCM Average Control Delay	33.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	79.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX B:
SIGNAL WARRANT CALCULATION WORKSHEETS

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Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing
Peak Hour AM

Major Street Grant Avenue
Minor Street East Main Street

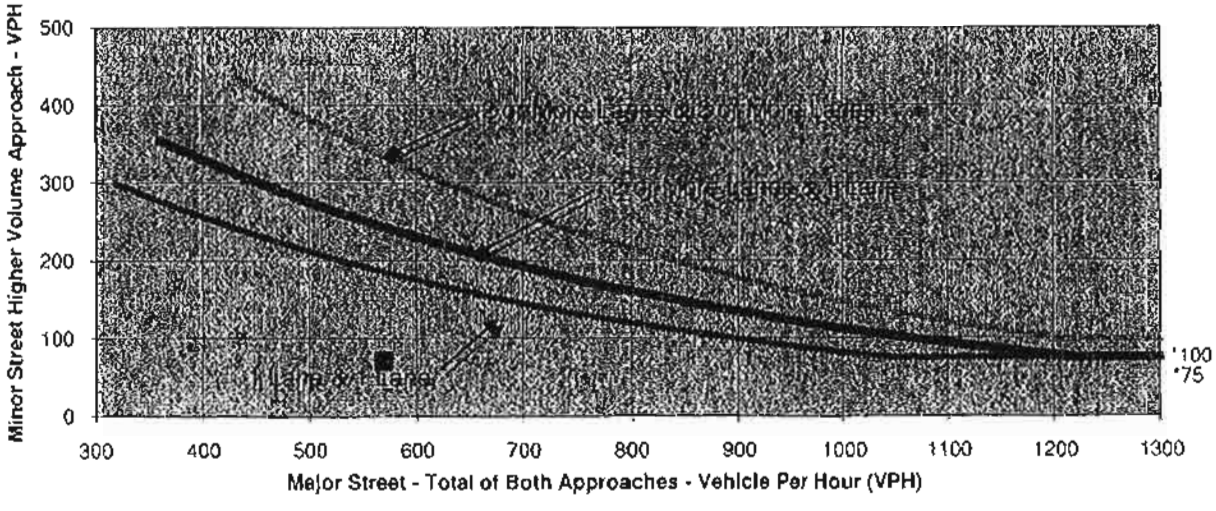
Turn Movement Volumes

	NB	SB	EB	WB
Left	5	0	0	4
Through	0	0	375	188
Right	66	0	3	0
Total	71	0	378	192

Major Street Direction

	North/South
x	East/West

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



* Note: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	East Main Street	
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	570	71	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing
Peak Hour PM

Major Street Grant Avenue
Minor Street East Main Street

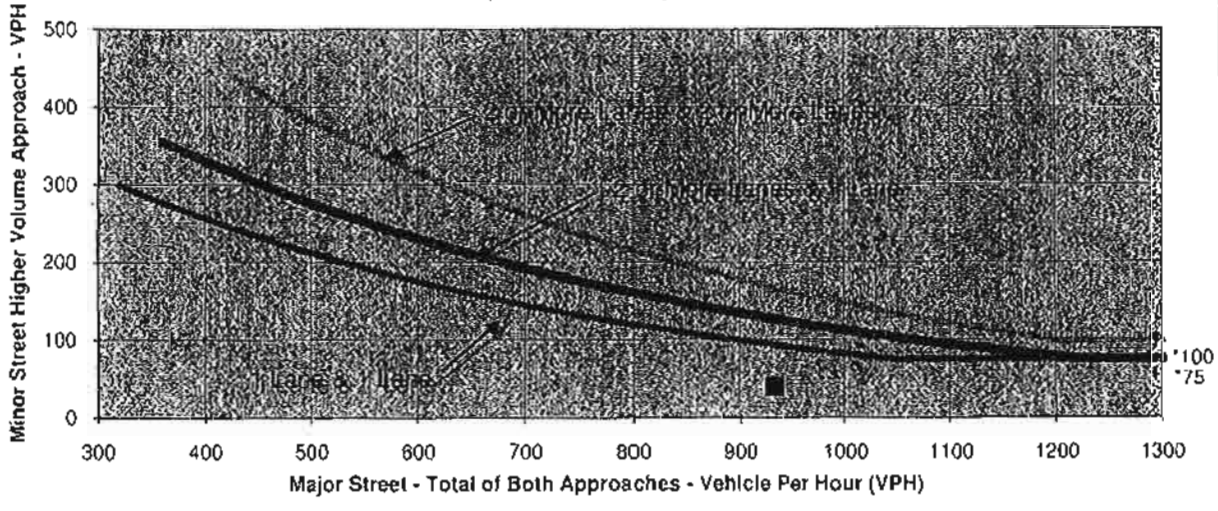
Turn Movement Volumes

	NB	SB	EB	WB
Left	11	0	0	61
Through	0	0	369	491
Right	29	0	12	0
Total	40	0	381	552

Major Street Direction

North/South
x East/West

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



* Note: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Grant Avenue	Minor Street East Main Street	Warrant Met
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	933	40	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing
Peak Hour AM

Major Street Grant Avenue
Minor Street County Road 90

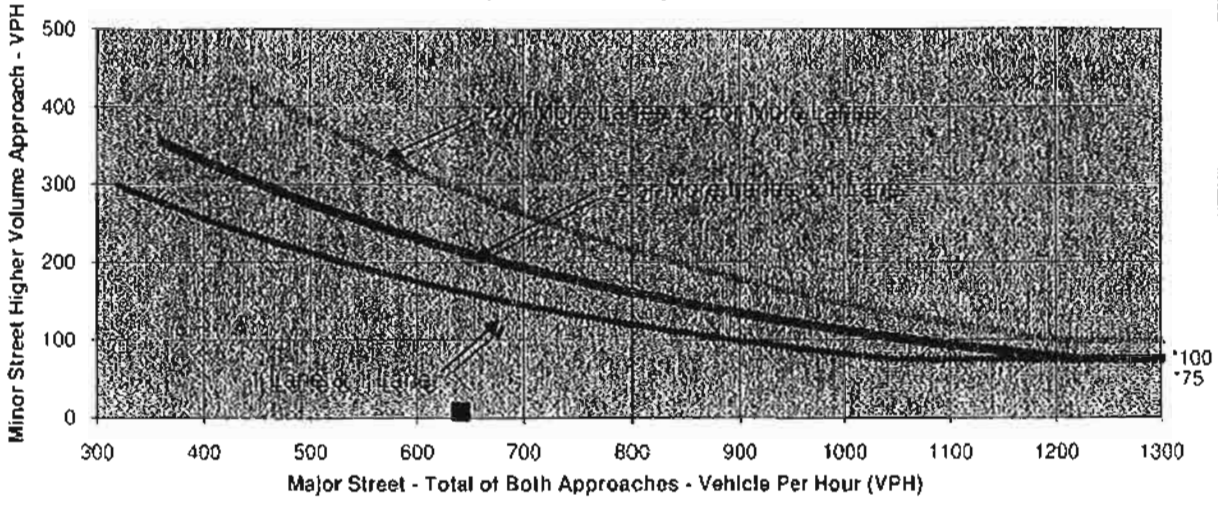
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	6	6	0
Through	0	0	439	184
Right	0	2	0	12
Total	0	8	445	196

Major Street Direction

	North/South
x	East/West

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



* Note: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	County Road 90	
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	641	8	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing
Peak Hour PM

Major Street Grant Avenue
Minor Street County Road 90

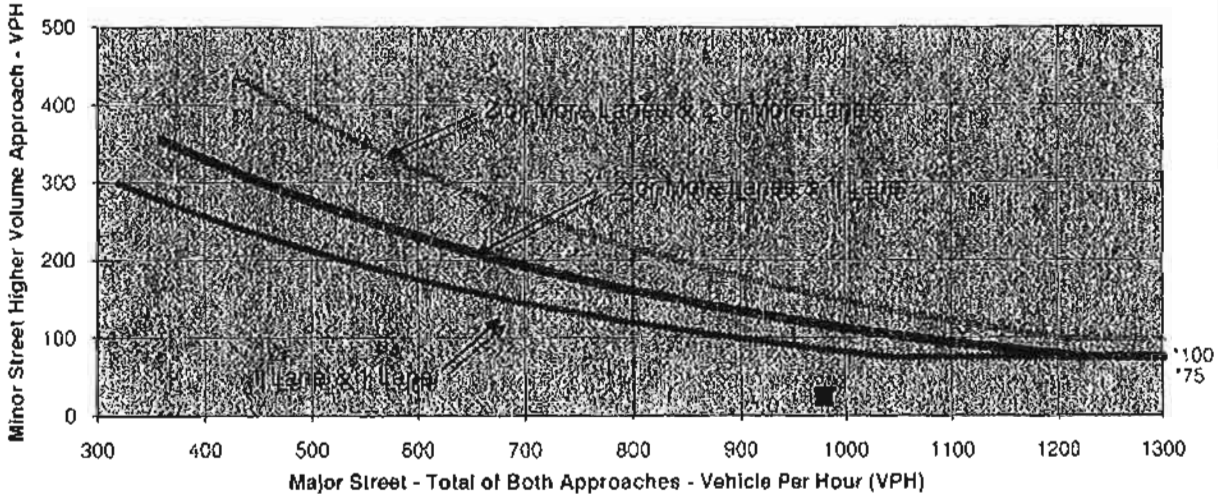
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	13	6	0
Through	0	0	395	567
Right	0	11	0	11
Total	0	24	401	578

Major Street Direction

	North/South
x	East/West

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



* Note: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	County Road 90	
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	979	24	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing
Peak Hour AM

Major Street Grant Avenue
Minor Street I-505 SB Ramps

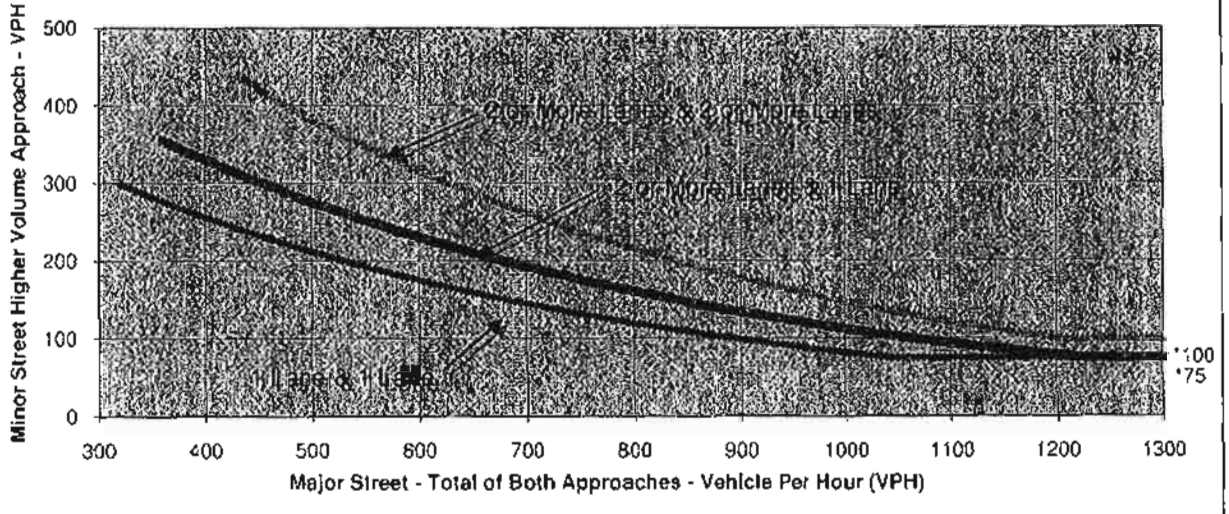
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	4	0	0
Through	0	0	280	146
Right	0	50	165	0
Total	0	54	445	146

Major Street Direction

North/South
x East/West

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



* Note: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	I-505 SB Ramps	
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	591	54	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing
Peak Hour PM

Major Street Grant Avenue
Minor Street I-505 SB Ramps

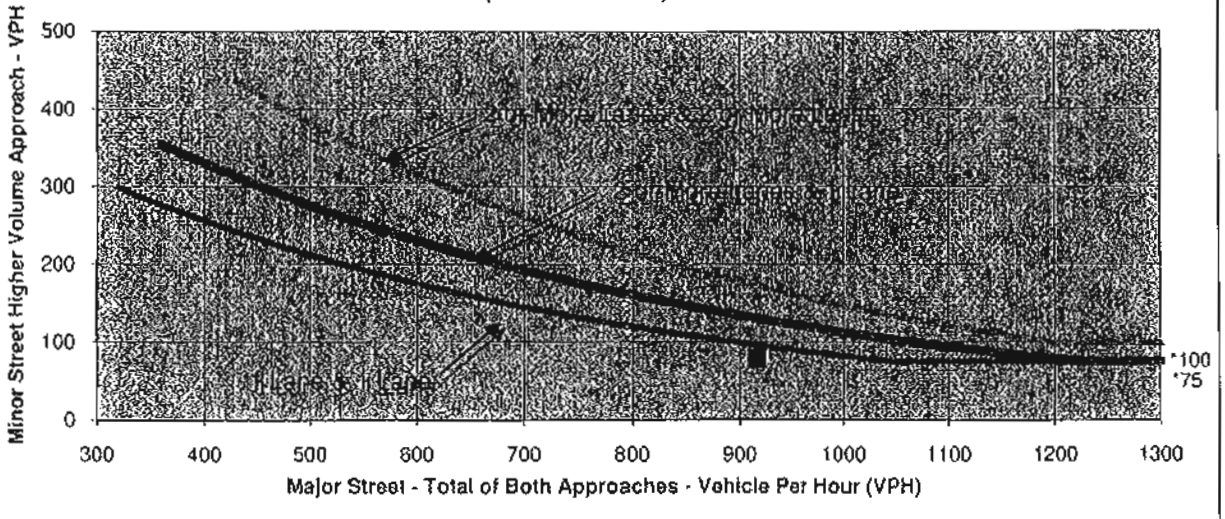
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	9	0	0
Through	0	0	246	508
Right	0	70	162	0
Total	0	79	408	508

Major Street Direction

	North/South
x	East/West

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



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Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	I-505 SB Ramps	
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	916	79	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Project
Peak Hour AM

Major Street Grant Avenue
Minor Street East Main Street

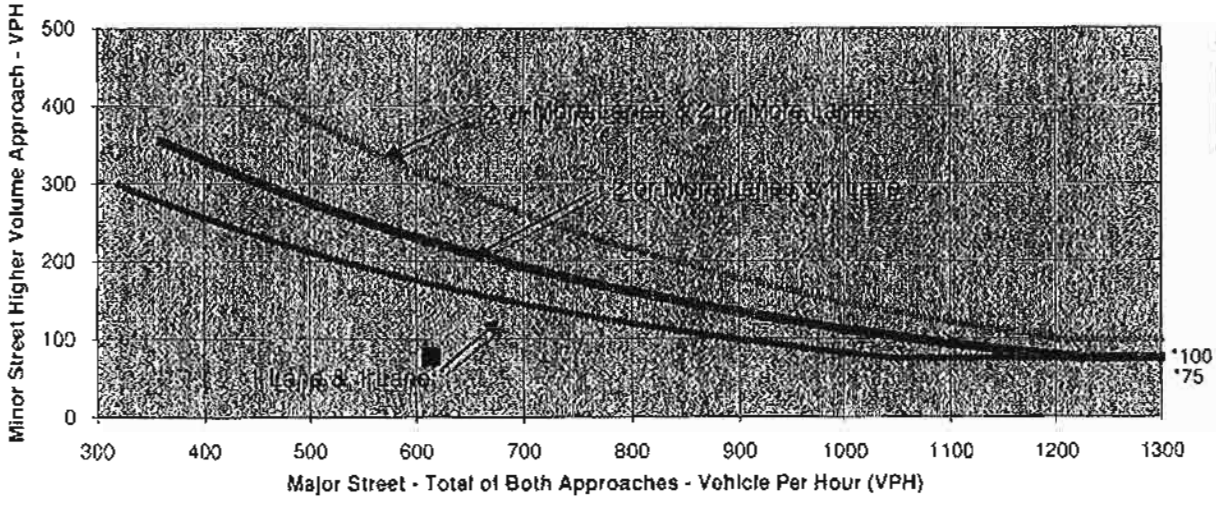
Turn Movement Volumes

	NB	SB	EB	WB
Left	5	0	0	9
Through	0	0	394	208
Right	72	0	3	0
Total	77	0	397	217

Major Street Direction

	North/South
x	East/West

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



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Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Grant Avenue	Minor Street East Main Street	Warrant Met
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	614	77	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Project
Peak Hour PM

Major Street Grant Avenue
Minor Street East Main Street

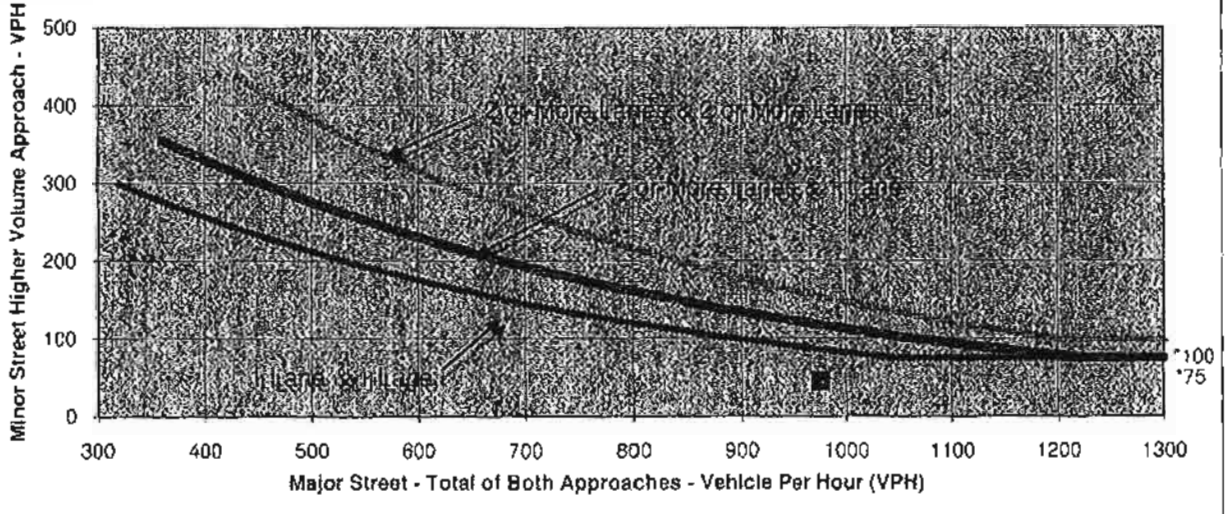
Turn Movement Volumes

	NB	SB	EB	WB
Left	11	0	0	66
Through	0	0	388	510
Right	34	0	12	0
Total	45	0	400	576

Major Street Direction

	North/South
x	East/West

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



* Note: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Grant Avenue	Minor Street East Main Street	Warrant Met
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	976	45	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Project
Peak Hour AM

Major Street Grant Avenue
Minor Street County Road 90

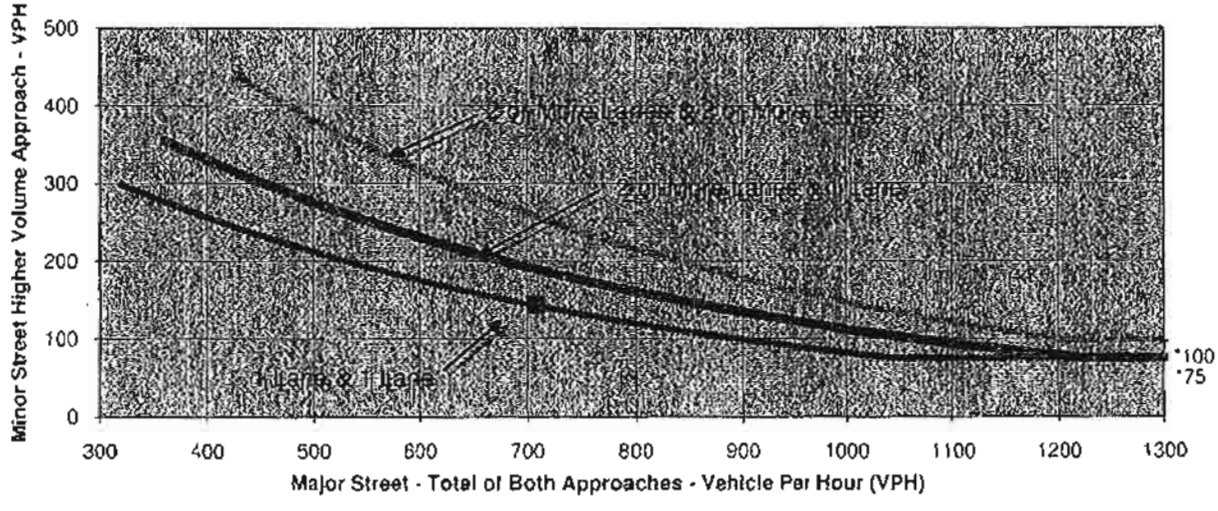
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	97	80	0
Through	0	0	390	164
Right	0	47	0	74
Total	0	144	470	238

Major Street Direction

	North/South
x	East/West

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



* Note: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Grant Avenue	Minor Street County Road 90	Warrant Met
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	708	144	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Project
Peak Hour PM

Major Street Grant Avenue
Minor Street County Road 90

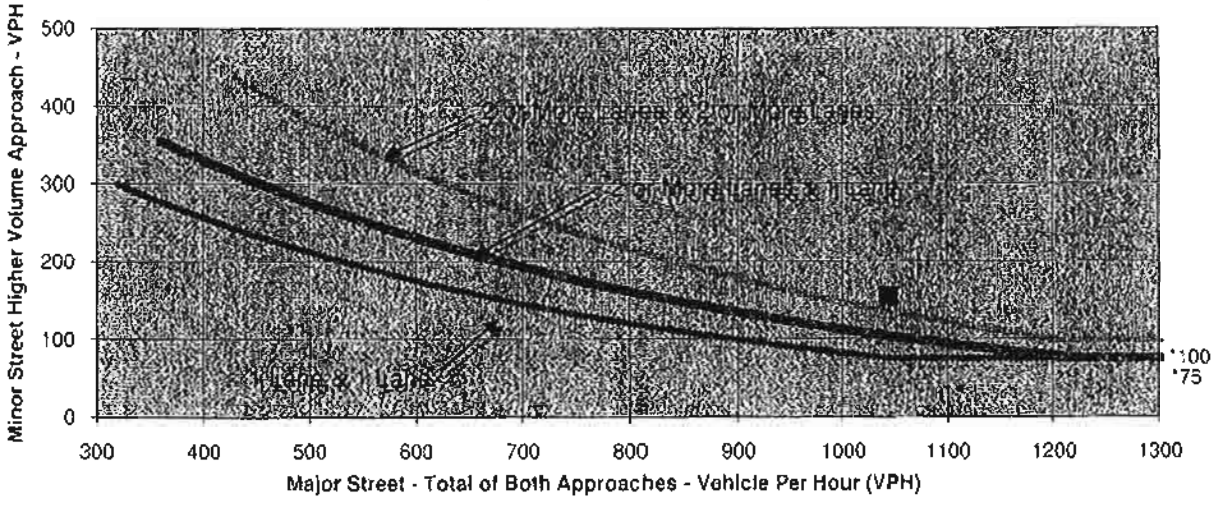
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	80	56	0
Through	0	0	369	528
Right	0	74	0	91
Total	0	154	425	619

Major Street Direction

	North/South
x	East/West

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



* Note: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	County Road 90	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	1,044	154	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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TRANSPORTATION CONSULTANTS

Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Project
Peak Hour AM

Major Street Grant Avenue
Minor Street I-505 SB Ramps

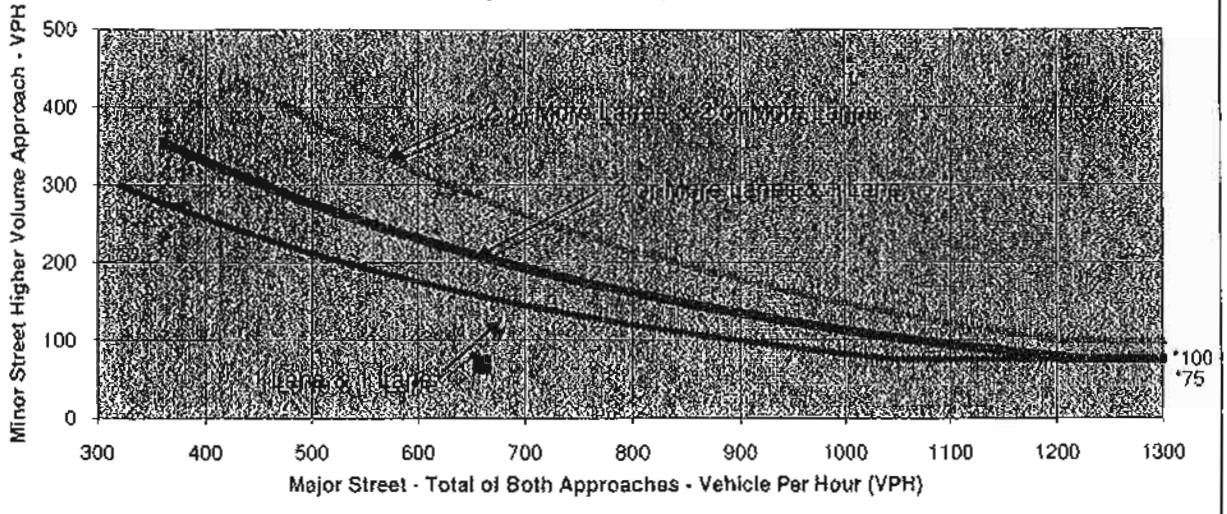
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	4	0	0
Through	0	0	307	173
Right	0	65	180	0
Total	0	69	487	173

Major Street Direction

	North/South
x	East/West

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



* Note: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.
Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	I-505 SB Ramps	
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	660	69	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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TRANSPORTATION CONSULTANTS

Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Project
Peak Hour PM

Major Street Grant Avenue
Minor Street I-505 SB Ramps

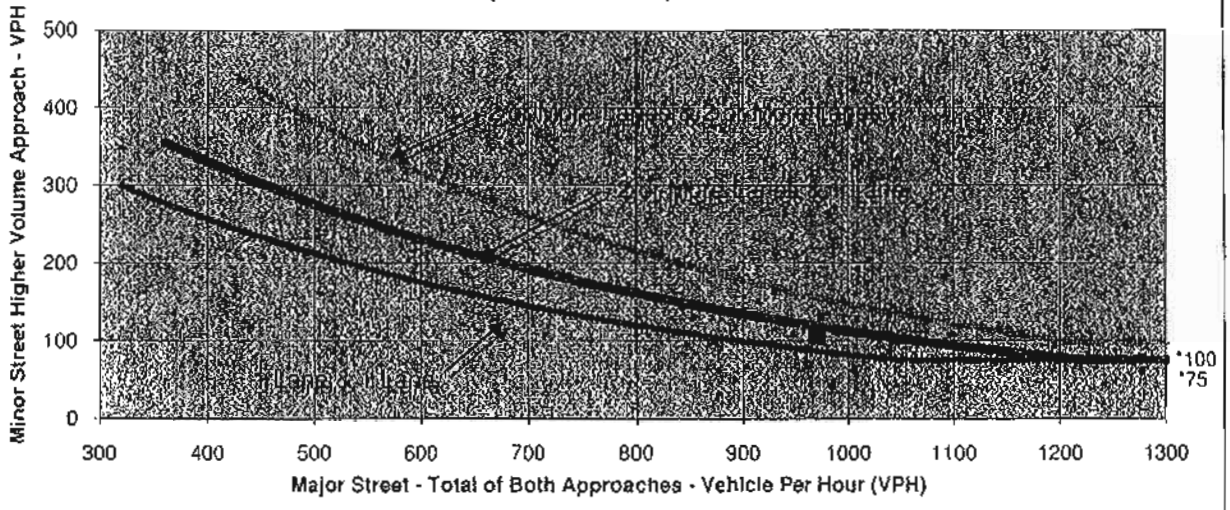
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	9	0	0
Through	0	0	260	521
Right	0	98	189	0
Total	0	107	449	521

Major Street Direction

	North/South
x	East/West

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



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Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	I-505 SB Ramps	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	970	107	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS
TRANSPORTATION CONSULTANTS

Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Approved
Peak Hour AM

Major Street Grant Avenue
Minor Street East Main Street

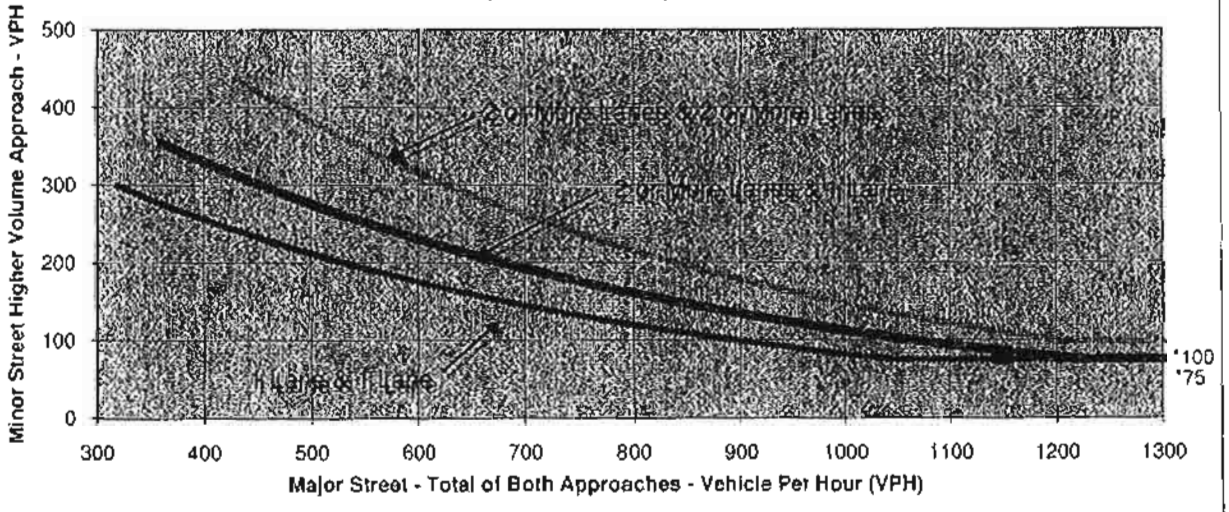
Turn Movement Volumes

	NB	SB	EB	WB
Left	13	0	0	4
Through	0	0	752	386
Right	67	0	8	0
Total	80	0	760	390

Major Street Direction

	North/South
x	East/West

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



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Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	East Main Street	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	1,150	80	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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TRANSPORTATION CONSULTANTS

Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Approved
Peak Hour PM

Major Street Grant Avenue
Minor Street East Main Street

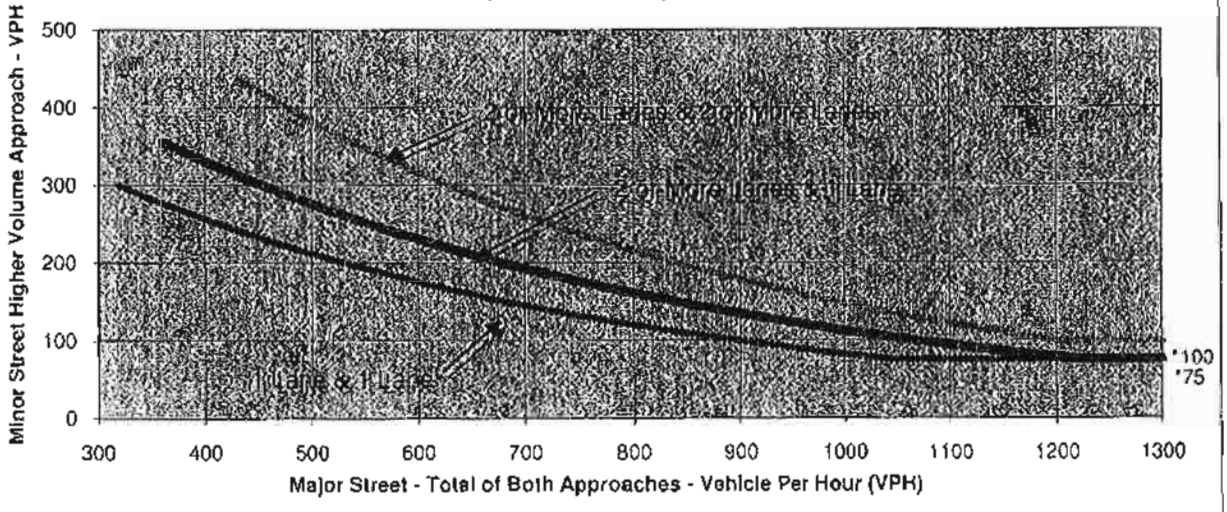
Turn Movement Volumes

	NB	SB	EB	WB
Left	18	0	0	62
Through	0	0	678	898
Right	30	0	19	0
Total	48	0	697	960

Major Street Direction

North/South
x East/West

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



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Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	East Main Street	
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	1,657	48	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Approved
Peak Hour AM

Major Street Grant Avenue
Minor Street County Road 90

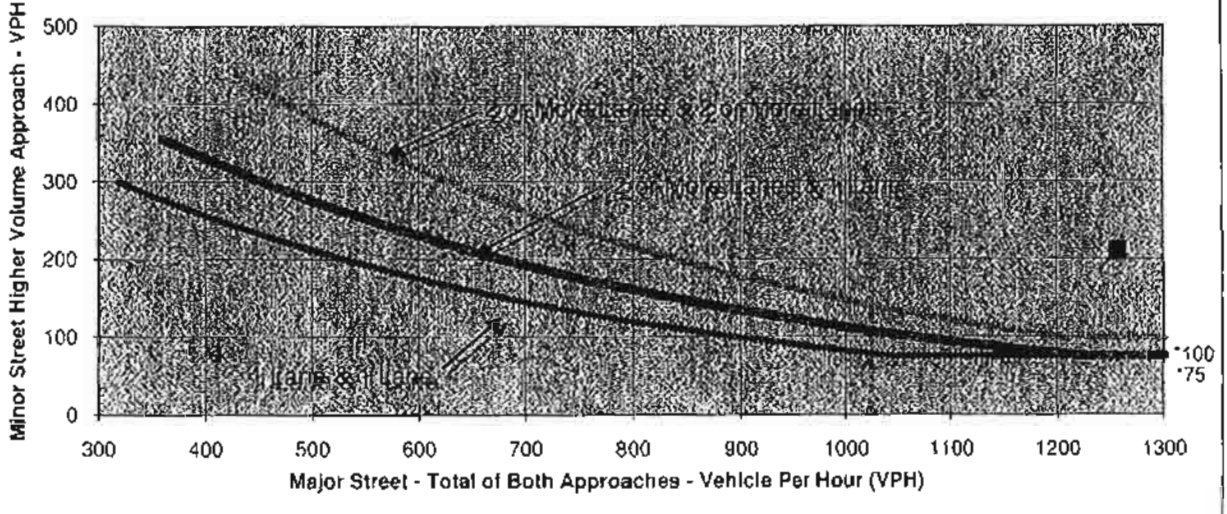
Turn Movement Volumes

	NB	SB	EB	WB
Left	83	6	6	123
Through	0	0	739	299
Right	127	2	78	12
Total	210	8	823	434

Major Street Direction

	North/South
x	East/West

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



* Note: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Grant Avenue	Minor Street County Road 90	Warrant Met
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	1,257	210	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS
TRANSPORTATION CONSULTANTS

Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Approved
Peak Hour PM

Major Street Grant Avenue
Minor Street County Road 90

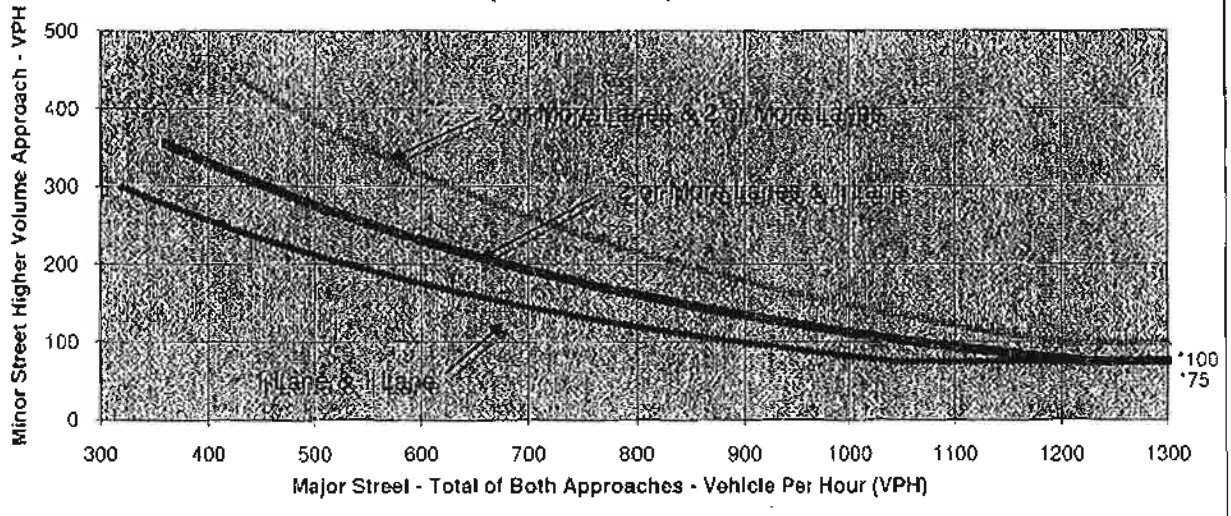
Turn Movement Volumes

	NB	SB	EB	WB
Left	75	13	6	148
Through	0	0	609	900
Right	115	11	96	11
Total	190	24	711	1,059

Major Street Direction

North/South
x East/West

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



* Note: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.
Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	County Road 90	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	1,770	190	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS
TRANSPORTATION CONSULTANTS

Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Approved
Peak Hour AM

Major Street Grant Avenue
Minor Street I-505 SB Ramps

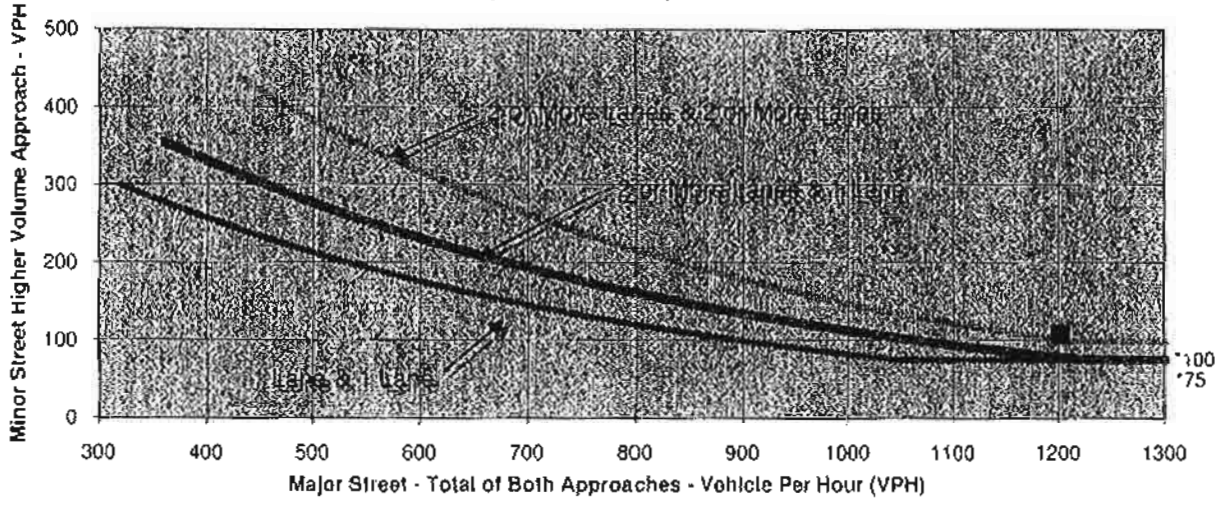
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	4	0	0
Through	0	0	580	330
Right	0	104	292	0
Total	0	108	872	330

Major Street Direction

	North/South
X	East/West

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



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Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	I-505 SB Ramps	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	1,202	108	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS
TRANSPORTATION CONSULTANTS

Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Approved
Peak Hour PM

Major Street Grant Avenue
Minor Street I-505 SB Ramps

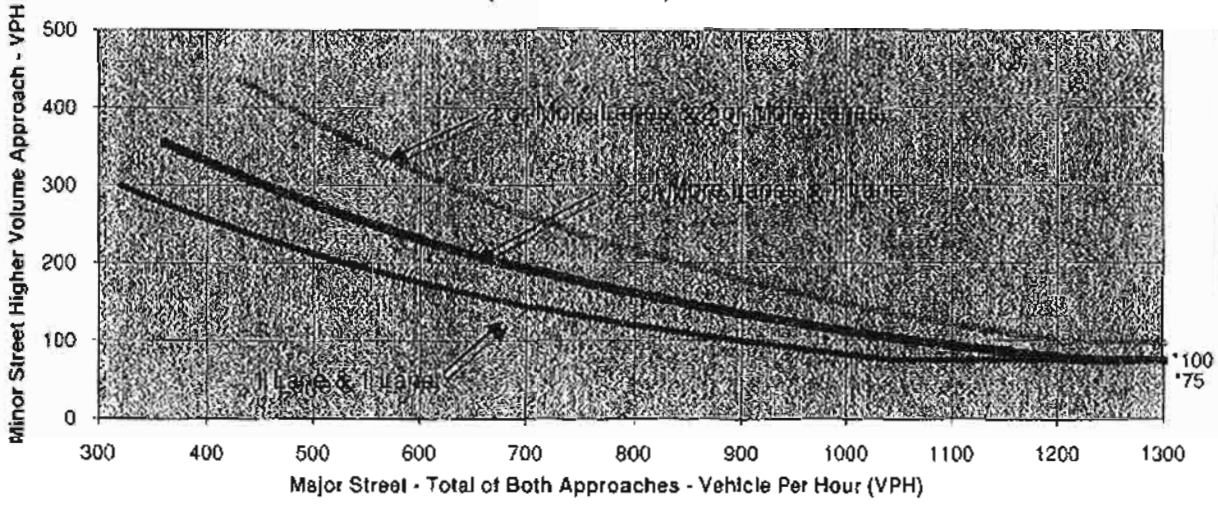
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	9	0	0
Through	0	0	476	900
Right	0	159	261	0
Total	0	168	737	900

Major Street Direction

	North/South
x	East/West

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



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Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	I-505 SB Ramps	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	1,637	168	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS
TRANSPORTATION CONSULTANTS

Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Approved Plus Project
Peak Hour AM

Major Street Grant Avenue
Minor Street East Main Street

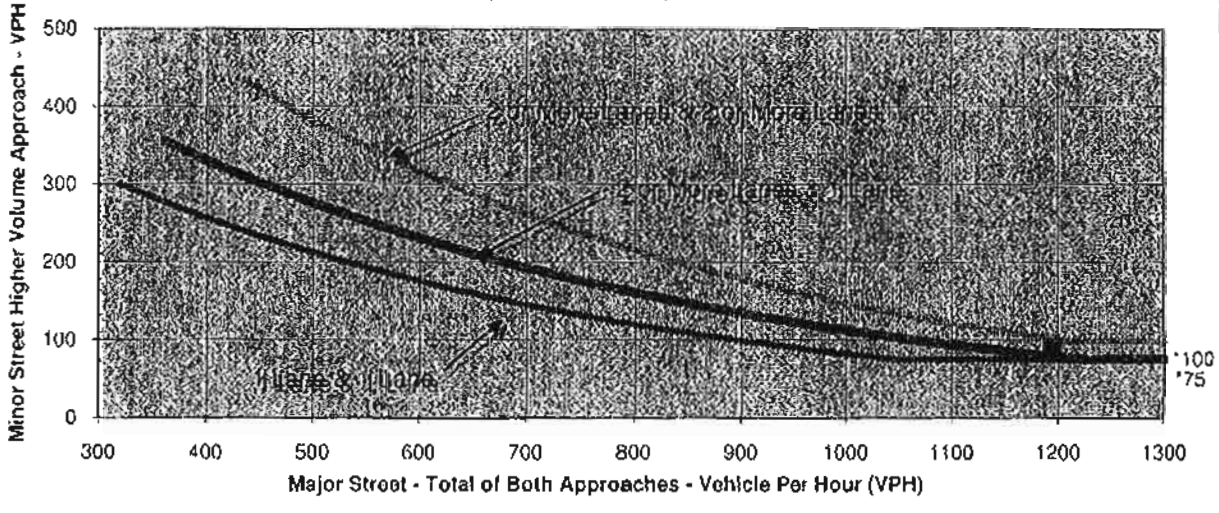
Turn Movement Volumes

	NB	SB	EB	WB
Left	13	0	0	9
Through	0	0	771	406
Right	73	0	8	0
Total	86	0	779	415

Major Street Direction

	North/South
x	East/West

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



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Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Grant Avenue	Minor Street East Main Street	Warrant Met
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	1,194	86	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS
TRANSPORTATION CONSULTANTS

Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Approved Plus Project
Peak Hour PM

Major Street Grant Avenue
Minor Street East Main Street

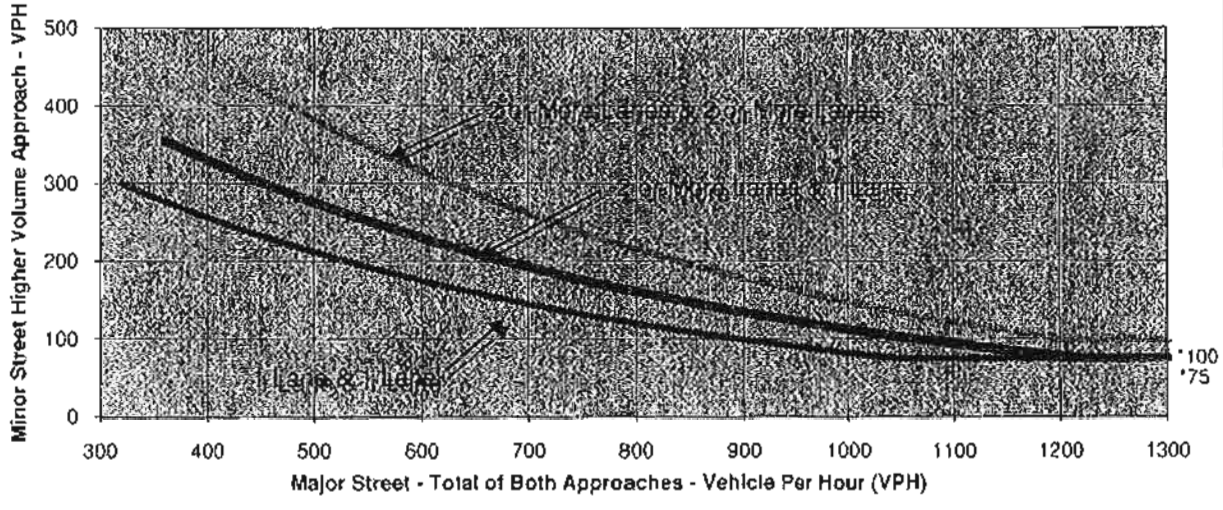
Turn Movement Volumes

	NB	SB	EB	WB
Left	18	0	0	67
Through	0	0	697	917
Right	35	0	19	0
Total	53	0	716	984

Major Street Direction

	North/South
x	East/West

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



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Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Grant Avenue	Minor Street East Main Street	Warrant Met
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	1,700	53	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS
TRANSPORTATION CONSULTANTS

Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Approved Plus Project
Peak Hour AM

Major Street Grant Avenue
Minor Street County Road 90

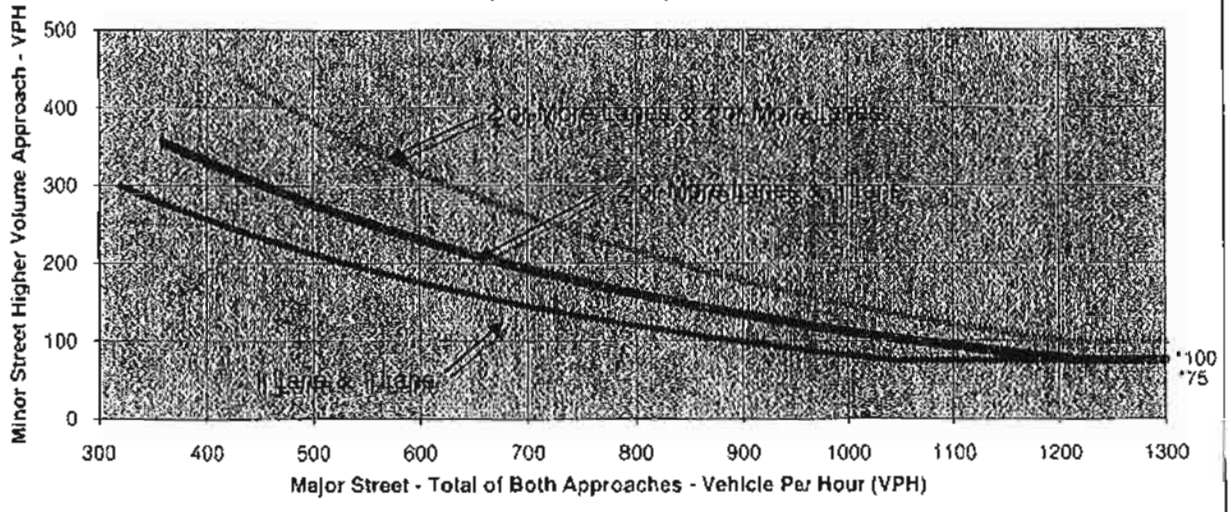
Turn Movement Volumes

	NB	SB	EB	WB
Left	83	97	80	123
Through	0	0	690	279
Right	127	47	78	74
Total	210	144	848	476

Major Street Direction

	North/South
x	East/West

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



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Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	County Road 90	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	1,324	210	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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TRANSPORTATION CONSULTANTS

Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Approved Plus Project
Peak Hour PM

Major Street Grant Avenue
Minor Street County Road 90

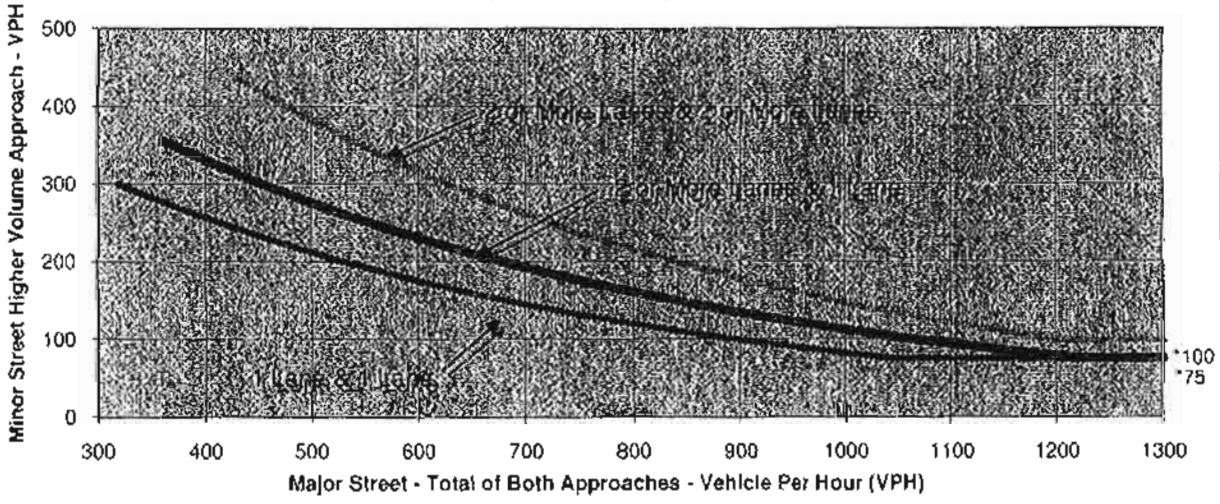
Turn Movement Volumes

	NB	SB	EB	WB
Left	75	80	56	148
Through	0	0	583	861
Right	115	74	96	91
Total	190	154	735	1,100

Major Street Direction

	North/South
x	East/West

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



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Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	County Road 90	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	1,835	190	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS
TRANSPORTATION CONSULTANTS

Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Approved Plus Project
Peak Hour AM

Major Street Grant Avenue
Minor Street I-505 SB Ramps

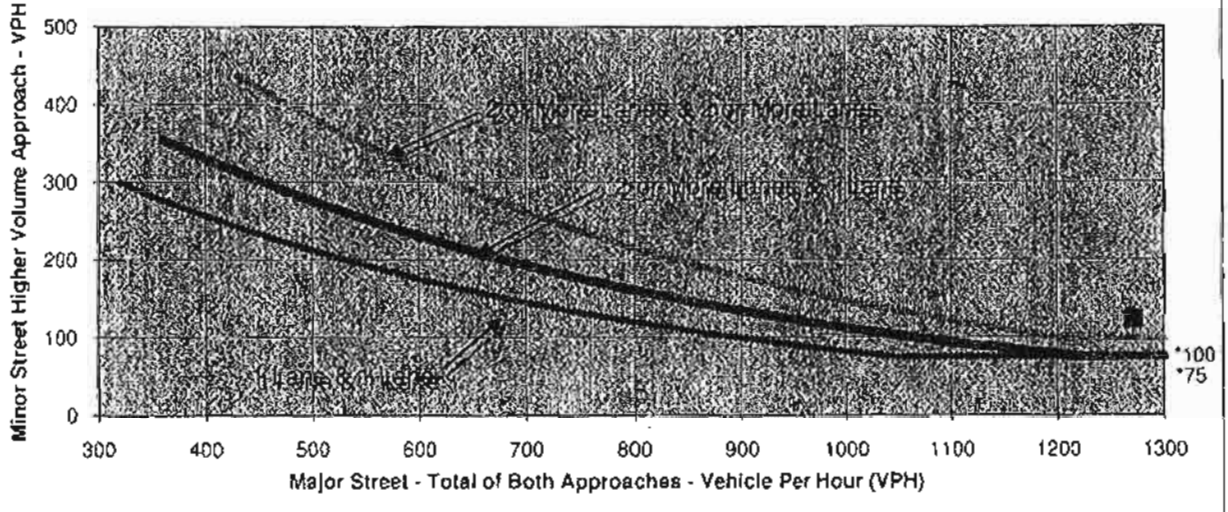
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	4	0	0
Through	0	0	607	357
Right	0	119	307	0
Total	0	123	914	357

Major Street Direction

North/South
x East/West

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



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Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Grant Avenue	Minor Street I-505 SB Ramps	Warrant Met
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	1,271	123	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS
TRANSPORTATION CONSULTANTS

Sheet No 1 of 1

Project Winters Burger King/ARCO
Scenario Existing Plus Approved Plus Project
Peak Hour PM

Major Street Grant Avenue
Minor Street I-505 SB Ramps

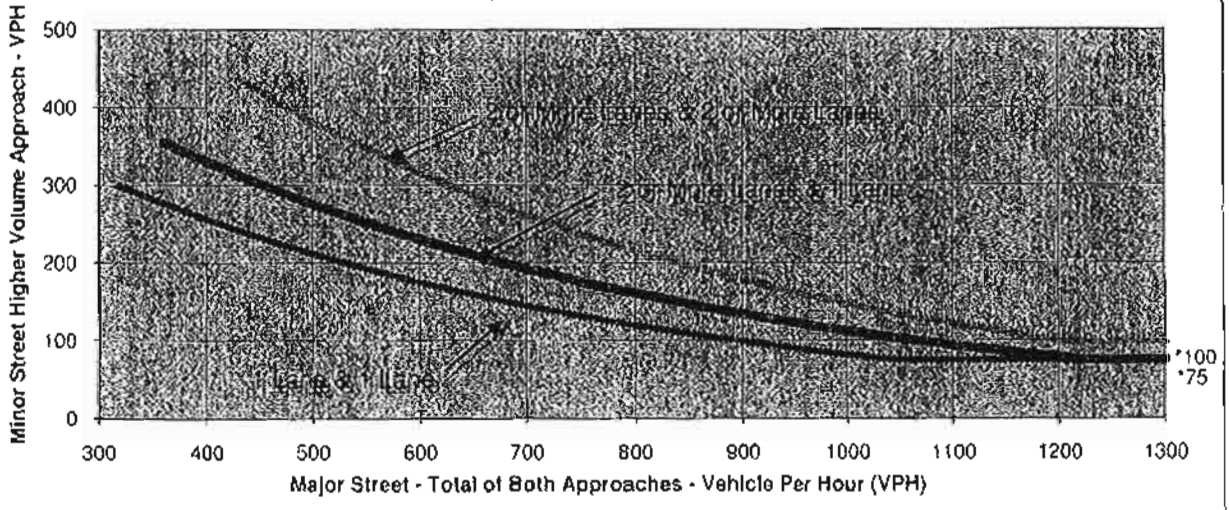
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	9	0	0
Through	0	0	490	913
Right	0	187	288	0
Total	0	196	778	913

Major Street Direction

	North/South
X	East/West

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



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Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	Warrant Met
	Grant Avenue	I-505 SB Ramps	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	1,691	196	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

CITY OF WINTERS
CEQA COMPLIANCE AND EXEMPTION DETERMINATION
Burger King/AMPM Gas Station Minimart/Truck Fueling Facility CUP

PROJECT INFORMATION

Project Title: Burger King/AMPM Gas Station Minimart/Truck Fueling Facility CUP

Lead Agency Name and Address:

City of Winters
Community Development Department
318 First Street
Winters, CA 95694

Contact Person and Phone Number:

Nelia Dyer, Director
Community Development Department
(530) 795-4910 x114

Heidi Tschudin, Contract Planner
Community Development Department
(916) 447-1809

Project Location: Northwest quadrant of Interstate 505 and State Route 128 (Grant Avenue) in Winters California, 95694. APN: 038-050-063 totaling 2.3 acres.

Project Applicant: Sunny Ghai
Singh's Foodservice Inc.
43678 Skye Road
Fremont, CA 94539
(530) 333-7502

Property Owner: Same as above

Project Approvals: The following specific entitlements are necessary for implementation of the project:

- Conditional Use Permit (CUP)
- Approval of Site Plan/Design Review
- Approval of Sign Permit
- Variance to Sign Ordinance
- CEQA Clearance

CEQA COMPLIANCE

Because this project requires discretionary action on the part of the City in the form of granting the above noted approvals or entitlements for use, the City has determined this falls under the definition of a project subject to CEQA (CEQA Guidelines Section 15378). Once a lead agency has made such a determination, it must then determine whether the project is exempt from CEQA. A project may be statutorily exempt, categorically exempt, or exempt under the "general rule" that CEQA applies only to projects which have the potential for causing a significant effect on the environment (Section 15061).

The City has reviewed the available exemptions, and concluded that the Statutory Exemption provided in Section 15183 and the Categorical Exemption provided in Section 15332 of the CEQA Guidelines are both applicable to the subject project. As documented herein, the City has concluded that the project qualifies for either or both of these exemptions and directs that a Notice of Exemption be filed.

EXEMPTION VERIFICATION

The City of Winters has concluded that the project qualifies for the Statutory Exemption provided in Section 15183 of the CEQA Guidelines based on the analysis and conclusions provided below.

Statutory Exemption 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning): Section 15183(a) establishes that projects that are consistent with the development density established by existing zoning, a community plan, or general plan for which an EIR was certified, do not trigger additional environmental review except to examine whether there are project-specific significant effects peculiar to the project or site.

The City's 1992 General Plan was the subject of a certified Environmental Impact Report (GP EIR) that examined the environmental impacts associated with adoption of the General Plan. On May 19, 1992 the City Council adopted Resolution No. 92-13 certifying the two-volume EIR (SCH#91073080) prepared for the City General Plan and adopting the City General Plan.

Based on the revised General Plan land use map (E&R-54, General Plan FEIR), the Planning Area Boundaries map (page 15, General Plan DEIR), and specified development assumptions (page E&R-55 and E&R-56, General Plan FEIR), the GP EIR examined the environmental impacts associated with about 21,250 square feet of development on the site, comprised of approximately 12,900 sf of highway commercial uses and about 8,350 sf of light industrial uses.

The application is for a proposed fast food restaurant (Burger King) with drive-through, gas station and convenience store (AM PM), and truck refueling station, co-located in one 5,000 square foot one-story multi-tenant building with associated parking, fuel storage, signage, and site improvements. As documented in the Initial Study prepared

for the project, the proposed uses fall well within the development (density/intensity) assumptions for the site that are made in the General Plan and General Plan EIR.

Section 15183(b) establishes the limits for subsequent environmental analysis if required. These include examination of: impacts peculiar to the project or parcel; impacts not analyzed as significant effects in the prior EIR; potential off-site and/or cumulative impacts not analyzed in the prior EIR; or significant impacts which are determined based on substantial new information to be more adverse than previously discussed. The Initial Study prepared for the project examined whether any of these thresholds are met. The conclusion of the Initial Study was that no new potentially significant impacts were identified that had not been previously and adequately addressed.

Section 15183(c) establishes that additional EIR analysis is not required if an impact in not peculiar to the parcel or project, has been previously addressed, or can be substantially mitigated by uniformly applied development policies or standards. Since no new potentially significant impacts were identified in the Initial Study, no additional EIR analysis is required.

Section 15183(d)(1) establishes that Section 15183 only applies to projects that are consistent with: a community plan adopted as part of a General Plan, a zoning action designating the parcel for a particular development density, or a general plan. The subject project is consistent with both the zoning and General Plan.

Section 15183(d)(2) establishes that the General Plan or zoning must have been accompanied by a certified EIR. The GP EIR was certified in 1992.

Section 15183(e) establishes limits for the analysis of impacts. However, since no new potentially significant impacts were identified in the Initial Study, these limits are not applicable.

Section 15183(f) establishes parameters for determining if an impact should be considered peculiar to the project or parcel. Since no new potentially significant impacts were identified in the Initial Study, these parameters are not applicable.

Section 15183(g) provides examples of uniformly applied development policies and standards. Based on the conclusions above, this subsection is not applicable.

Section 15183(h) establishes that lack of an applicable uniformly applied development policy or standard can not be used in and of itself to determine that an impact is peculiar to the project or parcel. Since no new potentially significant impacts were identified in the Initial Study, these parameters are not applicable.

Section 15183(i) applies to projects that include a rezone. The subject project does not include a rezone.

Section 15183(i)(1) defines "community plan". This subsection is not applicable.

Section 15183(i)(2) defines the requirement for consistency with the development density as being the same or less than the standard expressed for the parcel in the general plan or zoning. As explained above this is the threshold that was applied in the Initial Study analysis.

Section 15183(j) reiterates that adequately analyzed off-site or cumulative impacts need not be further analyzed.

Categorical Exemption 15332 (In-Fill Development Projects): Section 15332(a) specifies that in order to qualify for this exemption, the project must be consistent with the applicable general plan designation and policies, and consistent with the applicable zoning designation and regulations.

The application is for a proposed fast food restaurant (Burger King) with drive-through, gas station and convenience store (AM PM), and truck refueling station, co-located in one 5,000 square foot one-story multi-tenant building with associated parking, fuel storage, signage, and site improvements. The proposed uses fall well within the development (density/intensity) assumptions for the site that are made in the General Plan and General Plan EIR. For planning and environmental analysis purposes, the GP and GP EIR assumed about 21,250 square feet of development on the site, comprised of approximately 12,900 sf of highway commercial uses and about 8,350 sf of light industrial uses.

The General Plan and zoning ordinance both designate the front 1.4 acres of the project site for highway commercial use and the back 0.9 acres for light industrial use. As conditioned, the project would be consistent with the land uses and applicable policies of General Plan, and the land uses and applicable development regulations of the zoning ordinance.

Section 15332(b) specifies that in order to qualify for this exemption, the proposed development must occur within the city limits, on a site of no more than five acres, substantially surrounded by urban uses. The project site lies within the incorporated City limits and is 2.3 acres in size. In all directions, the site is adjoined by existing or planned urban uses including the frontage road (CR 90) and planned Light Industrial property to the north, Interstate 505 to the east, SR 128 (Grant Avenue) and planned Highway Commercial property (Gateway Master Plan area) to the south, and planned Highway Commercial property and Chevron gas station/ convenience store to the west.

Section 15332(c) specifies that in order to qualify for this exemption, the site must have no value as habitat for endangered, rare, or threatened species. The property satisfies these criteria. The site has been fallow since the 1970s. There is minimal vegetation on the site. There are several trees on the south end that are around 15-feet-tall. Most of these are black walnuts that appear to be from a former orchard. There is an ornamental tree (hackberry) near the edge of I-505. There are two rose shrubs further north, several small almond trees along the I-505 fence, and one larger almond tree on the north end. The remainder of the site is ruderal/grassland with star thistle and bull thistle.

Section 15332(d) specifies that approval of the project may no result in any significant effects relating to traffic, noise, air quality, or water quality. As demonstrated in the Initial Study, there would be no new significant impacts associated with development as proposed.

Section 15332(e) requires that the site be adequately served by all required utilities and public services. As demonstrated in the Initial Study, all utilities and public services are planned to accommodate the project and available to the site.

CEQA DETERMINATION

Based on an examination of the project, supporting information, and the analysis contained herein, the project is found to be exempt from further CEQA review pursuant to Section 15183 **(Projects Consistent with a Community Plan, General Plan, or Zoning)** and/or pursuant to Section 15332 **(In-Fill Development Projects)** of the CEQA Guidelines.

_____ _____

Signature: Nelia Dyer, Community Development Director Date

Source Document: Environmental Checklist and Initial Study, July 27, 2010

ENVIRONMENTAL CHECKLIST AND INITIAL STUDY

(City of Winters, 7-27-10)

Project Title:	**Burger King/AMPM Gas Station Minimart/Truck Fueling Facility CUP**
Lead Agency:	City of Winters Community Development Department 318 First Street Winters, CA 95694
Lead Agency Contact:	Nelia Dyer, Community Development Director (530) 795-4910 x114 Heidi Tschudin, Contract Planner (916) 447-1809
Project Location:	Northwest quadrant of Interstate 505 and State Route 128 (Grant Avenue) in Winters California, 95694 (see Exhibit 1; Vicinity Map). APN: 038-050-063 totaling 2.3 acres.
Project Applicant:	Sunny Ghai Singh's Foodservice Inc. 43678 Skye Road Fremont, CA 94539 (530) 333-7502
Property Owner:	Same as above

Land Use Designations: GENERAL PLAN -- The General Plan land use designation for the property is Highway Service Commercial (HSC) on the front approximately 1.4 acres and Light Industrial (LI) on the back approximately 0.9 acre (see Exhibit 2, General Plan Designations). Both designations are overlaid by the General Plan Flood Overlay Zone (FOZ).

HSC is described as follows in the General Plan (GP, page I-2):

> **Highway Service Commercial (HSC)**
>
> This designation provides for restaurants, service stations, hotels and motels, and retail and amusement uses, which are oriented principally to highway and through traffic, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40.

LI is described as follows in the General Plan (GP, page I-3):

> **Light Industrial (LI)**
>
> This designation provides for industrial parks, warehouses, light manufacturing, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40.

Non-residential land in the FOZ is subject to the following General Plan policies:

Policy I.A.9: No new development may occur within the flood-overlay area shown in Figure II-1 until a feasibility and design study for a comprehensive solution to the 100-year flooding problem has been completed and a fee schedule has been established or financing program adopted which includes all affected and contributing properties for financing the comprehensive flood control solution.

Policy I.A.12: At such time as the City Council determines that Policies I.A.9 and IV.D.4 have been satisfied, including approval of a fee schedule or financing program, the 964-acre FOZ area may only be developed as provided in Policies I.A-13 through I.A.15, and Policies IV.D.6 and IV.D.7.

Policy I.A.13: As a way to improve the citywide job/housing balance, new job-producing non-residential development may develop within the FOZ, consistent with General Plan and zoning land use designations.

Policy IV.D.4: The City, in cooperation with property owners, developers and the Yolo County Flood Control and Water Conservation District shall undertake a feasibility and design study for a comprehensive solution to the flooding problems associated with Chicahominy and Moody Sloughs. The comprehensive solution may include such features as diversion to Putah Creek, diversion under I-505, detention ponds, changes in land use designations, elevating building pads, and structural flood proofing as deemed effective and cost effective. As a condition to any development entitlement approval, all development affected by or contributing to the 100-year flooding problem shall be required to contribute to the financing of the comprehensive flood control solution in an amount that reflects that property's relative contribution to the flooding problem or benefit from the program adopted.

Policy IV.D.6: All development allowed to proceed within the General Plan flood overlay zone, in advance of implementation of storm drainage improvements specified in the updated Storm Drainage Master Plan, must address interim drainage and flooding requirements in a manner found acceptable by the City Engineer, and in a manner that furthers and is not inconsistent with the updated Storm Drainage Master Plan. To the extent feasible as determined by the City, interim improvements shall implement logical component parts of the storm drainage improvements identified in the updated Storm Drainage Master Plan.

Interim drainage/flooding solutions that do not implement logical components parts of the storm drainage improvements identified in the updated Storm Drainage Master Plan, or would be otherwise inconsistent with implementation of the update Storm Drainage Master Plan, can only be approved if consistent with the water quality treatment/design criteria and standards criteria of the updated Storm Drainage Master Plan and the City shall provide no reimbursement or credit for said work.

Policy IV.D.7: Notwithstanding any interim improvements constructed pursuant to Policy IV.D.6, all projects citywide and within the FOZ shall pay a Storm Drainage Master Plan Implementation Fee that represents a fair share towards implementation of the improvements specified in the updated Storm Drainage Master Plan. This fee shall be due prior to issuance of the building permit. To the extent that all or a component part of the Storm Drainage Master Plan is constructed by a project approved to move forward, credit toward the fee will be provided.

ZONING - The zoning for the property is Highway Service Commercial (C-H) on the front approximately 1.4 acres and Light Industrial (M-1) on the back approximately 0.9 acre (see Exhibit 3, Zoning Designations). The C-H zone designation is described as follows in the Zoning Code:

Section 8-1.5109 Highway Service Commercial (C-H) Zone

A. Purpose. The purpose of the Highway Service Commercial (C-H) Zone is to provide for commercial services and transient residential uses which are appropriate to highway locations and dependent

upon highway travel. Principal permitted uses include minor automobile repair, restaurants including drive-thrus, service station, and minor utility services.

The M-1 zone designation is described as follows in the Zoning Code:

Section 8-1.5112 Light Industrial (M-1) Zone

A. Purpose. The purpose of the Light Industrial (M-1) zone is to provide areas for light industrial development in a manner which will not result in public nuisances related to the operations. These are typically enclosed within a structure or involve minimal outdoor storage.

Description of Project: The application is for a proposed fast food restaurant (Burger King) with drive-through, gas station and convenience store (AM PM), and truck fueling station co-located on one site (Exhibit 4, Site Plan dated 6/29/10).

One 5,000 square foot one-story multi-tenant building is proposed. The building footprint is 150' by 33' 6". A parapet roof style is proposed. The mechanical equipment located on the roof will be shielded on all sides behind the proposed parapet. Building height is generally 23' (to top of parapet); however, the silo feature will be 33' in height.

The proposed architecture for the building has agriculturally-themed elements including metal roofing and a silo feature (see Exhibit 5, Building Elevations). Materials are metal panels, stucco, concrete siding, clear glass, and brick. The color palette is muted with off-whites, beiges, tans, and soft browns. An illuminated red band is proposed around the structure. Navy blue metal awnings are proposed over each window.

The project includes five fuel pumps serving ten cars, two fuel pumps serving four trucks, parking for 27 vehicles, two underground fuel tanks, and one above ground fuel tank. Both fueling areas would be covered by a proposed corporate canopy (see Exhibit 6, Canopy Elevations).

The proposed fueling station canopies would be 20' 6" in height. An illuminated blue band is proposed around the vehicle fueling canopy. An illuminated and yellow LED striped band is proposed around the truck fueling station canopy. The canopy columns would have a brick base. The brick matches the building.

The proposed above-ground fuel tank would have a capacity of 12,000 gallons and would be 8' 7" in height, 8' in width, and 32' 7' in length. It would be located at the northerly end of the property. It is proposed to be partially enclosed by a 8' high concrete brick (CMU) wall topped with 2' 4" black painted metal railing (see Exhibit 7, Tank Enclosure). The dimensions for the walled enclosure are 33' 4" by 48'.

The two proposed underground fueling tanks would have a capacity of 20,000 gallons and would be 10' in width, and 34' 5' in length. They would be located just west of the second entrance to the north.

Proposed landscaping consists of 15-gallon London plane and Chinese flame trees primarily along the project perimeter, with some also proposed in the interior where needed to meet shade requirements (see Exhibit 8, Conceptual Landscaping Plan). A variety of native shrubs and ground covers are proposed in the interior of the site. The drainage areas will be planted in native grasses.

A small detention pond (1,200 cubic feet (cf)) is proposed in the landscaped area at the corner of CR 90 and SR 128. A larger retention pond (9,400 cf) is proposed along CR 90 adjoining the proposed truck fuel pump area (see Exhibit 9, Drainage Plan).

A 12' by 24' 8" refuse/recycling enclosure is proposed to the north of the building. This enclosure would be comprised of a concrete brick (CMU) wall with metal gates (see Exhibit 10, Refuse and Recycling Enclosure).

A retaining wall is proposed for the entire length of the easterly border (adjoining the freeway off-ramp). This wall would be 5' high with a 3'6" railing, composed of the same brick and metal materials as the tank enclosure.

Based on the site plan, approximately 61,348 square feet (or 60 percent) of the 2.3 acres site (101,563 square feet) is proposed to be covered with impervious surface. This includes the building, parking lot, driveways, sidewalks, and other hardscape. The remaining 40,215 square feet or 40 percent of the site would be pervious and generally in landscaping.

Proposed lighting includes 27" high cutoff flood lights, recessed canopy lights, and perimeter cutoff wallpacks (see Exhibit 11, Photometric Study).

Two interior-lighted cabinet signs are proposed (see Exhibit 12, Signage). The project monument sign would be located near the proposed detention swale. It would have a brick base that matches the building. Dimensions are 9'3" tall and 8' 1" wide. The freeway monument sign would be located along the easterly boundary opposite the third proposed entrance. It would be located on twin aluminum poles with a brick base that matches the other brick features. Proposed height is 65' tall. Width at the ground would be 18' 11". Width at the elevated sign would be 23' 4". In addition, the project proposes signage on the building and canopies, and various directory signs for the drive-through.

Four driveways are proposed off CR 90: two that would be 30-feet wide to facilitate access to the vehicle fuel pumps, and two that would be 50-feet wide that would provide access to the truck fuel pumps.

Curb, gutter, and sidewalk (8') to City standards will be constructed along the project frontage of CR 90 where the applicant proposes to build the required half-street section of the frontage road. No street improvements are proposed along SR 128/Grant Avenue.

Project Approvals: The following specific entitlements are necessary for implementation of the project:

- Conditional Use Permit (CUP)
- Approval of Site Plan/Design Review
- Approval of Sign Permit
- Variance to Sign Ordinance
- CEQA Clearance

Surrounding Land Uses and Setting: Surrounding land uses are as follows:

North	CR 90 (frontage road); vacant Light Industrial property
East	Interstate 505
South	SR 128 (Grant Avenue) and undeveloped Highway Commercial property (Gateway Master Plan area)
West	Vacant Highway Commercial property and Chevron gas station/ convenience store

Historically, until approximately the 1970s, the site was used for agriculture (almond orchard). It is currently vacant and undeveloped. The site is located at an elevation of approximately 125 feet above mean sea level (MSL) and is generally flat. There is minimal vegetation on the site. There are several trees on the south end that are around 15-feet-tall. Most of these are black walnuts that appear to be from a former orchard. There is an ornamental tree (hackberry) near the edge of I-505. There are two rose shrubs further north, several small almond trees along the I-505 fence, and one larger almond tree on the north end. The remainder of the site is ruderal/grassland with star thistle and bull thistle.

Soils are Yolo-Brentwood Association which consists of silty loams to silty clay loams derived from alluvium from sedimentary rocks extending to a depth of more than 60 inches. Groundwater in the area lies between 34 and 38 feet below the surface with a southerly flow direction.

Background: The application was submitted November 20, 2009 and determined by the City to be incomplete on January 4, 2010. An informational presentation was given on the project at the January 26, 2010 Planning Commission. Concept plan were circulated to City Departments on June 19, 2010. No comments were received. A supplemental submittal was received by the applicant on June 28, 2010 and found to be complete on July 16, 2010.

Previous Relevant Environmental Analysis: The City's 1992 General Plan was the subject of a certified Environmental Impact Report (GP EIR) that examined the environmental impacts associated with adoption of the General Plan. On May 19, 1992 the City Council adopted Resolution No. 92-13 certifying the two-volume EIR (SCH#91073080) prepared for the City General Plan and adopting the City General Plan.

Based on the revised General Plan land use map (E&R-54, General Plan FEIR), the Planning Area Boundaries map (page 15, General Plan DEIR), and specified development assumptions (page E&R-55 and E&R-56, General Plan FEIR), the GP EIR examined the environmental impacts associated with approximately 9,200 square feet of HSC use per acre (47,000 ÷ 5.1) in this planning area. For the subject site this equates to about 12,900 square feet, sf (9,200 x 1.4 ac) on the front portion of the property designated for these uses.

The GP EIR also examined the environmental impacts associated with approximately 9,270 square feet of LI use per acre (101,000 ÷ 10.9) in this planning area. For the subject site this equates to about 8,350 sf (9,270 x 0.9 ac) on the rear portion of the property designated for these uses.

Other public agencies whose approval may be required:

An Authority to Construct permit was issued December 16, 2009 by the Yolo-Solano Air Quality Management District for the fueling station and the proposed above-ground fuel storage tank.

The State Water Quality Control Board has jurisdiction over the proposed underground petroleum storage tanks. Also a discharge permits and/or various NPDES approvals may be needed.

Caltrans has jurisdiction over the state highway system. An encroachment permit is needed for any work within the I-505 or SR-128 right-of-way.

Other Project Assumptions: The Initial Study assumes compliance with all applicable State, federal, and local codes and regulations.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- ☐ Aesthetics
- ☐ Agricultural and Forest Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology and Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation and Traffic
- ☐ Utilities and Service Systems
- ☐ Mandatory Findings of Significance
- ■ None Identified

DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions

in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by mitigation measures based on the earlier analysis as described in the attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

■ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects: (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Signature	7-30-10 Date
Nelia Dyer, Director Printed Name	Winters Community Development Dept Lead Agency

EVALUATION OF ENVIRONMENTAL IMPACTS:

Introduction

Following is the environmental checklist form (also known as an "Initial Study") presented in Appendix G of the State CEQA Guidelines. The checklist form is used to describe the impacts of the Proposed Project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended as appropriate as part of the Proposed Project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant With Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less Than Significant Impact: Any impact that would not be considered significant under CEQA, relative to existing standards.

No Impact: The project would not have any impact.

Instructions

1. A brief evaluation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, potentially significant unless mitigation is incorporated, or less than significant. "Potentially significant impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to tiering, a program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used – Identify and state where available for review.

    b. Impacts Adequately Addressed – Identify which effects from the above checklist were within the scope of and adequately addressed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures – For effects that are "Less That Significant with Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources in the form of a source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format in selected.

9. The explanation of each issue area should identify: a) the significance criteria or threshold, if any, used to evaluate each question; and b) the mitigation measure identified, if any, to reduce the impact to less than significant.

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

Discussion

The application is for a proposed fast food restaurant (Burger King) with drive-through, gas station and convenience store (AM PM), and truck refueling station, with associated parking, fuel storage, signage, and site improvements on a 2.3 acre site within the City. The Burger King and convenience store are proposed to be co-located in one 5,000 square foot, one-story multi-tenant building.

This development would change the visual characteristics of the site; however, this site has been planned for these land uses for 18 years. For planning and environmental analysis purposes, the GP and GP EIR assumed about 21,250 square feet of development on the site, comprised of approximately 12,900 sf of highway commercial uses and about 8,350 sf of light industrial uses. The potential for aesthetic/visual impacts was found to be less than significant assuming compliance with the General Plan policies and applicable regulations.

The General Plan FEIR is hereby relied upon for this analysis.

a. There are no General Plan designated scenic vistas that would be adversely affected by implementation of this project. The 1992 General Plan EIR discusses view corridors to the Vaca Mountains, and concludes that development consistent with the General Plan would have no unmitigated impacts. For these reasons, the proposed project would not substantially or adversely affect views of a scenic vista, and this impact would be less than significant.

b. The City has not designated any scenic resources on the project site. There are no historic buildings or rock outcroppings on the site. There are several small trees on the site. These trees would be removed in order to develop the site. Removal of these trees triggers no special requirements under City ordinance. The trees have no biological or historic value, nor are they aesthetically significant. For these reasons, the potential for impact would be less than significant.

c. The proposed project would not result in significant degradation of the visual surroundings of the site or surrounding area. The General Plan designates this area for future development and the General Plan EIR concluded that there would be no unmitigated aesthetic or visual impacts. In fact, sometime in the 1960s with the construction of I-505, a former gas station was located northeast of the site, between the existing southbound off-ramp and northbound loop off-ramp

Yolo County has designated Grant Avenue/Highway 128, between I-505 and Lake Berryessa, as a local "scenic highway corridor". City General Plan Policy VIII.A.7 requires the City to establish Design Guidelines for new development along Grant Avenue. This development would be subject to those requirements which are contained in the adopted Winters Design Guidelines (November 1999). These guidelines address the I-505 Corridor and the Grant Avenue Corridor, and the project will be analyzed for consistency with these City requirements. Therefore, this impact would be less-than-significant.

d. The proposed project would result in no new sources of light and/or glare in the area beyond what was anticipated/analyzed in the General Plan EIR. City General Plan Policy VIII.D.7 requires controls on new lighting to minimize spill-over, glare, and impacts to the night sky. The proposed lighting and photometric plan will be analyzed for consistency with City requirements. Potential light and glare impacts are, therefore, considered less-than-significant.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FOREST RESOURCES. *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.*				
In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

Discussion

The proposed project would change the existing land use on the site, however, this site has been planned for these land uses for 18 years. The 1992 General Plan EIR assumed conversion of the site to a mix of highway commercial uses in the front portion and light industrial uses in the back portion. The potential impacts of development of 21,250 square feet of highway commercial development on the subject property was assumed. The 1992 General Plan EIR found impacts to agriculture citywide to be significant and unavoidable due to loss of then active agricultural land in other areas of the City planned for later conversion to urban uses. The City Council adopted a Statement of Overriding Considerations accepting these unavoidable impacts (Resolution 92-13, Exhibit C, adopted May 19, 1992) which is hereby relied upon for

this analysis. It should be noted that at the time of the 1992 General Plan this property has been out of agricultural use since at least the 1970s, primarily as a result of the construction of the I-505 freeway. This site is an isolated remnant from the construction of I-505. Notwithstanding the fact that is has been removed from agricultural use since the 1970s and that is has been planned for urban uses since at least 1992, the size and location of this property, as well as surrounding uses, effectively prohibit any reasonable likelihood of agricultural use.

a. The subject property is mapped as "Other Land" in the State Department of Conservation's Farmland Mapping and Monitoring Program and therefore no project-specific impacts to protected farmland would occur as a result of this project. As indicated above, impacts to agricultural land in general that could occur as a result of implementation of the City's General Plan have already been analyzed under the 1992 General Plan EIR and determined by the City Council to be unavoidable but acceptable. Implementation of the subject project will result in no new impacts not already analyzed in the prior EIR.

b. None of the project acreage is under a Williamson Act contract or zoned by the City for agricultural uses.

c,d. None of the project acreage contains forest resources.

e. There is no aspect of the project that would result in other known impacts to agricultural or loss of agricultural land.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	■	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	■	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	■	☐

Discussion

Development on this property would release air emissions; however, this area has been planned for these land uses since at least 1992. The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 193 through 205 of the Draft EIR and pages E&R 30 through 32 of the Final EIR) and found air quality impacts to be significant and unavoidable. The City Council adopted a Statement of Overriding Considerations accepting these unavoidable impacts (Resolution 92-13, Exhibit C, adopted May 19, 1992) which is hereby relied upon for this analysis.

a. The proposed project would not conflict with or obstruct implementation of applicable air quality plans, because the development that would result from implementation of this project is consistent with land uses planned for the site in the City General Plan since at least 1992. Build-out of the City's 1992 General Plan is included in the air emissions inventory for the Sacramento region which is included in applicable air quality plans. These impacts have already been analyzed under the 1992 General Plan EIR and determined by the City Council to be unavoidable but acceptable. The prior adopted Statement of Overriding Consideration is relied upon in this determination. Implementation of the subject project will result in no new impacts not already analyzed in the prior EIR, and in fact the proposed development would result in less development intensity on the site than was assumed. The proposed 5,000 sf building with fast food, fueling stations, and convenience store tenants is less intense than the 21,250 sf of land uses (approximately 12,900 sf of highway commercial uses and about 8,350 sf of light industrial uses) assumed in the General Plan EIR. Therefore, the impact in this category is considered less-than-significant as allowed under CEQA including

Sections 15152(f)(1) and 15153(c) of the State CEQA Guidelines and other sections that may apply.

b, c, d. Yolo County is designated as non-attainment for ozone under both State and federal standards and non-attainment for PM_{10} under State standards (see table below).

POLLUTANT	ATTAINMENT FOR FEDERAL STANDARD	ATTAINMENT FOR STATE STANDARD
Ozone	No/Severe	No/Serious
NO_x	Yes	Yes
PM_{10}	Yes	No
SO_x	Yes	Yes
CO	Yes	Yes

However, the potential for air quality impacts from the construction and development that may result from the proposed project is unchanged from the original analysis in the prior 1992 General Plan EIR. These impacts have already been analyzed under the 1992 General Plan EIR and determined by the City Council to be unavoidable but acceptable. The prior adopted Statement of Overriding Consideration is relied upon in this determination. Implementation of the subject project will result in no new impacts not already analyzed in the prior EIR and therefore, the impact in this category is considered less-than-significant as allowed under CEQA including Sections 15152(f)(1) and 15153(c) of the State CEQA Guidelines and other sections that may apply.

e. The potential for impacts due to objectionable odors is unlikely to be significant at this specific location as no residential uses are proposed. Odors are typically an issue where agricultural and residential uses interface and where industrial and residential uses interface. This is typically addressed through reliance on buffers between uses or operational controls applied on a case-by-case basis through the design review process. There may be cases where the impact remains unavoidable, which is consistent with the determination reached in the 1992 General Plan EIR.

The prior adopted Statement of Overriding Consideration is relied upon in this determination regarding regional air quality emissions. Implementation of the subject project will result in no new impacts not already analyzed in the prior EIR and therefore, the impact in this category is considered less-than-significant as allowed under CEQA including Sections 15152(f)(1) and 15153(c) of the State CEQA Guidelines and other sections that may apply.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. *Would the project:*				
a. Have a substantial adversely effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	■
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	■
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	☐	■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	■	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	■	☐

Discussion

This development would change the existing land use on the site; however, this site has been planned for these land uses for 18 years. The 1992 General Plan EIR assumed development of the site in highway commercial and industrial uses, including the potential impacts of development of approximately 12,900 sf of highway commercial uses and about 8,350 sf of light industrial uses. The project as proposed is less intense. The 1992 General Plan EIR found impacts to biological resources to be significant and unavoidable. The City Council adopted a Statement of Overriding Considerations accepting these unavoidable impacts (Resolution 92-13, Exhibit C, adopted May 19, 1992) which is hereby relied upon for this analysis.

a-d. The potential for impacts to biological resources on a regional or cumulative level as a result of implementation of the project is unchanged from the original analysis in the prior 1992 General Plan EIR. These impacts have already been analyzed under the 1992 General Plan EIR and determined by the City Council to be unavoidable but acceptable. The prior adopted Statement of Overriding Consideration is relied upon in this determination. Implementation of the subject project will result in no new impacts not already analyzed in the prior EIR. Additionally on a site-specific basis, the property has no significant biological value. Therefore, there is no impact identified in any of these categories.

e. General Plan Policies VI.C.1 through VI.C.10, and VI.D.1 through VI.D.9, establish various requirements to protect and preserve the City's biological resources. Notwithstanding these policies, the City in 1992 concluded that impacts to biological resources resulting from implementation of the General Plan would be significant and unavoidable. The potential for impacts to biological resources on a regional or cumulative level as a result of implementation of the proposed project is unchanged from the original analysis in the prior 1992 General Plan EIR, which included the development the subject site. The prior adopted Statement of Overriding Consideration is relied upon in this determination. Implementation of the subject project will result in no new impacts not already analyzed in the prior EIR. Additionally on a site-specific basis, the property has no significant biological value. Therefore, there is no impact identified in this category.

f. No Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved regional or state habitat conservation plan has been adopted for the project site. The County and cities are in the process of developing a countywide HCP/NCCP plan, but it is not complete. The City of Winters has an adopted local Habitat Mitigation Program that provides the relevant legal/regulatory framework, policy framework, guiding values, mitigation strategy, and mitigation requirements for implementation of habitat mitigation requirements. However, the potential for impact in this category is less than significant because the project site does not contain any important or significant biological resources.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. *Would the project:*				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	■	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	■	☐
c. Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	■	☐
d. Disturb any human remains, including those interred outside of formal cemeteries.	☐	☐	■	☐

Discussion

This development could adversely affect unknown cultural resources; however, the General Plan contains required measures to minimize the potential adverse effects of this impact. The 1992 General Plan EIR analyzed the potential impacts of development including 21,250 sf of highway commercial and industrial uses at this site and found impacts to cultural resources to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

a-d. General Plan Policies V.F.1 and V.F.2 address archeological resources and require that construction stop and appropriate mitigation through the State Archaeological Inventory occur if potential sub-surface resources are uncovered. These have been added as conditions of approval for the project.

Section 7050.5 of the California Health and Safety Code states that, when human remains are discovered, no further site disturbance shall occur until the county coroner has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and the remains are recognized to be those of a Native American, the coroner shall contact the Native American Heritage Commission within 24 hours.

Compliance with these requirements will ensure that impacts on unknown cultural resources are less than significant.

Issues		Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
6.	**GEOLOGY AND SOILS.** *Would the project:*				
	a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i. Rupture of a known earthquake fault as delineated on the most recent Alquist - Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	■	☐
	ii. Strong seismic ground shaking?	☐	☐	■	☐
	iii. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
	iv. Landslides?	☐	☐	■	☐
	b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
	c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	■	☐
	d. Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	■	☐
	e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■

Discussion

The proposed development could result in impacts related to soils and geology; however, this area has been planned for these land uses since at least 1992. The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 169 through 178 of the Draft EIR and page E&R 29 of the Final EIR) and found impacts to geological resources to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

a-d. The Alquist-Priolo Special Studies Zones Act of 1972 regulates development near active faults to mitigate the hazard of surface fault rupture and prohibits the development of structures for human occupancy across the traces of active faults. There are no parts of the City located within an Alquist-Priolo Special Studies Zone.

According to the Seismic Risk Map of the United States, Winters is in Zone 3. Within Zone 3, the potential for earthquakes is low; however, there is the possibility for major damage (VIII to X on the Modified Mercalli Scale from a nearby earthquake). A rating of VIII to X on the Modified Mercalli Scale generally means the Richter scale magnitude would be between 6.0 to 7.9. Effects associated with this intensity range from difficulty standing to broken tree branches to damage to foundations and frame structures to destruction of most masonry and frame structures.

Any major earthquake damage within the City is likely to occur from ground shaking and seismically-related ground and structural failures. Local soil conditions, such as soil strength, thickness, density, water content, and firmness of underlying bedrock affect seismic response. Seismically-induced shaking and some damage should be expected to occur during an event, but damage should be no more severe in the project area than elsewhere in the region. Framed construction on proper foundations constructed in accordance with Uniform Building Code requirements is generally flexible enough to sustain only minor structural damage from ground shaking. Therefore, people and structures would not be exposed to potential substantial adverse effects involving strong seismic ground shaking, and this would be a less-than-significant impact.

General Plan Policies VII.A.1 through VII.A.3 address geological hazards and require compliance with applicable State codes and requirements.

The proposed project would not result in new geological impacts or exposure to new hazards beyond what was analyzed in the General Plan EIR. Impacts in these areas are considered less-than-significant.

e. The City does not allow septic systems. All projects are required to connect to wastewater treatment facilities. Therefore, there is no potential for impact.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS. *Would the project:*				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?	☐	☐	■	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

Discussion

Assembly Bill 32 adopted in 2006 established the Global Warming Solutions Act of 2006 which requires the State to reduce greenhouse gases (GHGs) to 1990 levels by 2020. GHGs contribute to global warming/climate change and associated environmental impacts. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide. The primary sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms). New development results in the direct and indirect release of GHGs.

"Climate change" as a specific or distinct topic was not mentioned in the 1992 General Plan; however, the related topics of pedestrian-friendly land use and design features, transportation and circulation, energy efficiency, air quality, and waste management were addressed and are prominent in the General Plan. The existing General Plan includes the following policies relevant to this topic:

- Urban limit line (Policy I.A.2)
- Jobs housing balance (Policy I.A.6, I.E.2)
- Pedestrian and bicycle orientation (I.A.8, III.G.1 – III.G.6, VIII.A.4, VIII.B.1 – VIII.B.3, VIII.C.3)
- Infill and reuse (Policy I.B.2, I.B.5, II.B.1 – II.B.6)
- Interconnected grid streets and alleys (Policy III.A.9, VIII.C.2)
- Transit (Policy III.B.1, III.B.2, III.B.3)
- Trip reduction (Policy III.C.1, III.C.2, III.C.3, III.C.4)
- Protection of habitat (Policy VI.C.1 – VI.C.10, VI.D.1 – VI-D.9)
- Protection of air quality (VI-E.1 – VI.E.11)
- Energy conservation (II.C.1, II.C.2, VI-F.2 – VI.F.5)

- Emergency response (VII.D.1 – VII.D.4)
- Open space (VIII.A.6)
- Tree canopy (VIII.D.1 – VIII.D.6)

These policies are effective in reducing GHGs and minimizing impacts from climate change. The subject project is consistent with the goals or land use designations of the General Plan and would result in no development beyond that already approved in 1992. Compliance with these policies will be effective in minimizing GHG emissions and climate change impacts from this already planned new development.

a,b. Given the relevant policies already built into the General Plan (see discussion above), the small scale of the project (less than 3 acres), and the fact that it is consistent with (and less intense than) established zoning and General Plan land use, the proposed project would not result in a conflict with the State's AB 32 goals. This impact is considered less than significant.

Issues		Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
8.	**HAZARDS AND HAZARDOUS MATERIALS.** *Would the project*				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	■	☐
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	■	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	■

Discussion

This development could result in impacts related to hazards and hazardous materials; however, this area has been planned for these land uses since at least 1992. The 1992 General Plan EIR analyzed the potential impacts of development of the site (see pages 117 through 122 of the Draft EIR and page E&R 21 of the Final EIR) and found impacts to emergency facilities and services to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

A Phase I Environmental Site Assessment was prepared for this property (Geocon Consultants, Inc, September 2009). This report concluded that the site was not listed on any databases of facilities with known environmental conditions or impairment.

a-c. The project includes two fueling facilities, one for passenger vehicles and one for multi-axle trucks. Two underground and one above ground fuel storage tanks are proposed to support these facilities. These facilities are subject to regulation by a number of federal and state agencies and regulations addressing water quality, safety, and air emissions. Based on compliance with these existing requirements, the potential for impact is considered less than significant.

During construction, oil, diesel fuel, gasoline, hydraulic fluid, and other liquid hazardous materials would be used. Similarly, paints, solvents, and various architectural finishes would also be used.

If spilled, these substances could pose a risk to the environment and to human health. In the event of a spill, the City of Winters Fire Department is responsible for responding to non-emergency hazardous materials reports. The use, handling, and storage of hazardous materials are highly regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations. Both federal and State laws include special provisions/training for safe methods for handling any type of hazardous substance. The City currently complies with the City's Emergency Response Plan and the Yolo County Hazardous Waste Management Plan.

Because the routine transport, use, and disposal of hazardous materials is regulated by federal, State, and local regulations, this impact is considered less than significant.

d. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment. The proposed project would not result in new hazards or exposure to new hazards beyond what was analyzed in the General Plan EIR. Impacts in this area are considered less-than-significant.

e,f. The City is not within two miles of any public or private airports or air strips, and is not within the runway clearance zones established to protect the adjoining land uses in the vicinity from noise and safety hazards associated with aviation accidents. Therefore, there would be no impact.

g. The proposed project would have no known effect on adopted emergency response plans or emergency evacuation plans. This would be considered less-than-significant under CEQA.

h. The project area does not qualify as "wildlands" where wildland fires are a risk; therefore, no adverse impact would occur in this category.

Issues		Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
9.	**HYDROLOGY AND WATER QUALITY** *Would the project:*				
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	■	☐
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	■	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	■	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	■	☐
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	■	☐
f.	Otherwise substantially degrade water quality?	☐	☐	■	☐
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	■	☐
h.	Place within a 100-year floodplain structures which would impede or redirect flood flows?	☐	☐	■	☐
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	■	☐
j.	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	■

Discussion

The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 169 through 178 of the Draft EIR and page E&R 29 of the Final EIR; see also pages 105 through 113 of the Draft EIR and pages E&R 19 through 21) and found hydrology impacts to be less-than-significant, with the exception of water quality impacts from increased runoff into Putah Creek and Dry Creek which were found to be significant and unavoidable. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis. Included in those Findings was a Statement of Overriding Considerations accepting the unavoidable water quality impacts (Resolution 92-13, Exhibit C, adopted May 19, 1992) which is hereby relied upon for this analysis.

a,f. Surface water quality can be adversely affected by erosion during project construction, or after the project is completed, if urban contaminants in stormwater runoff are allowed to reach a receiving water (e.g. Putah Creek and/or Dry Creek). Construction activities disturbing one or more acres are required by the Central Valley Regional Water Quality Control Board (CVRWQCB) to obtain a General Construction Activity Stormwater Permit and a National Discharge Elimination System (NPDES) permit. These permits are required to control both construction and operation activities that could adversely affect water quality. Permit applicants are required to prepare and retain at the construction site a Stormwater Pollution Prevention Plan (SWPPP) that describes the site, erosion and sediment controls, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. Dischargers are also required to inspect construction sites before and after storms to identify stormwater discharge from construction activity, and to identify and implement controls where necessary.

Compliance with these required permits would ensure that runoff during construction and occupation of the project site would ensure that runoff does not substantially degrade water quality. Therefore, this is a less-than-significant impact.

b. There are no facilities specifically proposed for recharge as a part of the project. The site is not identified for recharge and has been planned for development since at least 1992. While both a retention and detention facility are planned to address drainage from the site, these would be designed to ensure acceptable water quality by implementing storm water quality post-construction best management practices (BMPS). Therefore, it can be concluded that development of the project site would not substantially affect the aquifer.

The project would receive potable water from the City's municipal well system. As discussed in more detail in Item 17(d), while the proposed project would contribute to an increase in municipal groundwater use, service to the site is assumed as a part of the City's water system. Furthermore, the project as proposed is less intense than what was assumed for the subject location under the General Plan FEIR. Therefore, impacts on groundwater would be less than significant.

c,d. Drainage improvements proposed as a part of the proposed project would change absorption rates, drainage patterns, and the rate and amount of surface runoff, but would not alter the course of a river or stream. As indicated, drainage and run-off is proposed to be addressed on site through the proposed retention and detention facility which will, at a minimum, maintain run-off flows at pre-development levels. Drainage could also be addressed through connections to the City's storm drainage system. Run-off from development of the site is already planned for within the City's drainage system. Therefore any increase in runoff is considered less than significant.

e. Drainage and run-off from the proposed project is required to be addressed in a manner consistent with the City's recently updated Storm Drainage Master Plan (2008). General Plan Policy IV.D.6 allows projects to construct and utilize interim drainage improvements so long as they implement logical component parts of the storm drainage improvements identified in the updated Storm Drainage Master Plan. Interim drainage/flooding solutions that do not implement logical components parts of the storm drainage improvements or that would be otherwise inconsistent with implementation of the Plan, can only be approved if they are found to be consistent with the water quality treatment/design criteria and standards criteria of the updated Storm Drainage Master Plan. The policy specifies that under that circumstance, the City provides no reimbursement or credit. The proposed conditions of approval for the project address this issue.

The General Plan includes a designated Flood Overlay Zone (FOZ) totaling approximately 964 acres that includes ±614 acres within the City's boundaries. The FOZ is defined as the area affected by or contributing to the City's flood problem. The subject project site falls within the FOZ. The purpose of identifying the FOZ was to ensure the inclusion of those properties in the funding mechanism for improvements to reduce or eliminate the 100-year flood hazard. On September 2, 2008 the City adopted the 2008 Winters City Storm Drainage Master Plan (City Council Resolution 2008-38) which provided a comprehensive solution for storm drainage. However to date the fee program/financing mechanism for the adopted drainage improvements has not yet been adopted.

General Plan Policy I.A.9 precludes all development in the FOZ until "a fee schedule has been established or financing program adopted which includes all affected and contributing properties for financing the comprehensive flood control solution". The staff has proposed a condition of approval that would preclude issuance of a building permit or any other development permit for the project until the fee program is adopted. Additionally General Plan Policy IV.D.7 requires that the fees be paid prior to issuance of a building permit. The proposed condition of approval addresses this requirement as well. The proposed condition would also satisfy General Plan Policy IV.D.4 requiring all affected properties to contribute to the financing. Assuming adoption of the proposed condition, the project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, and the potential for impact in this category would be less than significant.

g. There is no housing proposed as a part of the project.

h. The site is located within a federally designated Special Flood Hazard Area (Flood Insurance Rate Map Community-Panels 06113C0562G and 06113C0564G, Revised June 18, 2010) that would be inundated should a "100-year" flood occur. Specifically it is designated Zone AO (Depth 2) which is defined as areas having flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); with average depth at 2 feet. As such, the proposed commercial building will be required to comply with flood elevation requirements applicable in the AO zone. All new construction or substantial improvement must have the lowest floor (including basement) elevated above the highest adjacent grade to a height equal to or exceeding the depth number specified in feet on the FIRM.

Consistency with the applicable flood hazard requirements related to the federal floodplain designation will ensure that impacts in this category are less than significant.

i. The City is located approximately 10 miles east of the Monticello Dam on Lake Berryessa. Failure or overtopping of the dam could result in severe flooding of the Winters' area and loss of life. However, this occurrence, which is addressed in the Yolo County Emergency Plan, is not considered a likely or substantial risk. Therefore, the proposed project would not expose individuals to a substantial risk from flooding as a result of the failure, and the impact would be less than significant.

j. The project area is not located near any bodies of water that would pose a seiche or tsunami hazard. In addition, there are no physical or geologic features that would produce a mudflow hazard. Therefore, no impact would occur.

Issues		Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
10.	**LAND USE AND PLANNING.** *Would the project:*				
a	Physically divide an established community?	☐	☐	☐	■
b.	Conflict with any applicable land use plan, policy, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	☐	☐	■	☐
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	■	☐

Discussion

The application is for a proposed fast food restaurant (Burger King) with drive-through, gas station and convenience store (AM PM), and truck refueling station, with associated parking, fuel storage, signage, and site improvements on a 2.3 acre site within the City. The Burger King and convenience store are proposed to be co-located in one 5,000 square foot, one-story multi-tenant building.

This site has been planned for these land uses since at least 1992. For planning and environmental analysis purposes, the GP and GP EIR assumed about 21,250 square feet of development on the site, comprised of approximately 12,900 sf of highway commercial uses and about 8,350 sf of light industrial uses. The General Plan EIR analyzed the potential impacts of development of site and found land use impacts to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

a. Construction of the project is consistent with the 1992 General Plan and would not divide an established community. Therefore, no impact would occur.

b. The General Plan and zoning ordinance both designate the front 1.4 acres of the project site for highway commercial use and the back 0.9 acres for light industrial use. The proposed drive-through fast-food restaurant and service station on the front acreage are consistent with the highway service commercial designation and both uses are identified in Section 17.52.020 Land Use/Zone Matrix of the Zoning Code as principally permitted uses meaning they are allowed "by-right" in the zone.

   The proposed truck fueling facility and above-ground fuel storage tank are not specifically listed as contemplated uses in the LI zone. However, pursuant to Section 17.52.010(E) of the City Zoning Ordinance, the Community Development Director may find uses not specifically listed but similar in nature (based on activity characteristics) to a listed activity, to be a consistent use in the zone.

The activity characteristics of the proposed uses on the rear of the parcel include the following: large service/commercial trucks accessing and leaving the site for short durations throughout the hours of operation of the facility. These characteristics are similar in nature to other uses allowed in the light industrial zone such as recycling collection center and minor utility services which are permitted uses, and less intense than Automobile Repair which is conditionally allowed. The application includes a request for a Conditional Use permit.

The proposed uses are similar in nature to a "service station" which would also be considered allowable in the adjoining HSC zone which is predominant on the site. Typically less intense uses are allowed in more intense zones unless compatibility conflicts would occur. Compatibility conflicts are not anticipated to result from the subject project as the site is proposed to be organized complementary to the spilt zoning, by directing the more intense truck fueling activities to the rear light industrial acreage and the less intense vehicle fueling activities to the front HSC acreage. Furthermore, the proposed uses are consistent with the intent and purpose of the LI zone and will serve the trucks that deliver goods and services to the existing industrial uses further north on CR 90.

As conditioned, the project would be consistent with the land uses and applicable policies of General Plan, and the land uses and applicable development regulations of the zoning ordinance. Therefore the potential for impact in this category is less-than-significant.

c. See response to Item 4(f).

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
11. **MINERAL RESOURCES.** *Would the project:*				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	■	☐
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	■	☐

Discussion

a,b. The project site is not designated as a mineral resource zone or locally important mineral resource recovery site. Implementation of the project, and resultant development that may occur would not result in the loss of any known mineral resources. Impacts would be less-than-significant.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
12. NOISE. *Would the project result in:*				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

Discussion

This development will add noise during construction and will permanently add to ambient noise levels during operation; however, this area has been planned for these land uses since at least 1992. The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 179 through 192 of the Draft EIR and pages E&R 29 through 31 of the Final EIR) and found noise impacts to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

a-d. The Noise Element of the City of Winters General Plan establishes standards for the evaluation of noise compatibility (including land use compatibility standards, exterior noise levels limits, and interior noise level limits) and requirements for noise studies. The City has both a Noise Ordinance and Standard Specifications that regulate construction noise. These regulations restrict construction activities to 7:00am to 7:00 pm Monday through Friday only (holidays excluded). Implementation of the project would be subject to these policies and regulations.

The General Plan EIR examined the potential for impact from full development of the General Plan and determined that this impact was less-than-significant. There are no new noise impacts that would result from the proposed project. Impacts in these categories remain less-than-significant. The project site is

located at the northwest quadrant of I-505 and SR 128. Traffic noise from these two highways is dominant at this location and it is unlikely that temporary noise from project construction or permanent noise from the future planned land uses would be noticeable against the future expected ambient condition.

e. The nearest public airport is over two miles from the City and no part of the City falls within an airport land use plan. There is no potential for exposure to excessive air traffic noise, so no impact would occur.

f. The project area is not located near a private airstrip and would not be exposed to noise from the private airstrip, so no impact would occur.

Issues		Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
13.	**POPULATION AND HOUSING.** *Would the project:*				
	a. Induce substantial growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	■	☐
	b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	■	☐
	c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

Discussion

The 1992 General Plan EIR analyzed the potential impacts of build-out of the General Plan (see pages 43 through 70 of the Draft EIR and pages E&R 9 through 14 of the Final EIR) and found housing and population impacts to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

a. This development could not result in additional dwelling units or population. It would result in the development of commercial/industrial uses that would produce jobs and revenue generating opportunities for the City. Infrastructure, services, and utilities proposed to serve this project are master planned to accommodate the proposed level of growth. Because all aspects of the project are consistent with the planning assumptions of the General Plan, the project would not be considered growth inducing. This impact is less-than-significant.

b,c. The project involves no displacement of housing or people. There would be no impacts in these categories.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
14. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a. Fire protection?	☐	☐	■	☐
b. Police protection?	☐	☐	■	☐
c. Schools?	☐	☐	■	☐
d. Parks?	☐	☐	■	☐
e. Other public facilities?	☐	☐	■	☐

Discussion

The proposed project could result in impacts to public services; however, this area has been planned for these land uses since at least 1992. The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 117 through 134 of the Draft EIR and pages E&R 21 through 24 of the Final EIR) and found public services to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

a,b. The City of Winters Fire Department provides fire protection services to the City. The City of Winters Police Department provides police protection services. The proposed project could increase demand for these fire and police protection services by increasing the amount of development, and number of employees and visitors within the City's service areas. This increase in development is consistent with the General Plan and therefore, would result in no new impacts beyond those examined in the 1992 General Plan EIR.

c. The City is served by the Winters Joint Unified School District, which serves the City of Winters and surrounding unincorporated areas of Yolo and Solano Counties. The District is comprised of the John Clayton Kinder School, Waggoner Elementary School (grades 1-3), Shirley Rominger Intermediate School (grades 4-5), Winters Middle School (grades 6-8), Winters High School (grades 9-12) and Wolfskill Continuation High School.

Funding for schools and impacts for school facilities impacts is preempted by State law. Policies I.F.2, I.F.3, IV.H.5, and IV.H.6 of the General Plan related to funding and timing of school facilities have been superseded by State law (Proposition 1A/SB 50, 1998, Government Code Section 65996) which governs

the amount of fees that can be levied against new development. Payment of fees authorized by the statute is deemed "full and complete mitigation." These fees are used to construct new schools.

The proposed project includes no residential uses and therefore would not directly result in the generation of students. Nevertheless, under State law, the development will be required to pay applicable school fees. Because the amount of these fees is pre-empted by the State, the potential for impacts to schools is considered by law to be a less-than-significant impact.

d. The City requires the development of parkland in conjunction with subdivision development at a ratio of 7 acres per 1,000 persons (General Plan Policy V.A.1). However, there is no residential development proposed as apart of this project. Therefore, impacts in this category would be less-than-significant.

e. Development that could result from the proposed project would create incremental increases in demand for other services and facilities in the City of Winters. However, because this growth would be consistent with the General Plan, there would be no new impacts beyond what was already analyzed in the General Plan EIR. This impact is less-than-significant.

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

Discussion

The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 123 through 126 of the Draft EIR and pages E&R 21 through 23 of the Final EIR) and found recreation impacts to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

a,b. The project includes no residential uses or facilities. Therefore, there would be no impact in this category.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
16. TRANSPORTATION/CIRCULATION. *Would the project:*				
a. Conflict with as applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	■	☐
b. Conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	■	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	■	☐
e. Result in inadequate emergency access?	☐	☐	■	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety or such facilities?	☐	☐	■	☐

Discussion

This development could result in transportation and circulation impacts; however, this area has been planned for these land uses since at least 1992. The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 71 through 96 of the Draft EIR and pages E&R 15 through 17 of the Final EIR) and found traffic impacts to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

The site is located at the northwest corner of two Caltrans highways (I-505 and SR 128). A Caltrans encroachment permit would be required for any work within the Caltrans controlled right-of-way.

Caltrans has requested a more detailed access analysis in order to ascertain the timing for various improvements already anticipated in the City's General Plan Circulation Element. Specifically the access study will determine various levels of controlled access required at the intersection of CR 90 and SR 128, in order to preserve the operational efficiency of the I-505 interchange ramps near that location. The project

has been conditioned to be consistent with and implement as appropriate the recommendations of that study, as may be required by Caltrans; however, it is relevant to note that Caltrans has separate authority in this regard through the encroachment permit requirement.

a,b. The General Plan Transportation and Circulation Element contains policies that address circulation using various modes, and parking. The project is required to be consistent with these requirements as well as with all other applicable development requirements of the City including street improvements, driveway specifications, and on-site circulation. Therefore the proposed project would not result in new traffic impacts beyond what was analyzed in the General Plan EIR. Impacts in these areas are considered less-than-significant.

c. The project area is not located near an airport and it does not include any improvements to airports or change in air traffic patterns. No impact would occur.

d,e. All new roadway construction would be built according to adopted City standards and specifications and would satisfy requirements for emergency access. For this reason, the potential for design hazards would be less-than-significant.

f. Development that results from the proposed project would be required to satisfy policies, plans, and programs supporting alternative transportation, including appropriate pedestrian and bicycle route connections. Therefore, this impact would be less than significant.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
17. UTILITIES AND SERVICE SYSTEMS. *Would the project:*				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	■	☐
b Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
d Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	■	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	■	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	■	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	■	☐

Discussion

This development could result in impacts to utility and service systems; however, this area has been planned for these land uses since at least 1992. The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 97 through 116, and 133 through 134 of the Draft EIR and pages E&R 17 through 21, and 24 of the Final EIR) and found utility and service impacts to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

a. The proposed project would be required to connect to the City's sewage treatment plant for wastewater treatment. The City's plant is permitted by the State and must meet applicable water quality standards. Land uses allowed on the site were analyzed in the previous General Plan EIR and not anticipated to generate wastewater that contains unusual types or levels of contaminants. Therefore, the project is not expected to inhibit the ability of the Winters Wastewater Treatment Plant (WWTP) to meet State water quality standards. For these reasons, this would be a less-than-significant impact.

b,e. All development within the City would receive sewer and water service from the City of Winters. The City of Winters Wastewater Treatment Plant (WWTP) currently has a capacity of 0.92 million gallons per day (mgd). The estimated

number of new dwelling unit equivalents (DUEs) that could be served under current capacity is approximately 700 to 800 DUEs. Service to development on the front parcels of this site is assumed within that remaining capacity. Under City code, no project is allowed to build without available sewer and water service. Therefore, these impacts are considered less-than-significant.

c. Please refer to the discussion of Items 9.c,d, and e. The City's recently updated Storm Drainage Master Plan and accompanying CEQA clearance address this issue. This is a less-than-significant impact.

d. Development resulting from the proposed project would be served by the City's municipal water supply. This development would result in no new impacts to water supply and availability beyond those already anticipated under the General Plan and therefore there are no new impacts in this category. As development occurs, the City's water system is regularly re-examined to determine what, if any, new facilities are needed for adequate service. Pursuant to City code, no project is allowed to build without available water service. This is a less-than-significant impact.

f, g. Solid waste from the project site will be collected by the City of Winters and disposed of at the Yolo County Central Landfill, a 722-acre facility. The landfill has a capacity of 11 million tons with capacity for planned growth through 2025. The City's General Plan build-out is part of the planned growth for which the landfill has been sized and therefore solid waste generated as a result of this project would not have unanticipated impacts on the life of the landfill. This impact is considered less than significant.

Issues		Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
18.	**MANDATORY FINDINGS OF SIGNIFICANCE.**				
	a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	■	☐
	b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	■	☐
	c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

Discussion

a-c. The full range of impacts from this project were anticipated and examined in the 1992 General Plan EIR upon which this analysis relies. Impacts to biological resources, cumulative air quality, loss of agricultural land, and water quality were identified as significant and unavoidable and a Statement of Overriding Considerations was adopted by the City Council. There are no new impacts associated with the project that were not previously analyzed and mitigated. Impacts in these categories are therefore considered less-than-significant.

Cumulative greenhouse gas emissions and associated climate change impacts for the entire County were examined in the County's certified General Plan Final EIR (SCH# 2008102034 certified November 10, 2010) (pages 805-817, DEIR and pages 438-441, FEIR). Build-out of the Winters General Plan is clearly included in that cumulative analysis. To the extent necessary, pursuant to CEQA Guidelines 15152 (see also Section 15130(b)(1)(B)) this analysis tiers from the analysis of cumulative climate change impacts contained in the Yolo County Certified General Plan FEIR. This document can be viewed online at:

http://www.yolocounty.org/Index.aspx?page=1683

ATTACHMENTS:

Exhibit 1, Vicinity Map
Exhibit 2, General Plan Designations
Exhibit 3, Zoning Designations
Exhibit 4, Site Plan (June 29, 2010)

Exhibit 5, Building Elevations
Exhibit 6, Canopy Elevations
Exhibit 7, Tank Enclosure
Exhibit 8, Conceptual Landscaping Plan
Exhibit 9, Drainage Plan
Exhibit 10, Refuse and Recycle Enclosure
Exhibit 11, Photometric Study
Exhibit 12, Signage

EXHIBIT 1

Vicinity Map

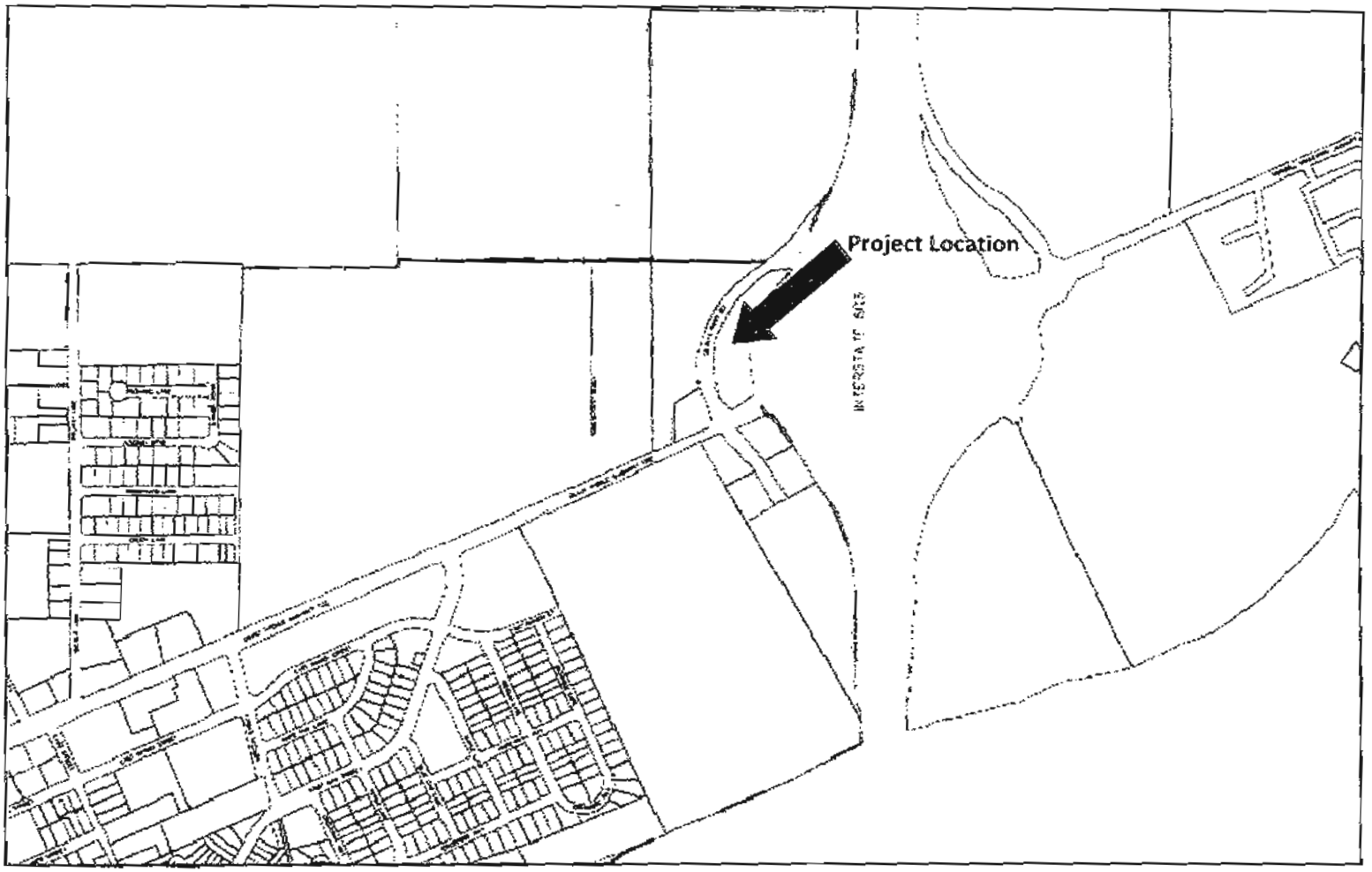
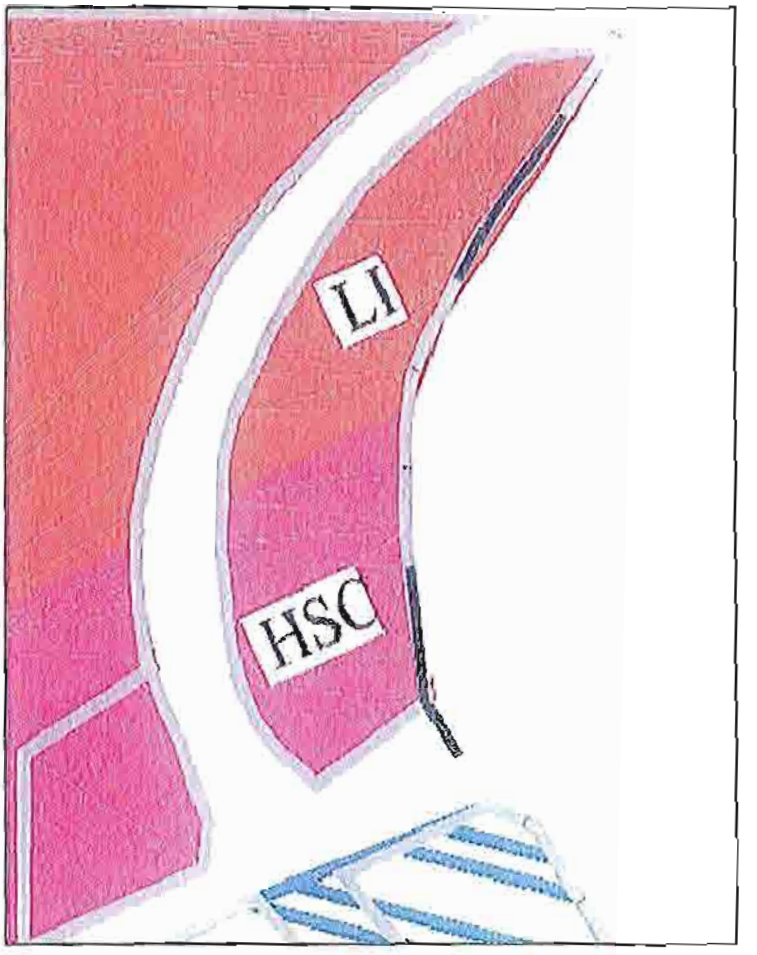
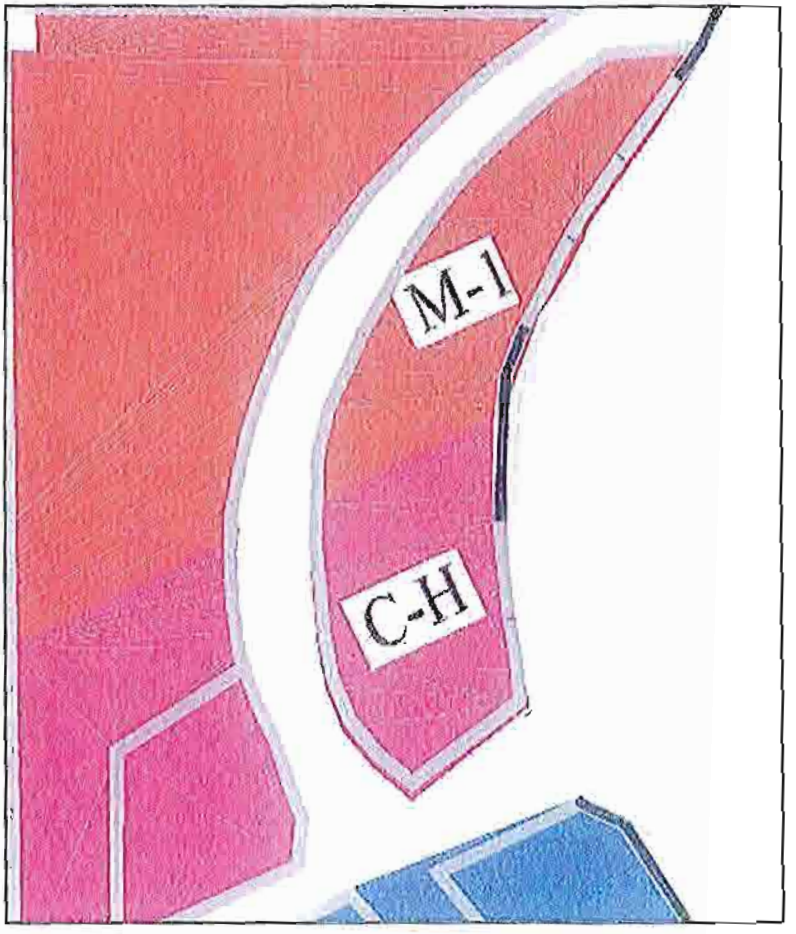


EXHIBIT 2



General Plan Designations

EXHIBIT 3



Zoning Designations

EXHIBIT 4

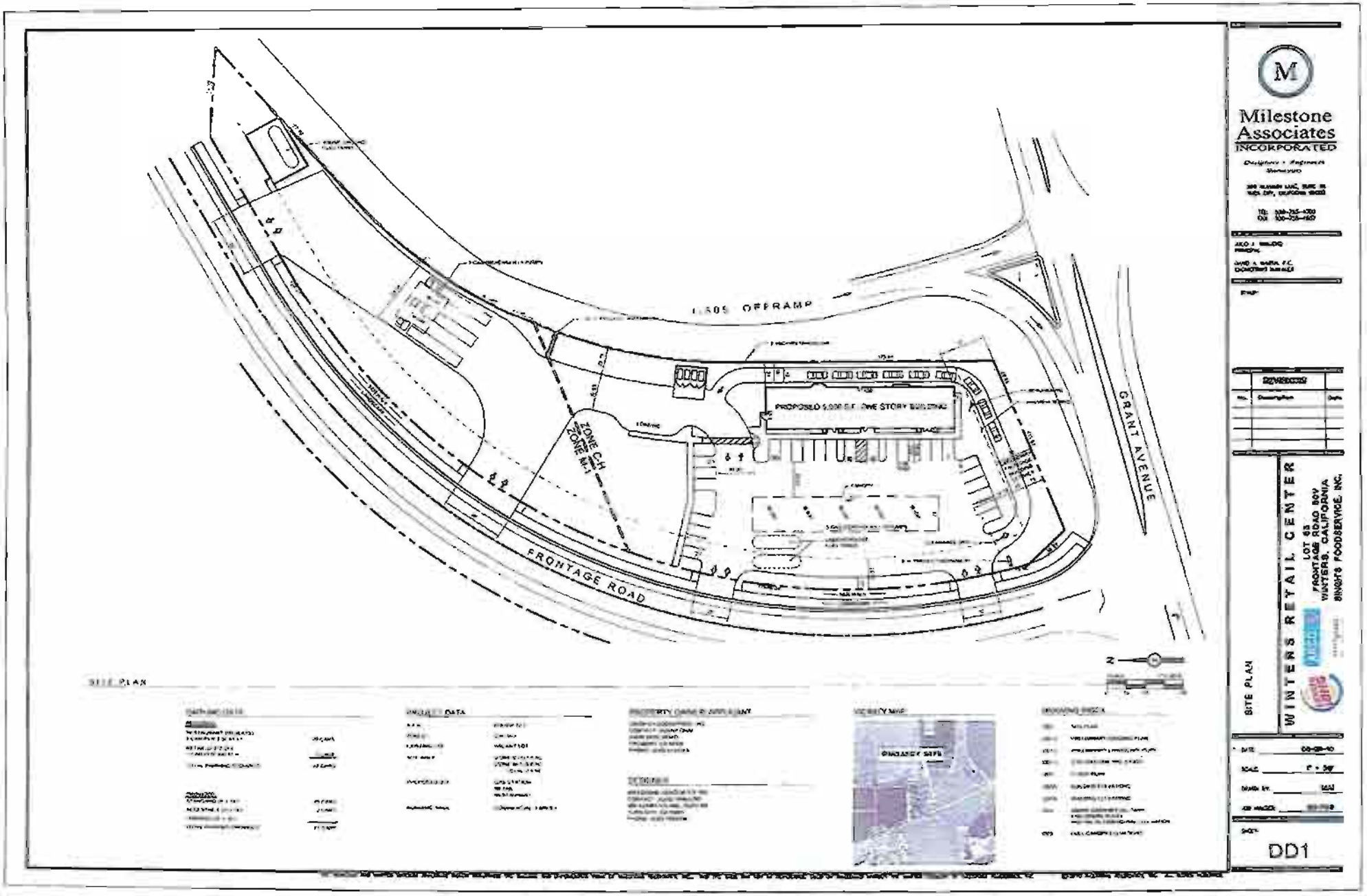

Milestone Associates
INCORPORATED
I-505 OFFRAMP
GRANT AVENUE
FRONTAGE ROAD
ZONE C-H
ZONE M-1
PROPOSED 5,000 S.F. ONE STORY BUILDING
SITE PLAN
WINTERS RETAIL CENTER
LOT 63
FRONTAGE ROAD 50V
WINTERS, CALIFORNIA
SINGH'S FOODSERVICE, INC.
DD1

EXHIBIT 5

PROPOSED WEST ELEVATION

STANDING SEAM METAL ROOF | ILLUMINATED RED PARAPET BAND | PAINTED FASCIA ICI 'PADRE ISLAND' | CLEAR VISION GLASS CLEAR ALUMINUM MULLIONS | METAL PANELS | WINDOW TRIM ICI 'SHELL CREEK' | PAINTED STUCCO ICI 'JUST PEACHY' | PAINTED CONCRETE SIDING ICI 'JUST PEACHY' | NICHIHA CANYON BRICK 'SHALE BROWN'

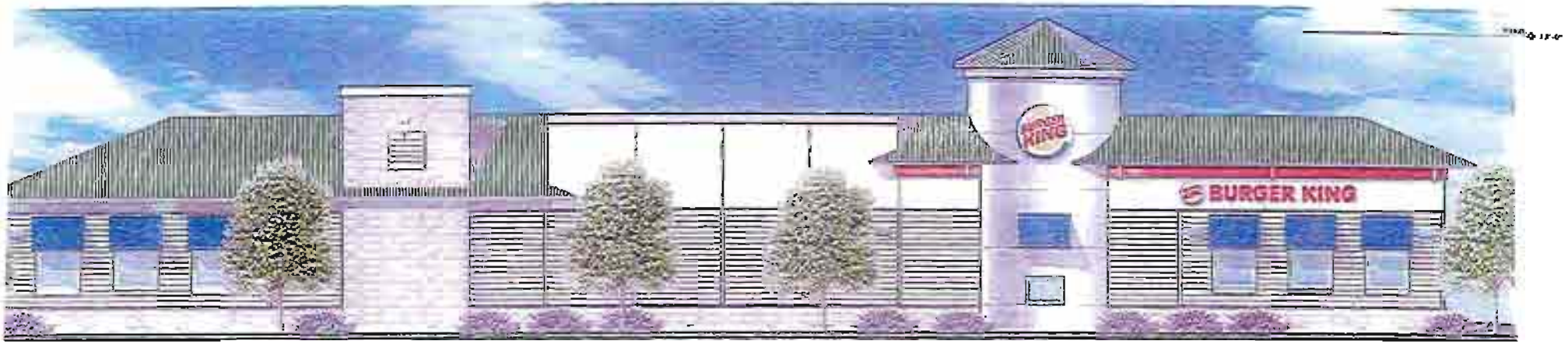
SINGH'S FOODSERVICE, INC.

6/22/10

PROPOSED
BUILDING ELEVATIONS
LOT 63
FRONTAGE RD. AT GRANT AVE
WINTERS, CALIFORNIA

0 10' 20'

Milestone Associates
INCORPORATED



PROPOSED EAST ELEVATION

PROPOSED SOUTH ELEVATION

PROPOSED NORTH ELEVATION

STANDING SEAM METAL ROOF | ILLUMINATED RED PARAPET BAND | PAINTED FASCIA ICI 'PADRE ISLAND' | CLEAR VISION GLASS CLEAR ALUMINUM MULLIONS | METAL PANELS | WINDOW TRIM ICI 'SHELL CREEK' | PAINTED STUCCO ICI 'JUST PEACHY' | PAINTED CONCRETE SIDING ICI 'JUST PEACHY' | NICHIHA CANYON BRICK SHALE BROWN

0 10' 20'

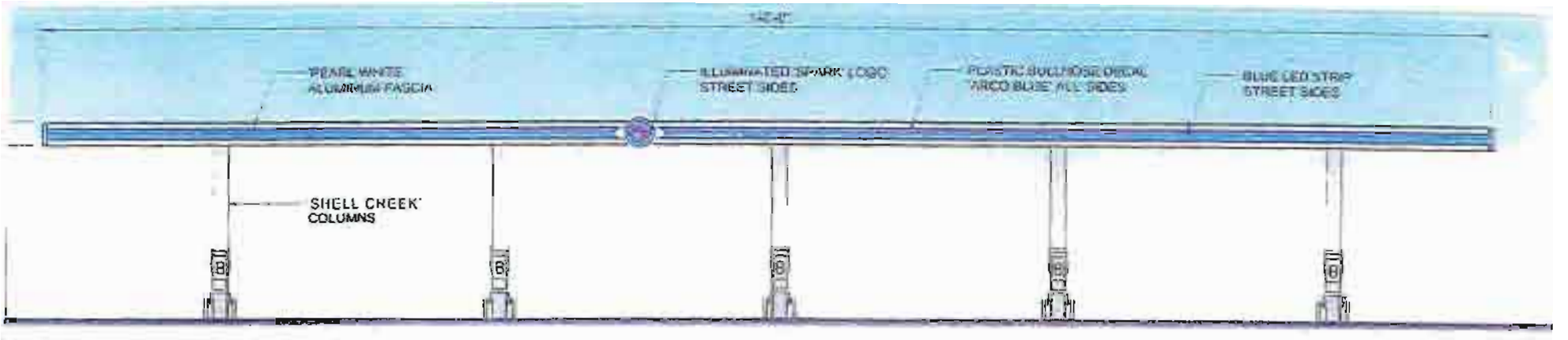
SINGH'S FOODSERVICE, INC.

PROPOSED
BUILDING ELEVATIONS
LOT 63
FRONTAGE RD. AT GRANT AVE
WINTERS, CALIFORNIA

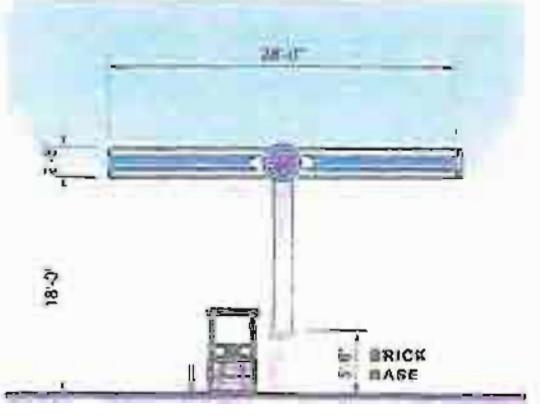
Milestone Associates
INCORPORATED

228

EXHIBIT 6



FRONTAGE ROAD ELEVATION



GRANT AVE. ELEVATION

SINGH'S FOODSERVICE, INC.

ARCO

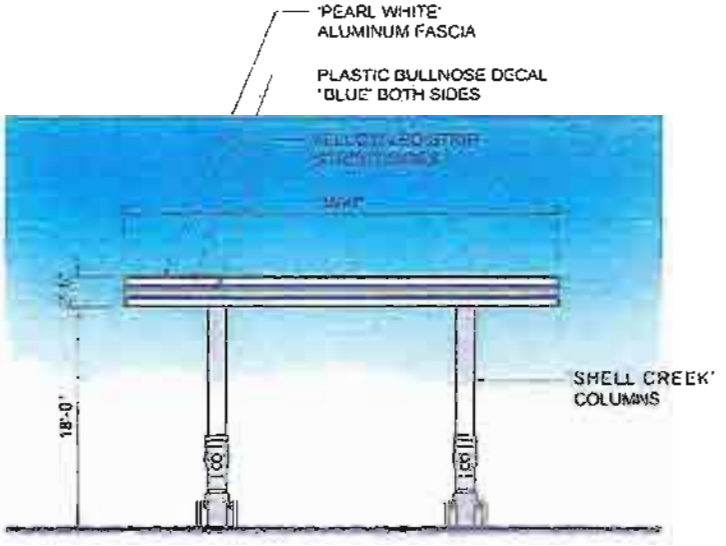
6/22/10

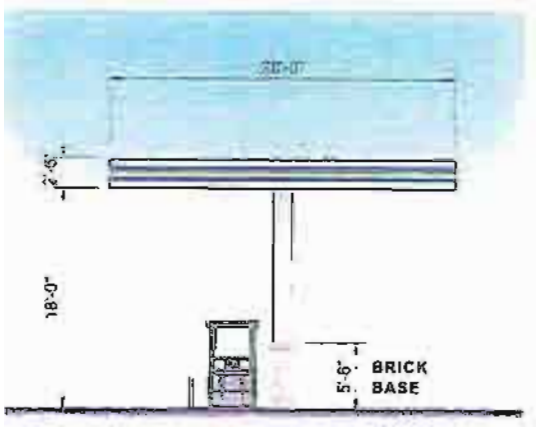
PROPOSED GAS CANOPY

LOT G3
FRONTAGE RD. AT GRANT AVE
WINTERS, CALIFORNIA

0 10' 20'

Milestone Associates
INCORPORATED





1-505 ELEVATION

SINGH'S FOODSERVICE, INC.

PROPOSED TRUCK FUELING CANOPY

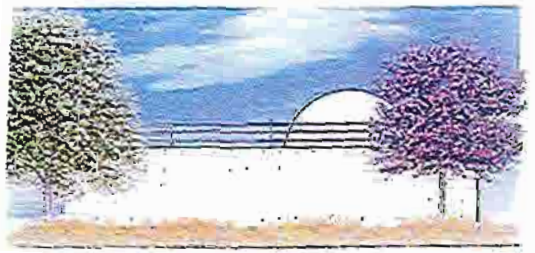
LOT 63
FRONTAGE RD. AT GRANT AVE
WINTERS, CALIFORNIA

0 10' 20'

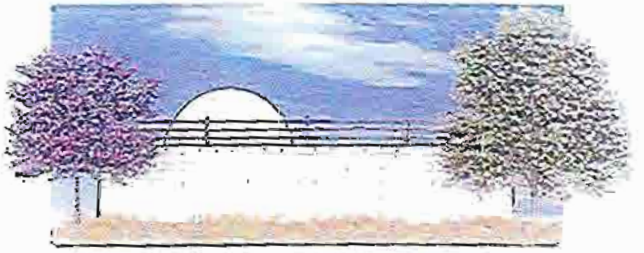
Milestone Associates
INCORPORATED

6/22/10

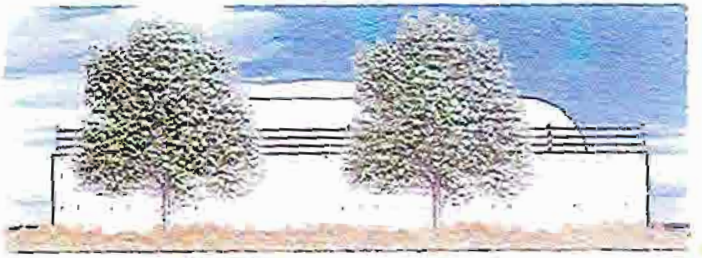
EXHIBIT 7



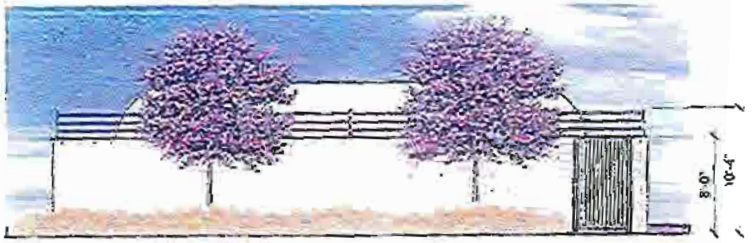
NORTH ELEVATION



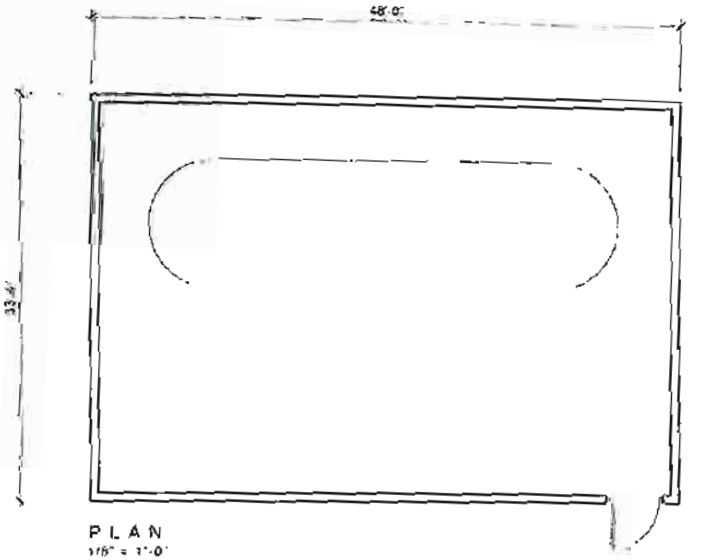
SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION
1/8" = 1'-0"

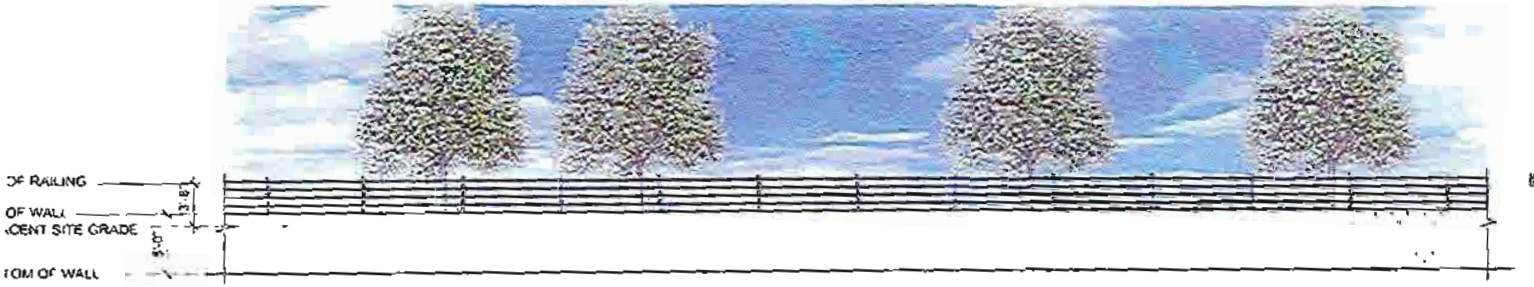


PLAN
1/8" = 1'-0"

METAL RAILING
PAINTED BLACK

INTEGRAL COLOR CMU
'EARTHTONE'
COMPLIMENTARY TO
BUILDING

PAINTED METAL DECKING
GATES AND POSTS
'EARTHTONE'
COMPLIMENTARY TO
BUILDING



EAST RETAINING WALL ELEVATION
1/8" = 1'-0"

SINGH'S FOODSERVICE, INC.

Milestone Associates
INCORPORATED

0 10' 20'

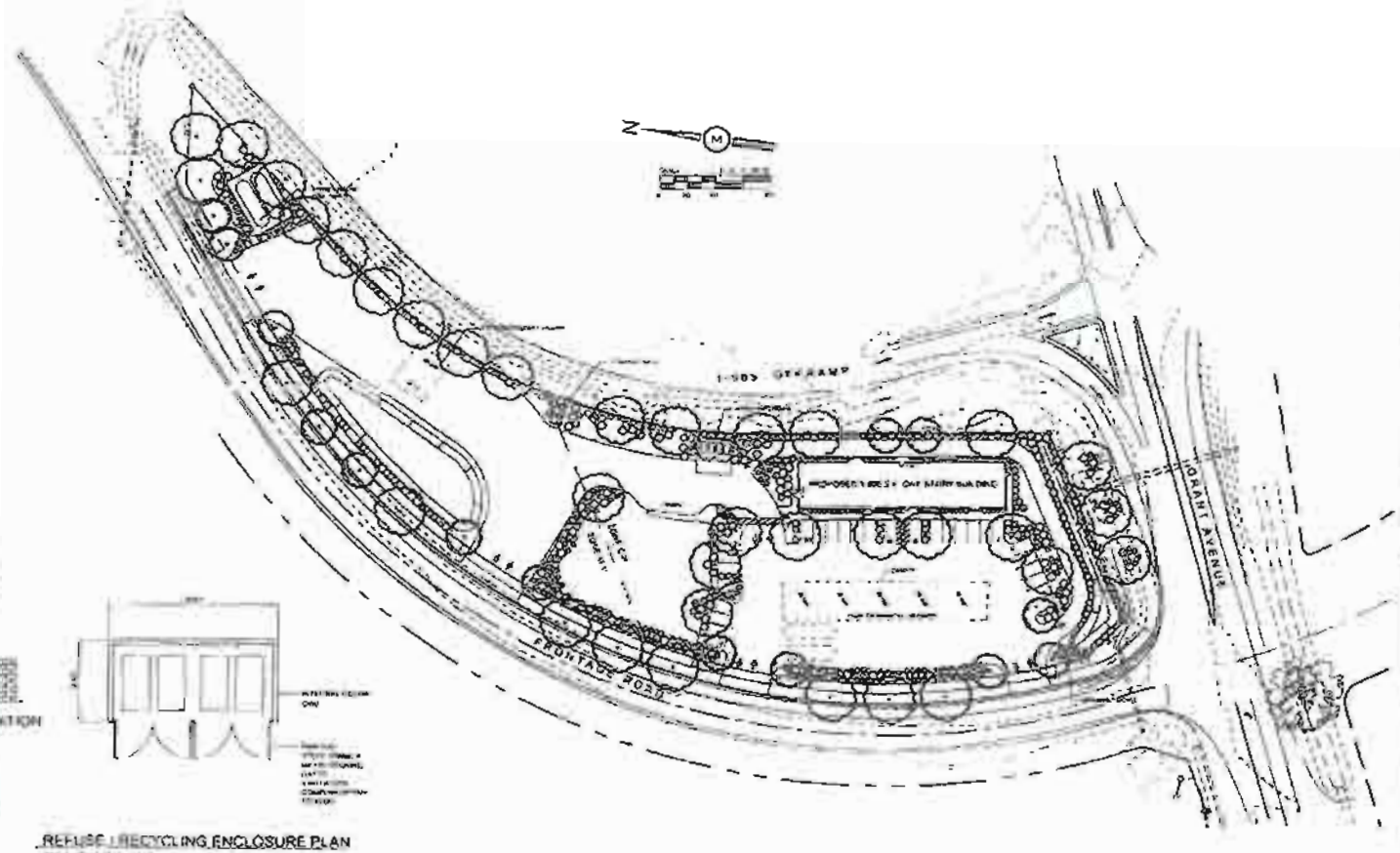
PROPOSED
FUEL TANK ENCLOSURE

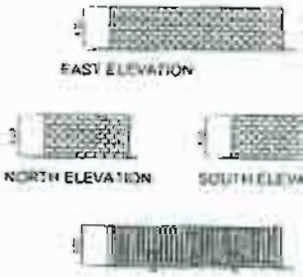
PARTIAL RETAINING WALL ELEVATION

LOT 63
FRONTAGE RD. AT GRANT AVE
WINTERS, CALIFORNIA

6/27/10

EXHIBIT 8





REFUSE / RECYCLING ENCLOSURE PLAN

CONCEPTUAL PLANTING LEGEND

SHADE ANALYSIS

Milestone Associates INCORPORATED

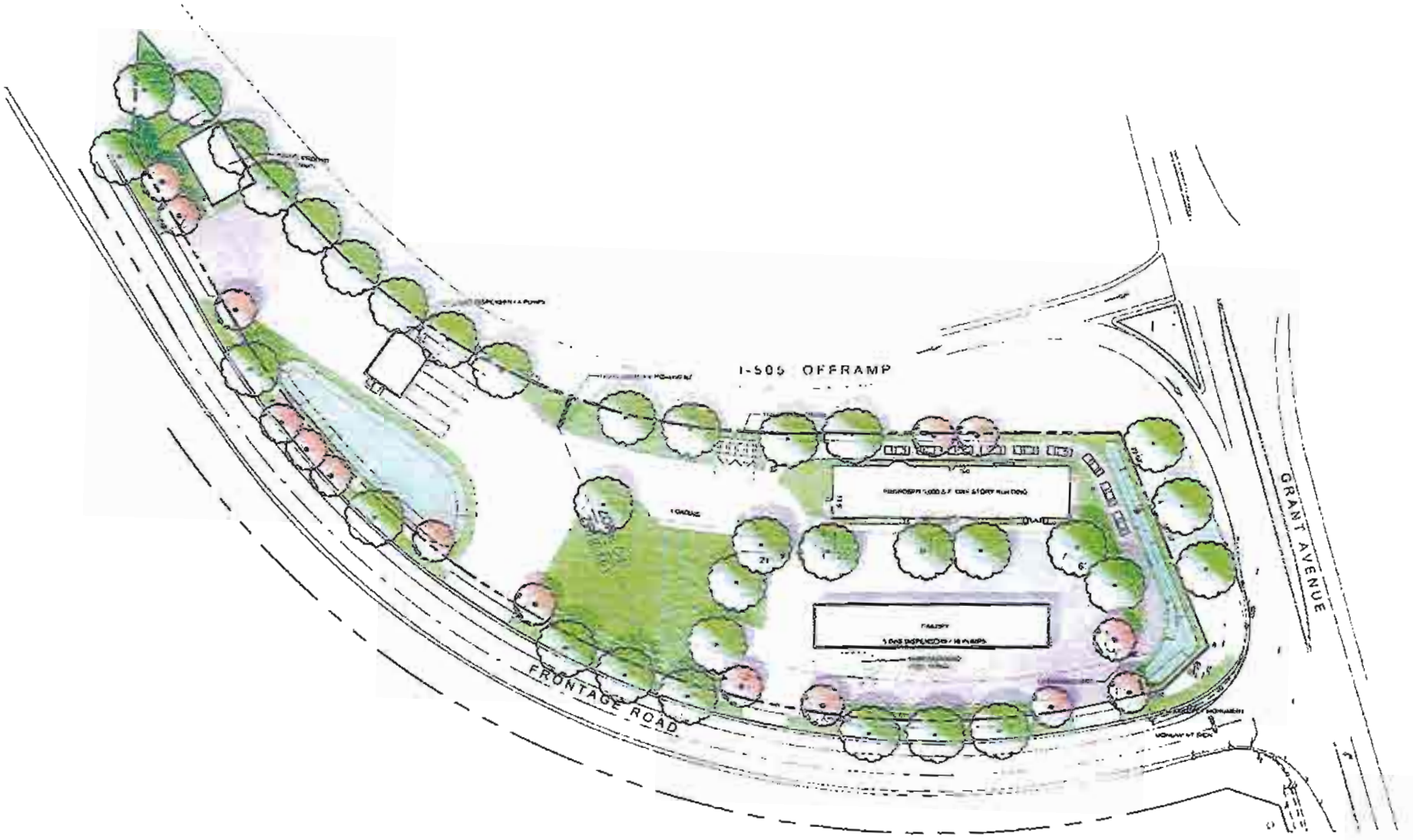
REVISIONS

WINTERS RETAIL CENTER

LOT 63
FRONTAGE ROAD BOY
WINTERS, CALIFORNIA
SINGH'S FOODSERVICE, INC

CONCEPTUAL LANDSCAPE PLAN

DD1.2



SINGH'S
FOODSERVICE, INC.

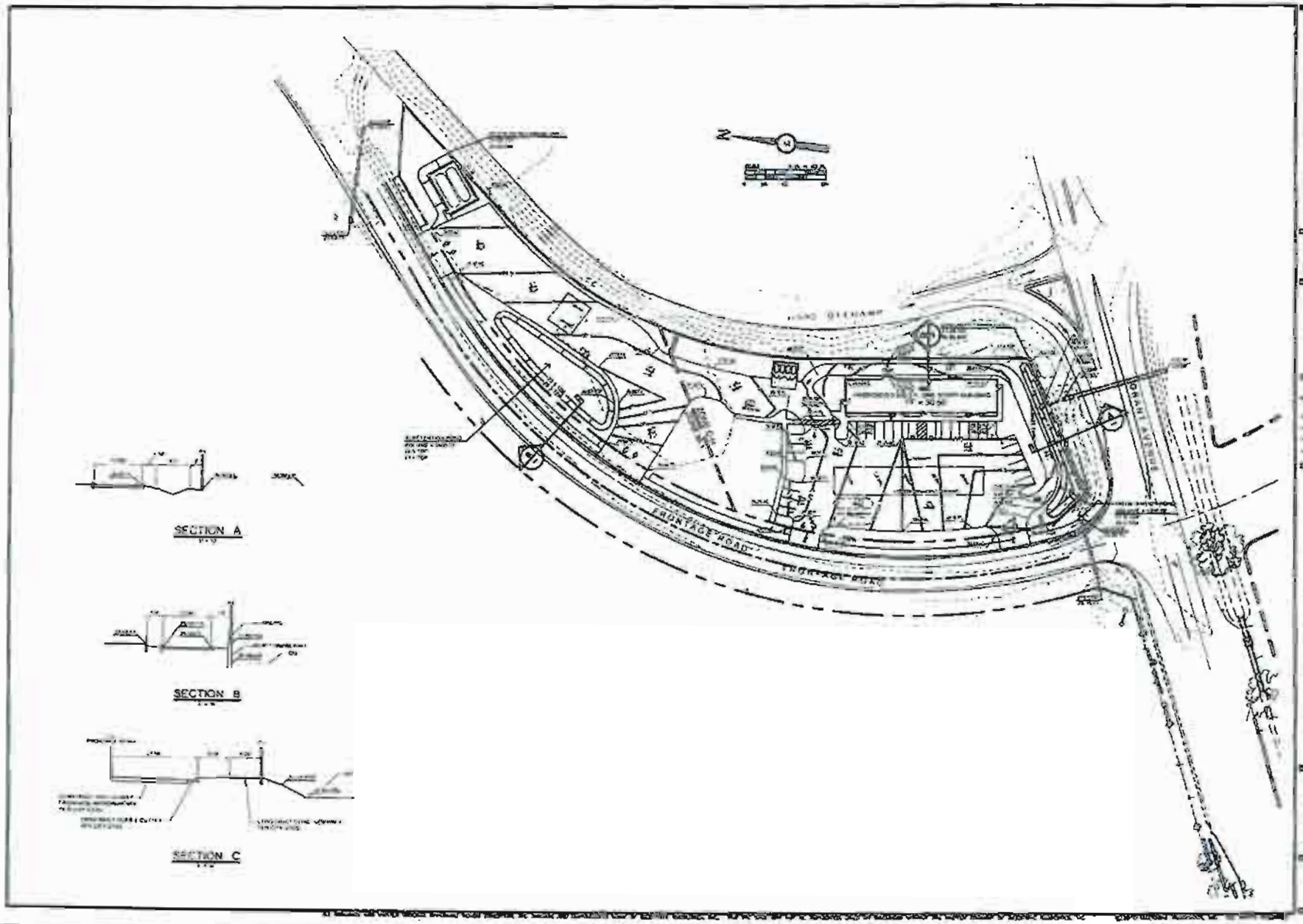
CONCEPTUAL LANDSCAPE PLAN
LOT 63
FRONTAGE RD. AT GRANT AVE
WINTERS, CALIFORNIA

N

0 60' 120'

Milestone Associates
INCORPORATED

EXHIBIT 9



Milestone Associates INCORPORATED

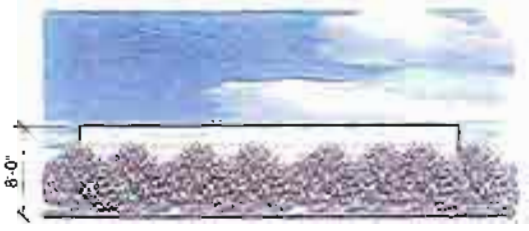
PRELIMINARY GRADING PLAN

WINYERS RETAIL CENTER

LOT 63
FRONTAGE ROAD ROW
WINTERS, CALIFORNIA
SRIGA'S FOODSERVICE, INC.

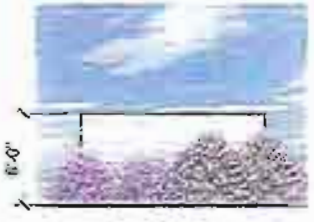
DD1.1

EXHIBIT 10

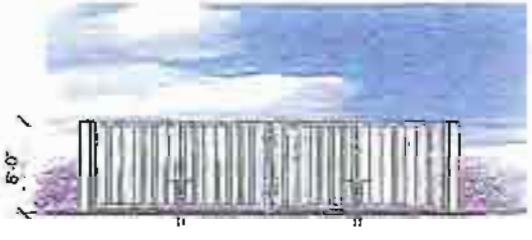


EAST ELEVATION

NORTH ELEVATION



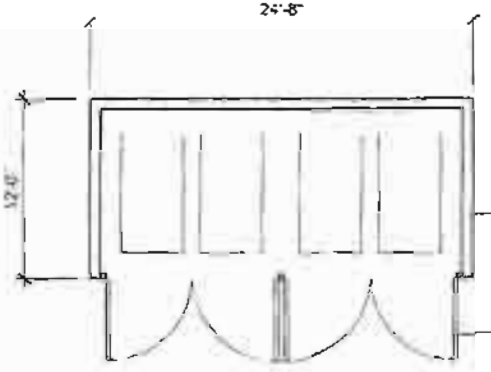
SOUTH ELEVATION



WEST ELEVATION
1/8" = 1'-0"

INTEGRAL COLOR CMU 'EARTHTONE' COMPLIMENTARY TO BUILDING

PAINTED METAL DECKING GATES AND POSTS 'EARTHTONE' COMPLIMENTARY TO BUILDING



PLAN
1/8" = 1'-0"

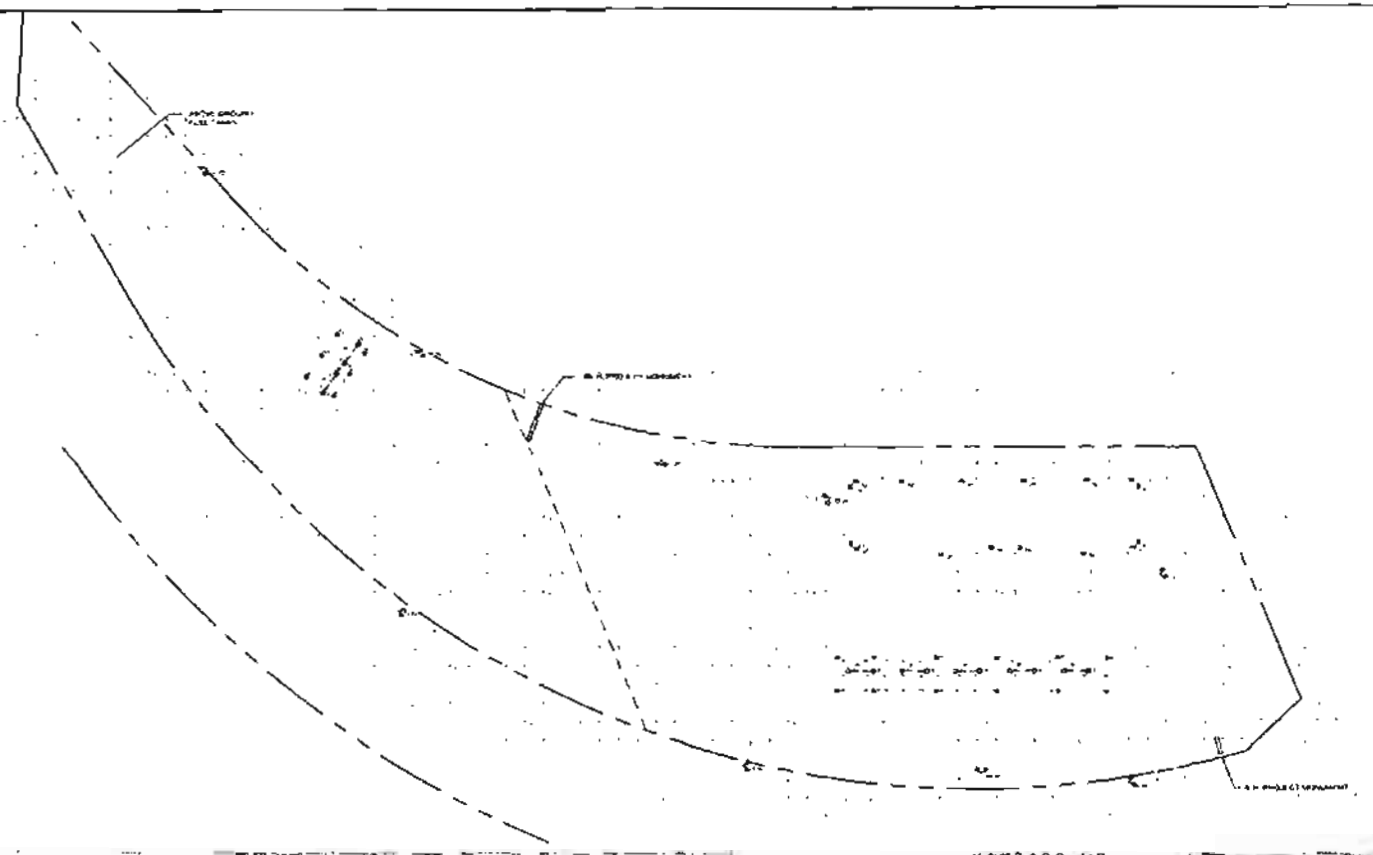
REFUSE AND RECYCLING ENCLOSURE
PLAN AND ELEVATIONS

LOT 53
FRONTAGE RD. AT GRANT AVE
WINTERS, CALIFORNIA
6/27/10

SINGH'S FOODSERVICE, INC.

Milestone Associates
INCORPORATED

EXHIBIT 11



Luminaire Schedule

Symbol	Qty	Label	Arrangement	Lumens	LLF	Description
	16	SE	SINGLE	12000	0.750	SE3615-M 150W PSMH
	1	CF20	2 @ 60 DEGREES	99000	0.650	CF3499-M 1000W MH
	8	CF24	2 @ 90 DEGREES	99000	0.650	CF3499-M 1000W MH

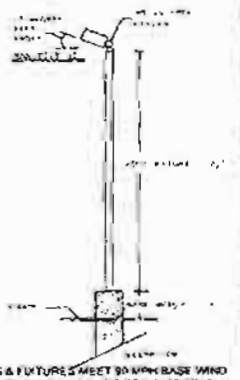
EQUIPMENT LIST

LABEL	QTY	CATALOG NUMBER	DESCRIPTION
POLE	9	PS45255182	25' X 4' SQ. STEEL POLE
TENON	9	PB.2A4	TWIN INLINE TENON

Luminaire Schedule - GAS CANOPY - LSI INDUSTRIES

Symbol	Qty	Label	Arrangement	Lumens	LLF	Description	Total Watts
	10	D	SINGLE	8400	0.950	CRO-FC-LED-30-CW-UE	50
	12	E	SINGLE	8242	0.950	CRO2-S-LED-100-CW-UE	115

"CF3499-M"



POLES & FIXTURES MEET 90 MPH BASE WIND VELOCITIES WITH SPECIFIED EQUIPMENT

RUUD LIGHTING

Milestone Associates INCORPORATED

REVISIONS

No.	Description	Date

SITE PHOTOMETRIC STUDY

WINTERS RETAIL CENTER

LOT 93
FRONTAGE ROAD 90V
WINTERS, CALIFORNIA
SINGH'S FOODSERVICE, INC

DATE 4/8/10

SCALE 1" = 20'-0"

DRAWN BY RUUD

JOB NUMBER 09-266

SHEET

DD1.3

EXHIBIT 12

SINGH'S
FOODSERVICE, INC.

A 1/4" FCO (Plastic) Logo

B 1/4" Decorative FCO Plastic Panels

C Aluminum Painted Cap Color (TBD) (Med Tex Coat)

D Aluminum Painted Pole Cover (TBD) (Med Tex Coat)

E Piana Flex Sign Face Cabinet with 2-1/2" Retainers Customer to Provide Proper Artwork

F Aluminum Painted Cap Color (TBD) (Med Tex Coat)

G Decorative Aluminum Painted Caps Color (TBD) (Med Tex Coat)

H Aluminum Pole Covers Painted Color (TBD) (Med Tex Coat)

I Decorative Aluminum Painted Caps Color (TBD) (Med Tex Coat)

K Aluminum Pole Covers Painted Color (TBD) (Med Tex Coat)

M Aluminum Pole Covers Painted Color (TBD) (Med Tex Coat)

N Decorative Aluminum Painted Caps Color (TBD) (Med Tex Coat)

R Brick Cap Base

FREEWAY MONUMENT SIGN

SCALE 1/8" = 1'-0"

PROJECT MONUMENT SIGN

SCALE 1/2" = 1'-0"

PROPOSED SIGNAGE

LOT 63
FRONTAGE RD. AT GRANT AVE
WINTERS, CALIFORNIA

REV 6/22/10

Milestone Associates
INCORPORATED

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – Sacramento Area Office
2800 GATEWAY OAKS DRIVE, MS 19
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 263-1796
TTY (530) 741-4501

Flex your power!
Be energy efficient!

January 7, 2010

09YOL0030
03-YOL-505 PM 9.718
Burger King/Union 76 Station
Application

Ms. Nelia Dyer, AICP
City of Winters
318 Winters Street
Winters, CA 95694

Dear Ms. Dyer:

Thank you for the opportunity to review and comment on the Burger King/Union 76 Station. The proposed project consists of a co-brand fuel station (convenience store and fast food restaurant) inside a 5,000 square foot building, five (5) gas pumps to serve 10 vehicles, a carwash, and parking to serve up to 39 automobiles and 4 recreational vehicles. The project is located near Interstate 505 (I-505) and immediately north of State Route (SR) 128 (aka Grant Avenue). Our comments are as follows:

- A Traffic Impact Study (TIS) should be completed and include an analysis of impacts to the State Highway System (SHS). The TIS should include I-505, and SR 128 at a minimum. The TIS should consider all possible traffic impacts to all ramps, ramp intersections, and mainline segments. The "Guide for Preparation of Traffic Impact Studies" can be found on our website at: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/. The TIS should use a Select Zone Analysis to identify trip distribution of the proposed project on the SHS. We would appreciate the opportunity to review and comment on the scope of the TIS before the Study begins.

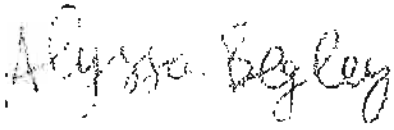
- If the TIS identifies impacts, mitigation should be provided. Potential mitigation measures could include fair share funding for previously identified SR 128 improvements, and off-highway projects that reduce the impact to less-than-significant.

- The City has previously recognized the need to realign County Road (CR) 90. The State Route (SR) 128/CR 90 intersection is less than 300 feet from the southbound I-505 off-ramp. The potential increase in traffic, due to the project, will trigger the need for improvements at the ramp intersection. The need to restrict movements at CR 90 will be necessary if CR 90 is not realigned further away from the I-505 off-ramp.

- An Encroachment Permit will be required for any work conducted in the State's right of way such as sign placement, traffic control, light installation, culvert maintenance, drainage pattern changes, or sidewalk installation. For more information on Encroachment Permit requirements or to secure an application contact the Encroachment Permits Central Office at (530) 741-4403.

Please provide our office with copies of any further actions regarding this development. If you have any questions regarding these comments, contact Arthur Murray at (916) 274-0616.

Sincerely,



ALYSSA BEGLEY, Chief
Office of Transportation Planning – South

MINUTES OF THE WINTERS PLANNING COMMISSION MEETING HELD ON TUESDAY, JANURARY 26, 2010

Chairman Neu called the meeting to order at 6:30 p.m.

PRESENT: Commissioners Cowan, DeVries, Guelden, Martinez, Meisch, Tramontana, and Chairman Neu
ABSENT: None
STAFF: City Manager John Donlevy, Community Development Director Nelia Dyer, Contract City Attorney Laura Hollander, Housing Programs Manager Dan Maguire, Administrative Assistant Jenna Moser

Commissioner Cowan led the Pledge of Allegiance.

CITIZEN INPUT:
Albert Vallecillo, 210 Main Street, spoke about the uniqueness of Winters and voiced that he would like to see the Commission re-examine the zoning of the Gateway area.

Eric Doud, 15 Main Street, added that he would like to see the Commission re-examine the zoning of the Gateway area, and suggested a possible agricultural buffer area there.

Janice Koch, 26378 County Road 34, read a letter from Mike McCoy concerning the cumulative impacts of developing the Gateway area.

Don Hutchins, 26778 County Road 34, requested the Commission to consider bike/pedestrian access to the Gateway area.

COMMUNICATIONS:

Staff Reports:
Community Development Director Dyer noted that the Code Enforcement Ordinance as well as a public hearing regarding the Public Improvement and Maintenance Agreement for Orchard Village would be on the February 2, 2010 City Council Agenda. On February 3rd, the next Winters Community Roundtable meeting will be held at the Library. On February 4th, the first community meeting for the Grant Avenue Corridor Complete Streets project will be held at the Community Center.

Commission Reports: None

CONSENT ITEM
Approve minutes of the November 24, 2009 regular meeting of the Planning Commission.

Motion by Commissioner Guelden, Second by Commissioner Meisch to approve the minutes for the November 24, 2009 meeting of the Planning Commission. Motion carried with the following roll call vote:

AYES: Commissioners Cowan, DeVries, Guelden, Martinez, Meisch, Tramontana, and Chairman Neu
NOES: None
ABSTAIN: None
ABSENT: None

DISCUSSION ITEM

A. PUBLIC HEARING AND CONSIDERATION OF A DESIGN REVIEW APPLICATION SUBMITTED BY THE WINTERS CHAMBER OF COMMERCE FOR THE PROPOSED TILE MOSAIC ON THE PUBLIC RESTROOM FACILITY AT ROTARY PARK (Continued from the November 24, 2009 meeting)

A Public Hearing to consider a Design Review application for the proposed tile mosaic on the public restroom facility at Rotary Park. This project is exempt from environmental review under State CEQA Guidelines Section 15301 that applies to minor alterations to existing structures.

Community Development Director Dyer provided an overview of the staff report, background, and conditions of approval. Ms. Dyer also briefly described the requirements under the Public Art Policy & Procedures.

Howard Hupe, representing the Chamber of Commerce, explained the minimum maintenance for the artwork. Commissioner Martinez asked whether maintenance included the removal of graffiti from the artwork. Mr. Hupe responded that no, it does not, but the Chamber is willing to work with the City.

Commissioner Martinez asked about the flow of the artwork from side to side, around the corner of the building. Rebecca Bresnick-Holmes, owner of the Clayground, added that what is shown in the drawings presented at the meeting is not what is going to be on the building; it is just a representation of colors and basic design.

Commissioner Cowan asked about condition #7, which states that the Planning Commission will review the mosaic after 5 years. Commissioner Cowan stated that according to the description of the mosaic application to the restroom facility, the exterior of the facility needs to be ground down. If the mosaic were removed after 5 years, it would expose an altered surface.

Chairman Neu opened the Public Hearing at 7:05PM.

Eric Doud, 15 Main Street, asked why the design wasn't continued around the entire building. Ms. Bresnick-Holmes stated that they did not have the money to create a mural for the entire facility.

Lanette McClure, 26002 Venado Drive, added that she likes the idea of local artists and would like to see more public art.

Mr. Hupe echoed Ms. McClure's comments, stating that the Chamber would like to see more public involvement in art, and he likes the work that staff has done on the draft public art policy and procedures.

Chairman Neu closed the Public Hearing at 7:09PM.

Commissioner Martinez suggested the amendment of the condition regarding deviation from the drawings to approval by the Community Development Director, not the Planning Commission. The Commissioners concurred.

Motion by Commissioner Cowan, Second by Commissioner Tramontana to approve the Design Review application with an amendment submitted by the Winters Chamber of Commerce for the proposed tile mosaic on the public restroom facility at Rotary Park.

AYES: Commissioners Cowan, DeVries, Guelden, Martinez, Meisch, Tramontana, and Chairman Neu
NOES: None
ABSTAIN: None
ABSENT: None

B. PUBLIC HEARING AND CONSIDERATION OF A DESIGN REVIEW/SITE PLAN APPLICATION SUBMITTED BY PACIFIC WEST COMMUNITIES FOR A PERIMETER FENCE FOR THE ORCHARD VILLAGE PROJECT ON RAILROAD AVENUE NORTH OF GRANT AVENUE (APNs 003-360-051 and 003-360-181)

This item continued to the February 23, 2010 meeting of the Planning Commission.

C. PUBLIC HEARING AND INFORMATION ITEM – PROPOSED BURGER KING RESTAURANT AND UNION 76 FUEL STATION AT EAST GRANT AVENUE (SR 128) AND COUNTY ROAD 90 (APN 038-050-063)

A Public Hearing and Information Item to receive feedback from the Planning Commission and the Public on proposed Burger King Restaurant and Union 76 Fuel Station at East Grant Avenue (SR 128) and County Road 90.

Ms. Dyer provided an overview of the staff report, reminding those in attendance that this is an informational item, and that no decisions would be made on the project tonight. The purpose of the item is to receive feedback from the Commission and community members. Ms. Dyer also outlined what the Commission can consider at Design Review.

Mr. Julio Tinajero of Milestone & Associates, representing the applicant, moved to the podium. Chairman Neu asked if the applicant had reviewed other recent Winters business designs. Mr. Tinajero responded that he had reviewed the designs and had revised the concept of the co-brand incorporating Winters Design Guidelines and designs of recently approved or constructed buildings in Winters.

Commissioner Tramontana suggested the project incorporate more trees and landscaping to screen the eastern elevation, downplay the signage, and consider locating the retention pond to a more natural drainage area of the site. Mr. Tinajero responded that in talks with the City staff, they are considering moving the retention pond to the southern area of the site. Commissioner Tramontana also suggested using alternative sign types, perhaps a waterwheel or water tower type design, and encouraged the businesses in the building to display Winters brochures and merchandise as well as a video showing images of Winters and promoting the Downtown (similar to the Chamber of Commerce storefront on Main Street).

Commissioner DeVries asked if the red band on the building would be illuminated. Mr. Tinajero responded yes, it is proposed to be illuminated. The red band and the blue awnings are strong identity features of a Burger King restaurant, and the applicant would like to incorporate those key identity features. Commissioner Neu asked if Burger King had ever built a restaurant without those features. Mr. Tinajero responded yes, but the applicant is not willing to give those up immediately, but will work with the City.

Commissioner Guelden asked if the hours of operation had been established. Mr. Tinajero responded that hours had not been determined.

Commissioner Martinez asked if there are examples of this co-brand in Yolo County that the applicant had worked on. Mr. Tinajero responded that there are examples in Esparto, Yuba City, Stockton, and Dunnigan. He added that a list would be forthcoming.

Commissioner Martinez suggested that the signage and the building be more consistent and complementary with one another. Commissioner Martinez also

asked how many gas pumps would be at the station. Mr. Tinajero responded that there would be 5 islands.

Commissioner DeVries asked about the height of the monument and site signs. Mr. Tinajero responded that the monument sign is 65 feet high. Commissioner DeVries also asked about the flatness of the east elevation. Mr. Tinajero replied that the east elevation has the drive-thru, and that they added some architectural elements to try to break up that side.

Chairman Neu stated that the building needs to better represent the agricultural nature of our community.

Commissioner Guelden added that the addition of the City logo on the monument sign did little to help it and does not work.

Commissioner Cowan likes the idea of planters alongside the exterior walls, some metal trellises with vines could soften the walls. Commissioner Cowan is not in support of the illuminated red band.

Commissioner Martinez asked about the lighting on the monument and exterior signs. Mr. Tinajero responded that they are internally lit signs, similar to the Chevron sign. Commissioner Martinez stated that she does not think the design of the monument sign adheres to the Design Guidelines, but complimented the applicant on the site design and traffic access. Commissioner Cowan echoed the statement and liked the site layout on the frontage road.

Commissioner Tramontana asked about what kind of fuel tanks the station would use. Mr. Tinajero responded that they plan to install above ground tanks on the North side of the site with attractive screening.

Commissioner DeVries asked about the elevations of the car wash and fueling canopy. Mr. Tinajero replied that the applicant does not have drawings for that yet, but would be forthcoming.

Commissioner Neu opened the Public Hearing at 7:54PM.

Eric Doud, 15 Main Street, stated that there is no specific plan for commercial zoning in Winters and would like to see that, he does not like seeing this area developed in a piecemeal fashion, does not like the pollution this kind of development causes, and expressed concern over the cumulative impact of more than one project. Ms. Dyer responded that staff is looking at this area as a whole. Mr. Doud added that he would prefer using new guidelines, not the Design Guidelines, and asked if a re-zone would be required. Ms. Dyer responded that upon receiving the rest of the application and determining its completeness, other entitlements may be required. Mr. Doud is not in favor of pre-packaged designs, added that the site needs more pedestrian access, would

like to see a street cross section, mitigation for trash created by this business, and a limit to the number of fast food restaurants in town.

Shaunie Briggs, 822 Railroad Avenue, is most concerned about visitors' "first view" of Winters as they enter town, and would like to see reflections of Winters' agricultural nature. Ms. Briggs stated that she thinks the sign looks "bad". Ms. Briggs added that while we vote with our dollars, the mass of packaging of the food served creates waste and a higher cost of this kind of eating. Ms. Briggs spoke against confined animal raising, the emissions created by confined animal raising, and stated that Burger King does not have sustainable business practices. Ms. Briggs would like to encourage business in town. Ms. Briggs spoke against the food mart, stating that food marts typically do not sell healthy food, and would like to see healthy food there along with Winters brochures and promotion materials as suggested by Commissioner Tramontana.

Kevin Jackson, 806 Carrion, asked if the developers were going to pay flood control fees. Ms. Dyer responded that the project is located in the flood overlay zone, and the project would be required to pay fees. Mr. Jackson stated that he has seen the same monument sign elsewhere. Mr. Jackson also expressed his concerns regarding traffic in and out of the site, the traffic controls there, and would like to see signage for downtown business there as well.

Lisa Gaynes, 25928 Venada Drive, thanked the community for going to the first Winters Roundtable meeting. Ms. Gaynes is concerned about the impacts of this development on the whole community, and with the infrastructure out there, she expressed that it means there is more to come. Ms. Gaynes does not think that the City has relevant information regarding environmental issues that did not exist in 1992 and suggests more studies be conducted.

Kate Laddish, 400 Morgan #6, stated that she wants to see elevations of both the fueling canopy and the car wash, does see a disconnect between this proposal and the work downtown, supports alternative materials and more native looking stone, supports an alternative monument sign type such as a waterwheel or water tower, and voiced concern about the project's effect on the night sky and light pollution.

Jeff Hessemeyer, 9 Anderson, stated that he came and settled in Winters because it is diverse and tolerant – images of fast food and gasoline are not something he is proud of. Mr. Hessemeyer added that Commissioners need to hang onto Winters values; the Gateway area of town is a symbol of our values, and would support a non-corporate development.

Lanette McClure, 26002 Venado Drive, stated that the building should reflect the cultural and agricultural landscape, and the current design does not do that. Ms. McClure stated that Winters is not like other towns and does not want to be like other towns; Winters can do better.

Mitch Korcyl, 404 Creekside Way, stated that he does not believe the applicant is prepared tonight. Mr. Korcyl stated he is not in favor of the amount of traffic this is going to create and the impact of two monument signs. Mr. Korcyl would like to see the addition of alternative energy elements and the removal of the car wash. He added that Burger King is not sustainable and creates litter.
Debra DeAngelo, 220 White Oak, does not support the City logo or 'welcome to winters' on any Burger King monument signs.

Jeff TenPas, 24 E Main, does not like the monument sign plans, the amount of impervious surfaces, the lack of outdoor eating, and feels the plan is too much for the lot size.

Brannon Gillespie, 216 E Baker, would like the Commission to consider the future implications of residences on that side of town or nearby, and does not support a drive-thru.

Ana Kormos stated she is opposed to the project because of the public health implications of fast food.

Cathy Cowan, 106 Third Street, stated she is not really fond of fast food, but she likes plan #B with a few modifications. Mrs. Cowan stated that construction employment and the operating employment generated by this project would be great for the community. There are not many places for the youth of Winters to work, and this business would keep more kids in town.

Shaunie Briggs, 822 Railroad, provided a list she compiled of healthy living websites, books, and movies and provided it to the Commissioners, and also mentioned the new community website www.winters.ca.ning.com.

David Flory, 1627 Inverness, stated that other communities recognize Winters as a gem in the area, encouraging Commissioners to not lose their identity, considering all that has been said by the public, "Make it your way."

Paul Underhill stated the project simply will not happen if you go by the General Plan and Design Guidelines.

At 8:48, Chairman Neu closed the Public Hearing.

Commissioner Cowan asked if the parcel had 2 different zoning designations. Ms. Dyer responded yes.

Commissioner Meisch asked about an EIR timeline. Ms. Dyer responded that the need for an EIR has not been determined, the application is not complete.

Commissioner Tramontana asked in what case can the Commission deny the application. Ms. Dyer responded that in the case that the Commission denies the project, findings would need to support the denial and would need to be based on the subject entitlements.

Commissioner Guelden stated he liked the sign, without the logo or the "Welcome to Winters", but the design had no appeal at all.

Commissioner Cowan stated that adding solar would be a good idea; the public wouldn't see it and it would be hidden on the flat portion of the roof. He added that CalTrans grant is handling traffic on Grant Avenue, plus the City Engineer has to provide input on the matter of traffic. He also mentioned that the City has no money to update the General Plan, and that we need to be careful to not duplicate what is in downtown; it needs to stand on its own. He added that car washes recycle water, so water waste is not an issue. He concluded by stating that this town needs the money or this town will go bankrupt and die.

COMMISSION/STAFF COMMENTS:
Commissioner Martinez asked for direction from staff as to how to address the concerns of citizens tonight who spoke on items not listed on the agenda. City Manager Donlevy stated that traffic studies had been updated with the residential developments a couple of years back, that cumulative effects were addressed with the Winters Highlands development, circulation was included in the Grant Access Study. He also mentioned that the CalTrans workshops coming up will talk about impacts to this area specifically, and that traffic numbers are available in the Grant Ave Access Study. City Manager Donlevy stated that there are many opportunities for community involvement on the Caltrans Complete Streets Planning Process.

Community Development Director Dyer responded that she will look into the issues and bring back to a future meeting.

The meeting was adjourned at 9:20 p.m.

ATTEST:

_____
Jenna Michaelis, CDD Admin

_____
Pierre Neu, Chairman

~~MINUTES~~ MEETING NOTES OF THE WINTERS PLANNING COMMISSION SPECIAL MEETING HELD ON TUESDAY, AUGUST 10, 2010

DISCLAIMER: These notes represent the interpretation of statements made and questions raised by participants in the public meeting. They are not presented as verbatim transcriptions of the statements and questions, but as summaries of the point of the statement or question as understood by the note taker.

Chairman Neu called the meeting to order at 6:30 p.m.

PRESENT: Commissioners Cowan, DeVries, Guelden, Martinez, Meisch, Tramontana, and Chairman Neu
ABSENT: None
STAFF: City Manager John Donlevy, Community Development Director Nelia Dyer, City Attorney John Wallace, Contract Assistant City Attorney Laura Hollender, Contract Planner Heidi Tschudin, Contract Engineer Jim Fletter, Contract Traffic Engineer Bob Grandy, and Administrative Assistant Jenna Moser

Commissioner Meisch led the Pledge of Allegiance.

CITIZEN INPUT: None

COMMUNICATIONS:

Staff Reports: Community Development Director Dyer reviewed the agenda and the order of discussion.

Commission Reports: None

CONSENT ITEM
Approve minutes of the July 13, 2010 special meeting of the Planning Commission.

Motion by Commissioner Guelden, Second by Commissioner Tramontana to approve the minutes for the July 13, 2010 special meeting of the Planning Commission. Motion carried with the following roll call vote:

AYES: Commissioners Cowan, DeVries, Guelden, Martinez, Meisch, Tramontana, and Chairman Neu
NOES: None
ABSTAIN: None
ABSENT: None

DISCUSSION ITEM

A. PUBLIC HEARING AND CONSIDERATION OF A PLANNING APPLICATION FOR A CONDITIONAL USE PERMIT, SITE PLAN/DESIGN REVIEW, SIGN PERMIT FOR A FREEWAY INFORMATION SIGN, VARIANCE FOR THE FREWAY INFORMATION SIGN, AND CEQA

CLEARANCE FOR A PROPOSED BURGER KING RESTAURANT, ARCO GAS STATION, AM/PM CONVENIENCE MART, AND TRUCK FUELING FACILITY.

Community Development Director Dyer provided an overview of the staff report, staff recommendations, site plans, and exhibits. City Manager John Donlevy provided a brief report on the existing signs in the City and surrounding area that are out of compliance under current regulations. (Please note that the Berryessa Gap Winery sign included in the slide presentation is not located within the Winters city limits.

Commissioner Guelden requested that the top curved portion of the sign read "Winters". Commissioner Tramontana stated he liked Commissioner Guelden's idea.

Commissioner Tramontana asked whether the freeway information sign could be moved north on the site. In response, both the project architect, Julio Tinajero, and Ms. Dyer stated that there were concerns regarding the location of the sign in relation to the location of the businesses advertised on the sign. Ms. Dyer stated that she would look into the matter.

Commissioner Martinez asked why staff could not consider the sign under the current standards rather than accept a variance. Ms. Dyer stated that staff informed the applicant that he could either comply with the City's current standards for freeway information signs or seek approval of a variance from Planning Commission to deviate from the current standards. Ms. Dyer added that staff recognizes the need to update the sign ordinance; however, staff determined that amending the sign ordinance was too big of a task for this one project.

Chairman Neu stated that he would like to follow the standards for signs that are already in place, and is not in favor of putting "Winters" on the top of the curved portion of the sign.

Mr. Sunny Ghai, the project applicant, stated that sign as proposed will draw people to the facility. He added that the current standards do not allow for a sign that one can view from I-505.

Commissioner Martinez asked Mr. Ghai if the sign as proposed meets his needs. Mr. Ghai responded yes.

Commissioner Martinez suggested stacking the signs rather than have them placed horizontally.

Chairman Neu stated that he does not support making the sign bigger.

Ms. Dyer read Condition of Approval #71, regarding the size and number of signs allowed per business.

Commissioner Martinez said she supported the stacking of the signs, and prefers a clean, streamlined look.

Ms. Dyer directed the Chairman to open the public hearing to receive comments. She added that once the public hearing is closed, staff and the Commissioners could review each action item with consideration of the comments from the public.

Chairman Neu opened the Public Hearing at 7:30PM.

Susan Hassett, Pleasants Valley Road, stated she does not care what kind of gas they offer and supported keeping the trees that are currently on the subject site. She also mentioned that she is concerned about the impact of this gas station to other fuel stations in town.

Kate Laddish, 400 Morgan Street, stated she appreciates the work of staff and the applicant in response to the comments from the Commission and the public at the January 26, 2010 Planning Commission meeting. Ms. Laddish also stated she is not in favor of the illuminated stripe and favors a streamlined sign design.

Jan Scheubert, 307 Main Street, voiced concerns about pedestrian safety on 128, and would like to see a sidewalk along SR 128 from Railroad Avenue to the project site.

Marcia Gibbs, 204 Main Street, said she was concerned about rushing this project through approvals, and has concerns with traffic, pedestrian safety, flooding, air quality, mitigation monitoring and cumulative impacts. Ms. Gibbs provided a letter to the Planning Commission for the record.

Dora Bermudez, 711 Taylor Street, stated she is worried about the health of children and teenagers in the community resulting from the consumption of the kind of food that Burger King offers.

Lourdes Figueroa, 711 Taylor Street, has concerns about obesity, diabetes, and heart problems resulting from the consumption of the kind of food that Burger King offers.

Shaunie Briggs, 822 Railroad Avenue, stated that she has concerns with recent newspaper headlines in the Winters Express regarding the project. She also expressed that she does not support any concentration of fast food and read Policy I.D.7 from the General Plan regarding the avoidance of any concentration of fast-food restaurants in Winters. Ms. Briggs added that she is not in favor of huge corporate signs near the City's gateway.

~~Dave~~ Richard Holdstock, 415 Dry Creek, voiced concerns about traffic generated by this project, entering and exiting on County Road 90. Mr. Holdstock provided a letter to the Planning Commission for the record.

Frank Martin, 815 Carrion Circle, supports the project, stating that he is a lifetime resident of Winters and that trucks have been entering and exiting at County Road 90 for years and years. Mr. Martin stated that he does not like people putting up roadblocks to development and said the sign should be even bigger.

Joe Castro, 104 Third Street, stated he is a lifetime resident of Winters and said that Mr. Ghai has done a good job with his design. Mr. Castro supports the size of the sign. Mr. Castro added that he does not think it is Mr. Ghai's responsibility to put in a sidewalk from I-505 to Railroad Avenue; however, he is concerned about the safety of children walking to and from the project

T.R. Martin, 31293 Russell, would like to see the sign standards revised. He also stated that supports the project and thinks it is long overdue. Mr. Martin stated that there are 16 restaurants in town and that competition is good for business.

Mike McCoy, 26738 County Road 34, ~~questioned the CEQA exemptions and is opposed to the project faulting the planning.~~ questioned the CEQA exemptions on the grounds that the project was not consistent with the Winters General Plan, did not adequately address traffic impact that were unique to this site, and not treated in the Winters General Plan, and was not responsive to significant new information about impacts that was not available at the time of the development of the Winters General Plan and General Plan EIR. He also advocated that the project be considered as part of a larger area wide plan which would set it in a context where its consistency with other General Plan elements could be judged. Mr. McCoy provided a letter to the Planning Commission for the record.

Susan Stackhouse, 101 Elliot Street, questioned the CEQA exemption, stating that the categorical exemption does not apply to this project. Ms. Stackhouse stated the city is approaching this area in a piecemeal fashion and does not support that. She also requested a project specific EIR. Ms. Stackhouse also has concerns about fuel leaks.

Javier Gutierrez, 1003 Hemenway, wants a plan in place for fuel leaks, and thinks the applicant is more concerned with the needs of Burger King than the needs of this community.

Mark Wilson, 208 Toyon, called the project "asphalt and blood" planning, and has concerns for pedestrian and traffic safety. Mr. Wilson asked for planning for fuel leaks, earthquakes, and HAZMAT incidents. Mr. Wilson also is concerned about graffiti. Mr. Wilson provided a letter to the Planning Commission for the record.

Ana Kormos, 8870 Wintu Way, has public health and safety concerns related to the project and provided a petition against the project with signatures. Ms. Kormos wants to see more development in town but wants more time to determine the type of development.

Paul Meyer, 730 Lupine Way, spoke in favor of the project stating that Burger King is not an evil corporation. He also stated that the applicant is making an investment in the community. Mr. Meyer stated that the youth of the community has bigger concerns than cheeseburgers.

Bill Hailey, 25501 Buckeye Road, would like to see more thoughtful design sensitivity, stated concerns with flooding, and would like to see a ban on drive-through restaurants in Winters. Mr. Hailey provided a letter to the Planning Commission for the record.

Sally Brown, 24 East Main, stated concerns about being pressured to decide to quickly and stated that she would like to be able to wait until further gateway planning has been done. Ms. Brown provided a letter to the Planning Commission for the record.

Al Vallecillo, 204 Main Street, voiced concerns about the CEQA exemption. Mr. Vallecillo provided a letter to the Planning Commission for the record.

Cathy Cowan, 106 Third Street, stated she prefers the decorative aspects of the monument sign and likes the addition of a fourth "tenant' on the monument sign. Ms. Cowan also stated that she would like to see decorative awnings on the fuel canopies.

Jeff Ten-Pas, 24 East Main, stated he thinks the review of this project has been rushed and has issues with parking. He also stated that he objected to the recommendation of the Community Development Director's determination that the truck fueling facility was similar to an auto repair shop, and, therefore, allowed in the Light Industrial zone. Moreover, he objected to the City Manager assuming the role of the Economic Development Commission, without apparent authority, and doing design review on a project-by-project basis. Mr. TenPas provided a letter to the Planning Commission for the record.

Eric Doud, 15 Main Street, stated that he feels rushed in his review of the project and pressure on the Planning Commission to make a quick decision. Mr. Doud has concerns about aesthetics, safety and community welfare, and asked the Commission to postpone the decision. Mr. Doud provided a letter to the Planning Commission for the record.

Sunny Ghai, the applicant, stated that he has over a half million dollars in escrow right now and a decision is necessary.

Chairman Neu closed the Public Hearing at 8:46 PM and recessed for 5 minutes.

Commissioners returned to the dais at 8:56 PM.

Commissioner Cowan thanked staff, the applicant and the City Manager for the work on this item. Commissioner Cowan stated that he supports the sign with "Winters" at the top, and asked Mr. Ghai if the underground tank would cost more money. Mr. Ghai responded that there is a fee imposed by the State for underground tanks. The fee would be passed on as a cost to the customer.

Commissioner Cowan asked about Condition of Approval #82, regarding trash pickup. Mr. Ghai responded that trash pickup is done every 30 minutes along the paths of travel.

Commissioner Cowan suggested an alternative material to the black iron fence rails, and stated that while the illuminated red stripe is not a deal breaker for him, he reminded the applicant that the Commission suggested that it be removed from the design presented at the January 26, 2010 Planning Commission meeting, when the project was presented as an informational item. Mr. Ghai responded that if the Commission denies the stripe, the building would need to look more like a regular Burger King. Mr. Ghai added that his project team has already made many concessions on the design of the building.

Commissioner Cowan asked about corporate contributions to the community. Mr. Ghai responded that Burger King does fundraisers for local schools for scholarships and sports, and that all corporate donations go to local schools.

Commissioner Cowan stated that he would support a mansard roof on the proposed fuel canopies, similar to what was approved for the canopy at Berryessa Sporting Goods.

Commissioner DeVries thanked the applicant and his team for their hard work on the project. Commissioner DeVries stated that he is in favor of more contoured fuel canopies/awnings with slope, and would like for the applicant to consider a non-illuminated band. Jamal Fair, Burger King Representative, stated that the illuminated band is LED lit, energy saving, and a real enhancement to the building.

Chairman Neu stated he wants non-offensive lights at the project site.

Commissioner Guelden suggested the use of landscaping along the retaining wall to minimize graffiti prone areas. Ms. Dyer stated that a condition of approval could be added for that suggestion.

In response to Commissioner Tramontana's concern regarding the sign expressed earlier in the meeting, Ms. Dyer informed the Commissioners that the freeway information sign can be located in the M-1 section of the parcel.

Commissioner Martinez stated that she prefers a more streamlined and simple sign style, supports the landscaping along the retaining wall to minimize graffiti. Commissioner Martinez iterated the concerns of some members of the public regarding CEQA.

Commissioner Meisch stated he supported landscaping along the retaining wall to minimize graffiti prone areas, supports locating the monument sign farther north on the lot, and maximizing outdoor seating and bike spaces.

Chairman Neu stated he does not want a glaring light coming from the project area, he supports more sidewalks accessing that site, and is concerned about graffiti. Commissioner Neu stated that the project had come a long way and is pretty much pleased with it. He would support a shed canopy, not flat. Commissioner Neu said he supports appealing franchises and would like to see a solar panel element to this project. Commissioner Neu stated finally that he feels we are rushing the project.

Commissioner DeVries moved to approve the application for a Conditional Use Permit, Site Plan/Design Review, Sign Permit, Variance, and CEQA Clearance for a proposed Burger King Restaurant, Arco Gas Station, AM/PM Convenience Mart, and truck fueling facility with conditions as amended. Seconded by Commissioner Guelden.

Commissioner Martinez asked for the amended conditions to be read.

Ms. Dyer read the amended and added conditions of approval:

*71. ~~Pursuant to Winters Municipal Code Section 17.80.030(R)(2), the sign plan shall be modified to provide sign area for additional businesses on the freeway identification sign, to the satisfaction of the Community Development Director.~~ The total sign area of the freeway identification sign shall not exceed ~~240~~ **200** square feet ~~(or 60 square feet per individual business).~~*

*72. The sign plan shall be modified to remove the **arch (along with the** City of Winters' logo) **and the decorative cap located in the middle of the sign** from the freeway identification sign, to the satisfaction of the Community Development Director.*

*74. Pursuant to Winters Municipal Code Section 17.80.040, the building elevations showing the wall signs shall be modified to show wall signs on the ~~north~~ **west** and east elevations only and limited to a maximum total sign area of 100 square feet, to the satisfaction of the Community Development Director.*

77. The site plan and landscaping plans shall be modified to increase proposed landscaping, provide pedestrian improvements, and incorporate outdoor seating area (including a possible water feature within a courtyard or plaza design) along Grant Avenue, ***to the satisfaction of the Community Development Director.***

82. Applicant shall be responsible for ***at least daily*** *~~regular~~ trash pick-up on- and off-site as related to customers littering packaging associated with purchases from the fast food and convenience store.*

85. The retaining wall shall incorporate graffiti resistant materials. In addition, the applicant shall also be required to plant and maintain attractive climbing vegetation to screen and adorn the entire east elevation of the retaining wall, to the satisfaction of the Community Development Director.

86. All iron railing shall be powder coated to a complementary color, to the satisfaction of the Community Development Director.

Commissioner Martinez moved to divide the question and consider five items separately. Chairman Neu seconded.

Heidi Tschudin, Contract Planner, advised the Commission to withdraw both of the motions in order for her to address the concerns and questions voiced by the public during the public hearing. Commissioner DeVries withdrew his motion. Commissioner Martinez withdrew her motion.

To address public's questions and concerns regarding CEQA, Ms. Tschudin stated that the 1992 General Plan EIR is still a valid document, the framework and mitigation is already in place regarding traffic and circulation, and that the term "peculiar" refers more to environmental peculiarity, not design.

Chairman Neu re-opened the Public Hearing at 10:35pm.

Jeff Ten Pas, 24 E Main Street, questioned about fill dirt required for the site. He also expressed his concerns regarding the traffic affects generated by the project as well as increased flooding resulting from the project and possible impacts to surrounding properties. He stated that these potential affects resulting from the project made the development parcel peculiar, and therefore, ineligible for the CEQA exemption proposed.

Kate Laddish, 400 Morgan Street, asked about timing of traffic improvements. Bob Grandy, the Contract Traffic Engineer from Fehr and Peers, stated the first improvement would be a stop sign from the southbound ramp from I-505 onto Highway 128/Grant Ave.

Lynette McClure, asked how the City can rely on traffic studies from 1992. Mr. Grandy responded that the City's 1992 General Plan called for more traffic than the City has currently in build out estimates.

Shaunie Briggs, 822 Railroad Avenue, stated she does not support the sign variance and does not understand the documents. Ms. Briggs also asked if there are any additional applications for fast food restaurants at the City. Ms. Dyer responded no.

Lynette McClure, asked if any fast food restaurant has talked to the City about developing in Winters that have yet to submit a planning application. City Manager Donlevy stated "No".

Al Vallecillo, 210 Main, asked about the use of the infill exemption for this project. Ms. Tschudin responded that the site is surrounded by urban uses and land that is zoned for urban uses.

Joe Castro, 104 Third Street, stated he feels like the owner of the property is being shut down from developing it.

Kate Laddish, 400 Morgan Street, asked about the fueling canopy lighting. Ms. Dyer responded that it is addressed in the staff report.

Jeff Ten Pas, 24 E Main Street, commented on the patience of staff and the Commissioner this evening.

Chairman Neu closed the Public Hearing at 10:50PM.

Commissioner Cowan moved to:

- **Find the project to be exempt from further CEQA review pursuant to Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning) and/or pursuant to Section 15332 (In-Fill Development Projects) of the CEQA Guidelines**
- **Approve the Conditional Use Permit (CUP)**
- **Approve the Site Plan/Design Review**
- **Approve the Sign Permit for the Freeway Information Sign**
- **Approve the Variance to Sign Ordinance**
- **Direct staff to file a CEQA Notice of Exemption, with conditions as amended.**

Seconded by Commissioner Tramontana. Motion carried with the following roll call vote:

AYES:	Commissioners Cowan, DeVries, Guelden, Martinez, Meisch, Tramontana
NOES:	Neu
ABSTAIN:	None
ABSENT:	None

COMMISSION/STAFF COMMENTS:
None

The meeting was adjourned at 11:00 p.m.

ATTEST:

_____
Jenna Moser, CDD Admin

_____
Pierre Neu, Chairman

Nelia Dyer

From: Debra (Lo Guercio) DeAngelo [debra@wintersexpress.com]
Sent: Tuesday, July 27, 2010 11:51 AM
To: Nelia Dyer
Subject: Public comment

Hello Nellie,
In the event that I am unable to attend the Aug. 10 public hearing at the planning commission meeting, I am entering these comments:

1) I am completely, thoroughly entirely OPPOSED to towering highway signs for the Burger King restaurant unless they are far enough away that they can't be seen from the Grant Avenue overpass.

2) I am opposed to all any gaudy, overlit, cheap plastic playgrounds and signs that can be seen from Grant Avenue.

3) I want a stipulation that a healthy percentage of employees MUST be current Winters residents.

Thanks,
Debra

From: Scott Dozier [scott.dozier@wintersfire.org]
Sent: Friday, July 30, 2010 10:49 AM
To: Nellie Dyer
Subject: Burger King

Importance: High

Good morning Nellie, I am drafting this letter as noted in this week's paper in support of the Burger King project. I feel both as the Fire Chief and a long time Winters citizen that the City should do whatever is needed to help fix the economic motor in this town. Being here in this town for my entire life I have seen the "Not in my back year" people or Colorado conservationalist (that's the people that built their "A" frame last year but no more "A" frames should be built here now). We should be out there with hammers and nails helping to build anything that will bring in point of sale taxes. This should be a no brainier in as much as it is a permitted use and zoned for just such a project. Again I strongly urge that the City of Winters quit being distracted by the noisy minority and pay attention the fiscal health of this community and press this project on as soon as possible. Thank you for your time on this matter and please feel free to send this to who ever may like to see it.

Scotty D

Nelia Dyer

From: James T Taylor [itsadually@sbcglobal.net]
Sent: Wednesday, August 04, 2010 1:31 PM
To: nelia.dyer@cityofwinters.org
Subject: burger king

To whom it may concern, this is one councel meeting I truly wish I could attend, unfortunately I cannot. I wish to express my total support for the 505 burger king project. I did'nt realize an arco station was included in the project, but that just increases my support. I get real disgusted at those who want to stop every business that tries to come to winters.I'm sure winters would realize some much needed tax revenue from these businesses. so please express my very strong support of these projects for me. Thank you

Sincerely, Jim Taylor

Nelia Dyer

From: Doug Henner [htli@sbcglobal.net]
Sent: Monday, August 09, 2010 10:24 PM
To: nelia.dyer@cityofwinters.org
Subject: Burger King

Dear Nelia,

Though we had hopes of attending the City Council meeting this Tuesday as the Burger King being built was on the agenda, we unfortunately will be out of town.

I would like to say however that I was raised in this town. My children grew up and went to school in this town and now my grandchildren are growing up and going to school in this town.

No one wants to see a small town change (especially me) but as we face the fact that Winters has to grow with the times, it needs to also be able to help create jobs for our kids, or anyone for that matter who is in need of a job.

Nobody wanted a Round Table here at one point and I can remember when we cried as they tore the "Frosty" down. Winters needs the revenue as much as the jobs, so on behalf of our entire family (and we are a big family), though we are more partial to a McDonalds (haha!), think that building a Burger King is a great idea!!

Debi Henner

August 9, 2010

Marcia Gibbs
204 Main Street
Winters, CA 95694

RE: Commercial project at County Road 90 and State Highway 128

I would like to express my concerns about the above referenced project. I believe the decision to move forward with this project at this time is premature. There is information, planning and polices that need to be considered before approval.

My concerns are as follows:

- The Notice of Exemption relies on a prior plan (dated 1992) and shows no impacts from this proposed project. I believe there are impacts that must be addressed including: traffic and circulation, bicycle and pedestrian access, flood management, air quality, and lack of mitigation monitoring provisions.

- Winters General Plan (section III.A.6 and implementation programs III.1 III.2, and III.10) call for an updated bicycle master plan. We know this site will attract students and Yolo housing residents and before the facility is in place, we must have safe bicycle and pedestrian access. Having a policy in place does not mean mitigation. An active and updated plan is not just needed but required.

- The minimal references made to "bike parking" and "sidewalks" in the plan must be outlined in detail and the public allowed to review. Having a vague reference to meeting these requirements is not acceptable.

- With space for 29 cars, the document states that there will be 10% bike parking. That means there will be 2.9 bike spaces and a sidewalk that connects to nothing but a parking lot. This needs more planning and thought to allow safe access.

- There is a lack of discussion in the document regarding the cumulative impacts from this project. I believe that the community deserves to understand the full impacts of this or any project. In order for the Winters Planning Commission to fairly judge this project and its impacts, the community must be provided with complete information and the cumulative impacts of the project assessed. I do not believe that "studies to be completed in the future" can serve as mitigation for project impacts or meet the need for full disclosure.

- The GP also states that the City will avoid the appearance of strip development (I.D.5) and will do its utmost to maintain its agricultural history. A careful review of the design elements and insistence that Winters is not just another community along the freeway will ensure that we as a community get the best possible development, holding true to our core values.

August 9, 2010

Planning Commission,

We are extremely concerned about the plans to build a Burger King and an A.M. P.M. in our town. We feel this will be just the beginning of the "big" corporations coming in and destroying our unique place we call "home." It will greatly affect all the local businesses. Will anyone actually drive into town like they do now to see what we have to offer? More likely they will settle for a burger at Burger King and be on their merry way. And an A.M. P.M.? No local gas station will even be able to compete with them. Have you considered the people that have jobs in the restaurants and gas stations? When business slows down because no one is going beyond the freeway, many of these people will be laid off. And other businesses that have been successful for years will have to close their doors. How many of us have traveled up and down the freeways and stopped at the first fast food we see? We never even have to enter the town. Forget about Joe and Sue at the local burger joint, they've only been there for 30 years. Guess they'll have to find some other way to make a living. Drive "into" a town someday and look at how many local businesses survive, not many. The freeway has become the new "heart" of the town. There has to be other alternatives instead of bringing in the "big guns." You bring them in and it will be the beginning of the end of our quaint little town. You're opening the flood gates. PLEASE RECONSIDER YOUR OPTIONS.

Thank you

Shelly Johnson

A very concerned resident of Winters

Nelia Dyer

From: Joseph Carbahal [carbahalj@gmail.com]
Sent: Tuesday, August 10, 2010 4:49 PM
To: nelia.dyer@cityofwinters.org
Subject: Buger King

Hello, I unfortunately will not be able to make it to the town meeting about the Buger King. But I did want to express my opinion by letting you know that my family and I are all for it. We believe that the revenue would be good for the town. We also can not see there being any problems for the town since it"s going to be out by the freeway. We live on East Main right by the Blue Oak park so we would be relatively close to it and still would love to see it. Anyway thanks for reading this Joesph Carbahal

August 10, 2010

Respected Planning Commissioners,

My name is Jan Schubert and I reside with my children and grandchildren at 307 Main Street in Winters. I am writing because of safety concerns I have regarding the proposed commercial project at the intersection of I 505 and S.R. 128. According to the information packet published by the city, the proposal includes no improvements along Hwy 128. I can foresee this to be a serious threat to the safety of not only my children and grandchildren but to the rest of Winter's Youth, as well.

With an alluring destination down at the end of Grant Ave., my 10 year-old and his peers will most likely be wanting to ride their bikes thither. He rides his bike on the sidewalk around town because I believe it is safer for someone of his age than the bike lane. I believe that for this project to go forward in a responsible manner, it would need to include a sidewalk that extends the whole length of Grant Ave., starting at the intersection of Railroad Ave, thus insuring safe passage for the youth of our city.

Please stop this project until these serious concerns are addressed.

Sincerely,

Jan Schubert

Jan Schubert

Public Comment for Gas Station Project

Lasted from 730 - 840 with only 3 mins. per person

- no time to complete comments
- no time to read written comments
- no time for city staff + planning council to address questions or issues raised.

To: Members of the Winters Planning Commission
From: Dick Holdstock PE, 415 Dry Creek Lane Winters

8/10/10

Re: Hearing on Burger King/ Gas Station 8/10/10

I strongly urge that approval of the conditional use permit for the above project be withheld until results of the pending "location specific traffic access study" is completed (see page 11). As is alluded to in the staff report, the proximity of the east going 505 traffic off ramp to County Road 90 at SR 128 is of serious concern. The project location presents additional circulation problems that need to be addressed:

- Large trucks leaving the proposed pump station will have difficulty making the 150^0 turn from the pump onto the 30 foot wide CR 90 tying up future traffic on CR 90.
- The plan calls for vehicles entering SR 128 from CR 90 to only turn right yet it does not mention at what point vehicles traveling West on SR 128 can turn around to resume traveling on 505.
- It is proposed to realign CR 90 to Timber Crest Road. Rebuilding this single lane dirt road to accommodate serious traffic will be expensive. Costs for this rebuilding are not included in condition 5 that addresses this possibility.
- Condition 5 requires the applicant to pay all costs for a full access intersection if called for by Cal Trans. It does not mention who pays for alternative remediation such as median strips, traffic circles etc.

As a former member of the Davis City council I learned that approving projects before site specific access plans are completed can result in unending time and economic costs to the city. I do urge you to postpone approval of this conditional use permit until these important concerns are met.

Dick

Richard S. Holdstock

Mike McCoy
26738 County Rd. 34
Winters, CA 95694

August 10, 2010

Winters Planning Commission

Dear Planning Commissioner,

The application for permits, variances and exemptions you have before you tonight all refer to a peculiar piece of property at the intersection of CR90, SR128 and I-505. The 2.3 acre lot is an odd shaped parcel, obviously one that is unusually difficult to plan for and to design. The staff report recognizes as much in asking for two variances from the General Plan and the zoning and ordinances that spring from the General Plan. One is a variance to allow a conditional use, truck refueling, that is not part of the zoning for the piece of the parcel in question. The other is a sign variance proposed because, in the words of the staff report, "special circumstances (such as the physical characteristics or location of the site)," require special treatment. So there is no question that this parcel is deemed to be different enough from all others to require special treatment not afforded to others under the General Plan and its subordinate documents.

Section 15183 of the California Environmental Quality Act guidelines which exempts projects that are consistent with a General Plan or Community Plan from further notes that such exemptions are available except in cases where impacts peculiar to a project or parcel were not analyzed as part of the General Plan. Already you see that two such peculiar impacts are discussed in the staff report. Besides that there is another peculiarity that disqualifies this project from exemption from further environmental review under 15183. That is that this project has peculiar impacts on traffic not particular to any other parcel treated in the general plan and therefore not treated by the General Plans generalized policies regarding traffic and circulation. To put it in the words of Caltrans Chief of the Office of Transportation Planning – South for District 3, "A traffic impact study should be completed and include an analysis of impacts to the State Highway System. The TIS should include I-505 and SR128 at a minimum. The TIS should consider all possible traffic impacts to all ramps, ramp intersections and mainline segments."

The CR 90/SR 128 intersection is less than 300 feet from the off-ramp for I-505 South. It is virtually across the street from the on-ramp for the continuance of I-505 South. This system has long been viewed as one which could accommodate "right turn only" movements from CR 90 onto SR 128. There is no plan in this project or report requiring this condition. There is no mitigation recommended to resolve issues arising from this non-standard and peculiar alignment of this parcel and these roads. As such, this project does not qualify for treatment under guideline 15183. The staff reports that "future study" must be conducted a condition of the project but CEQA has long held that "future study" is not a legally viable mitigation for anything.

Section 15183 also notes that exemptions from further review should not be granted in instances where significant impacts can be determined based on substantial new information. There were two critical pieces of information not available in 1992 nor foreseen in the 1992 General Plan EIR that are clearly known today and that lead to impacts that are more severe than those thought to arise from a project of this nature in this zone in 1992.

The first is that traffic on I-505 has nearly doubled since 1992. The current volume of traffic on I-505 was not considered in 1992. The City of Winters had little knowledge and no control over what outlying districts and events would contribute to dramatic changes in freeway uses. Likewise, traffic on SR 128 has doubled since 1992. Today's figure was not contemplated in 1992. Both of these figures add considerable to the adverse impact of building on a highly constrained corner without any mitigation measures. Again, please note that a future study of undetermined nature with undetermined responsibility for implementation of its findings is not a mitigation.

Because this site is has peculiar impacts different that those generally considered in the General Plan and because the impacts of this site are greater in light of data known today that was not known in 1992 this project is not subject to the exemption provided by CEQA Guidelines Section 15183. If the peculiar impacts of this project, taken together with the facts of higher traffic volumes were adequately treated with substantial physical mitigations as a part of the conditions of the projects approval this case might be different. But under the circumstances the Commission is under no obligation, and should not provide direction to the City staff to file a Notice of Exemption from CEQA for this project.

Sincerely,

Mike McCoy

795-3197

Good Evening Commissioners, 10 August 2010
Name: Bill Hailey
Address: 25501 Buckeye Road
Thank you for the opportunity to appear before you and speak to the Burger King / ARCO /Am PM /Truck Fueling Facility CUP

For the record I'm in favor of highway commercial with thoughtful design sensitivity.

My Concerns of this project are as follows;

Flooding: I have reviewed the FEMA Insurance Maps for Winters dated June 2010 and observed that this project is in the flood zone classification of AO depth 2, which means that the site currently could be flooded to a depth of 1-3ft. in any major storm. The Project Site will be required to be filled and graded to a higher elevation with on site run-off contained in 2-retention ponds. The developer will be required to contribute to the Winters Storm Drainage Plan which, to my understanding, is still in the making. This information is in your packet
Even after a century and decades of historical flooding Winters still has not solved the flooding problem in the north and east sections of the City, Not only is this site affected by flooding but also the Gateway properties south of Grant Avenue.
One suggested solution that would not involve piping and underground infrastructure would be to contour a wide, engineered swale,(a small scale Yolo Bypass) that would track existing open space areas, at the north portion of the City, adjacent to existing development, from Road 89 it would track east to the proposed north-south extension alignment of east Main Street than south crossing under (Hwy 128) Grant Avenue, (the arterial would be elevated on a short viaduct or bridge) than paralleling the Wildrose Lanes residential development. Finally, the graded swale would terminate at Putah Creek. This wide swale bypass would also serve as open space, wildlife corridor, land for continuing agriculture, route for a connecting walking / bike path and a green belt buffer between the Gateway, highway commercial development and the adjacent City residential development. Would make a terrific stimulus funding package project.

Site Design; In reviewing the site plan the layout of vehicular circulation, building and fueling aprons with canopies and remaining open space appears well thought out for a very tight site. However I'm not in favor of the drive-through lane. Sacramento County banned all proposed drive-through lanes beginning in 2006 and I feel we need to do the same. The site will already host idling cars, trucks with out adding more to the air pollution problem. The pedestrian sidewalk, shown on the plan, needs to connect to something, another sidewalk or a designated cross walk at CR90 to the Chevron Station. The side walk continuing north should logically terminate at the last vehicle entry. There is nothing to walk to beyond that. Provide pervious asphalt paving to aid drainage of the site.

Building Design; The building appears to be adequately proportioned to its function and the chosen style of architecture could be referenced to as Industrial Agricultural which was one of the goals of the Gateway Master Plan. The main entries from the fueling

islands appear well defined. However the "silo" which defines the Berger King portion of the building is completely out of proportion to the eve height of the north end of the building mass. Above the eve height the silo needs to extend an additional 28 feet 6 inches making the total height of the silo 46 feet 6 inches from the floor level. Now the silo and the building are mathematically and proportionally correct. Work with the silo and make this the freeway sign.
The windows of the building need an industrial treatment. They need to be steel framed, multi-paned with a projecting light shelf nine feet above the floor with the glass and frame extending another two feet above the shelf. Get rid of the awnings use the shelf for shade. The light shelf will extend natural light deep into the building diminishing the need for artificial lighting and making the building more sustainable. Increase the sloped roof areas to 8 in 12 pitches to give the buildings more reference to historical building practices in the Winters area. Consider making this a LEED project.

Fuel Island Canopies; Lower the underside height of the canopies. CALTrans underpass clearances are only, I believe, 15 feet. Provide hipped roofs on the canopies to help them match the building architecture.

Signage; The high mast freeway sign needs to be lowered to something less than currently designed. It's just too high and definitely does not say or reflect the image of Winters. City Associate Elliot Landes has been working extensively on signage and way-finding around Winters as well as getting into Winters off I-505. This is one part of this project that needs much thought and design input.
All building signage needs to be judged according to the design guidelines set forth in the Form-based Code for the downtown historic district.

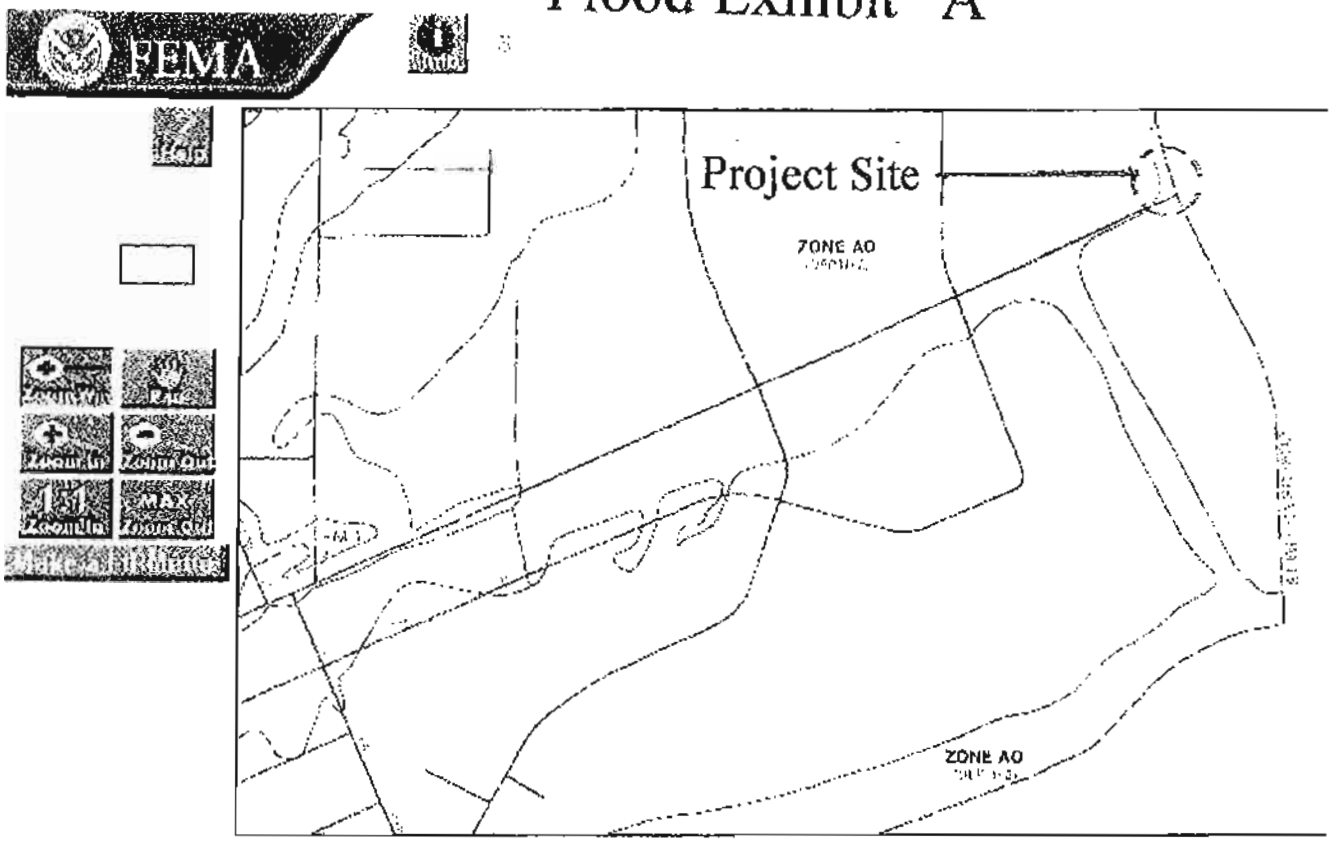
Lighting; Reduce the height of the parking and landscaped area mast lighting to 12 feet. This will add a few more units to the lighting requirement but as the landscape trees grow tall and fill out the lighting levels will remain fairly constant.

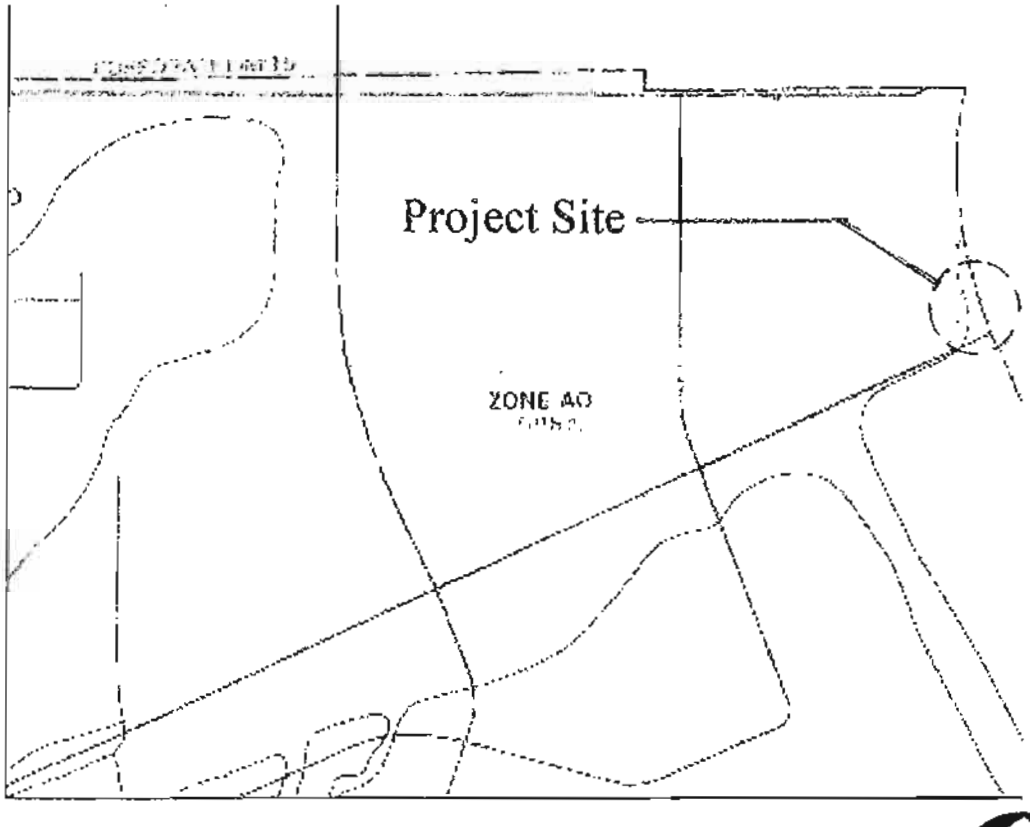
General Comments;

- This project was put before the public too quickly to adequately review all aspects presented.
- Need to stop the clock on the projects approval in order to obtain public input.
- In the Gateway Master Plan Process dated January 2010, page 3, item #4 Conduct Public Workshop #1 in February / March 2010. This never happened. Item #6 Conduct Community Workshop in March / April 2010. This never happened.
- When will there be a community workshop on this project before you and the Gateway Master Plan?
- This is a one time opportunity to get it the design right. Are we up to the challenge?

Thank you for the opportunity to speak before you this evening.

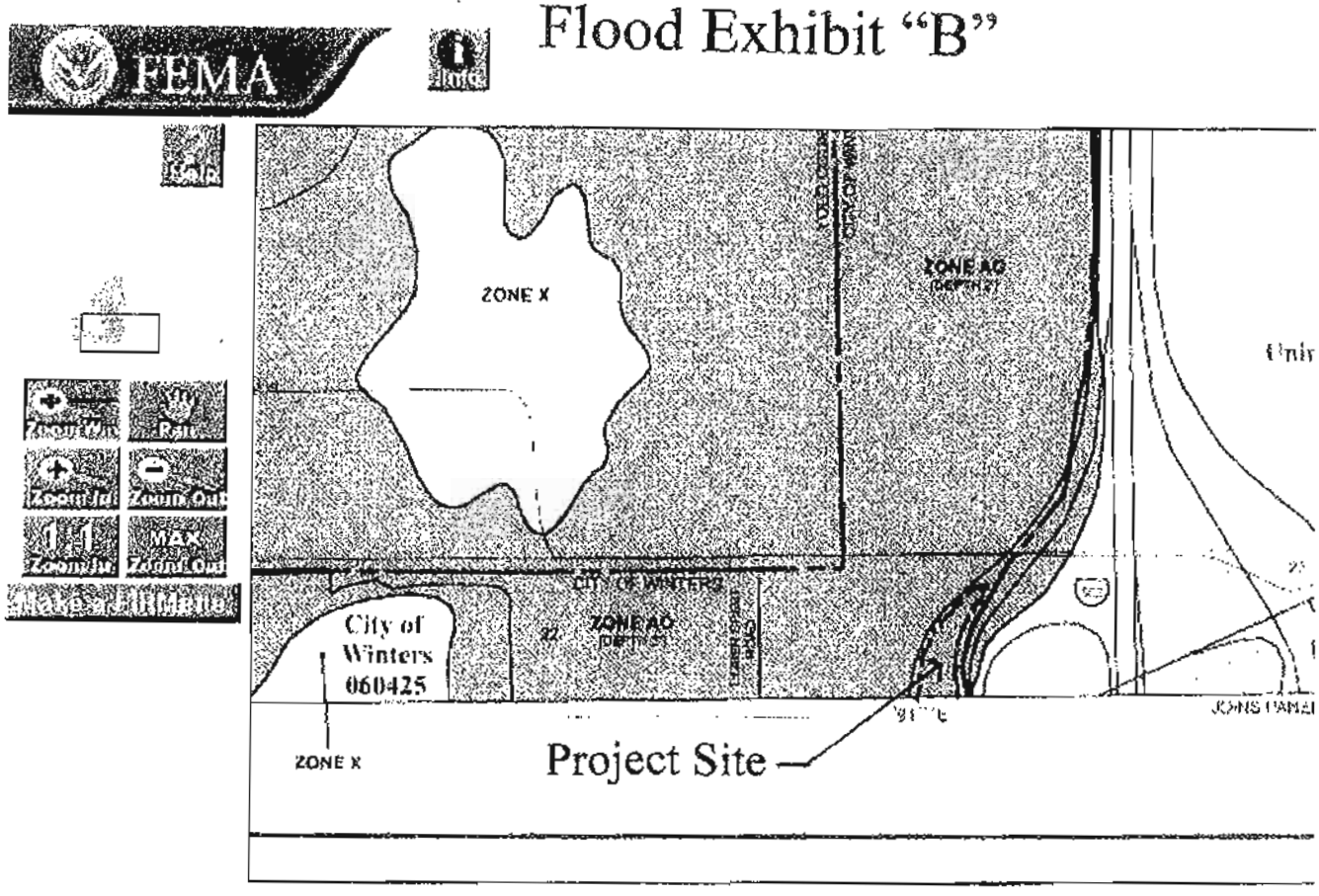
Flood Exhibit "A"

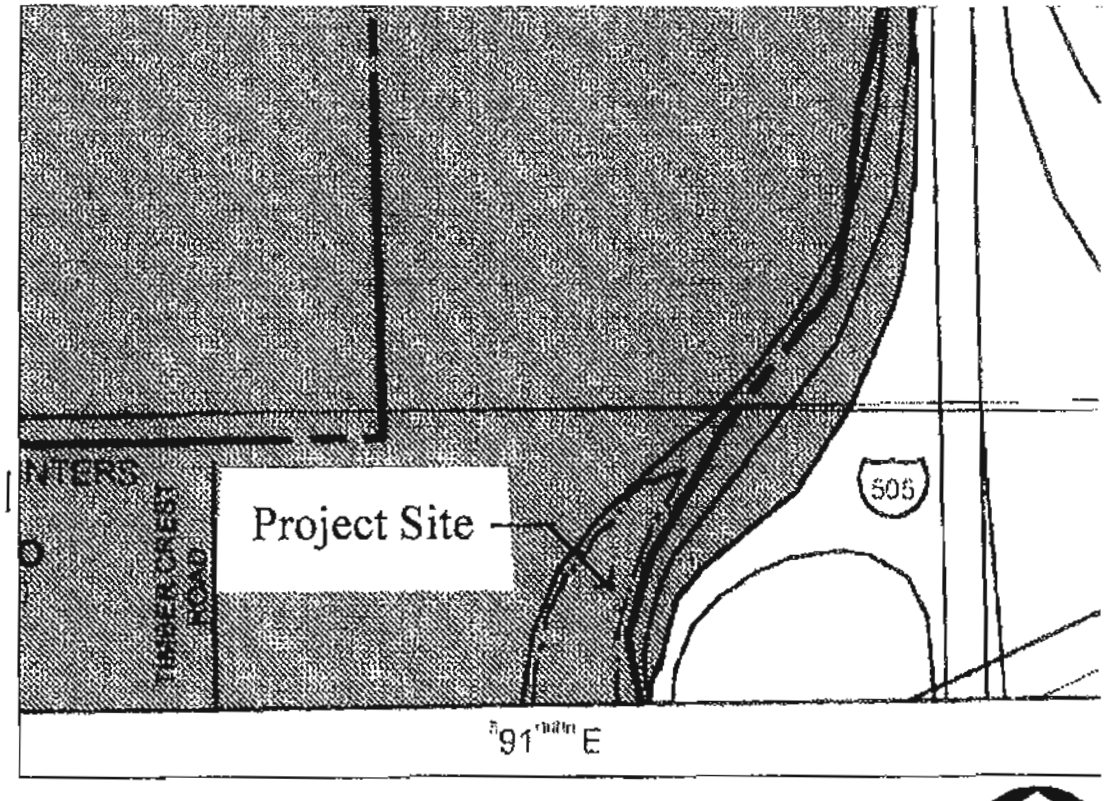




Ref.North

Flood Exhibit "B"





Ref.North

City of Winters Planning Commission
318 First Street
Winters, Ca 95694-1923

Dear Sir or Madam:
I want to express my hopes that the City of Winters will consider the impact of the development of the commercial property along 128 and County Rd 90 before any business is given the ok to proceed. I understand that development of income resources is necessary for the city but I would like the planning move slower in their decisions as it affects our futur. I have concerns that address the image of the town, the fire department, police department, traffic, and keeping downtown viable.

When entering Winters, the view is of the mountains. An image of a graffiti covered wall and a tall sign will destroy the wonderful feeling we all have when we enter our home town. Can a sign be designed that blends in more with the city and can a soft landscape be used in place of a block wall?

With an above ground fuel tank there could be an increased burden on our volunteer fire department. Is a plan in place to address a fire created by the fuel tank? Controlling such a fire and potential leaks from of fuel can cause extreme environmental impacts. The area where there is proposed development has drainage issues. Where would the fuel go?

24-hour operations increases the potential for crime. Will our police department be able to handle the increased demand?

The plan indicates that three possibilities exist as to how Rd 90 will be handled. I am not able to understand what determines which choice will be made. The choice will obviously impact the traffic control. Do I understand that one choice only allows a right hand turn onto 128? If traffic is allowed to exit onto 128, will that increase risk to pedestrians?

Many of the issues that are justified in the plan are stated "as addressed in Policy No. X". Many of those polices that conclusions are based upon are very outdated and were not written with the concerns we address today such as the economy (why are people going to drive to Winters when it will look like every other town in California).

Looking at the current sidewalk requirements, it appears that the sidewalk will lead directly to the overpass but not in front of Yolo housing. Additional safety needs to be given to people walking into town from Yolo housing. What about bicycle routes from the Yolo housing into town?

Our cities income is tied to the success of existing businesses as well as future businessess. Winters is now unique and a destination city by keeping the viable downtown. In well thought out development we can maintain our city flavor as well as establish new business that do not negative effect our image as a farming community.

A drive-through can have a queue of multiply idling cars which can cause a direct effect on the air quality. Fast food is also well know to create excessive amounts of paper that often ends up strewn along roads.

Before making any decisions relative to the Gateway development I ask that the city move slowly. The future will be affected by today's decisions.

Thank you,

Patricia Thompson
109 Baker Street
Winters, CA

August 10, 2010

Albert Vallecillo
210 Main St.
Winters, CA 95694

Planning Commission
City of Winters
318 Main St.
Winters, CA 95694

Re: Commercial Project at County Road 90 & State Highway 128

Mr. Chairman & Commissioners,
As Planning Commissioners you have each been sworn into office and taken an oath to uphold and defend both the Constitution of the State of California and by extension all the laws, codes and regulations that govern our state. The California Environmental Quality Act (CEQA) is one of those and is the document which drives planning in California, in our community.

The process by which the project at County Rd. 90 & State Highway 128 is being hustled through the approval process should be of great concern to each one of you as a public representative. The serial meetings and the coercion that has taken place by the "legislative body" of the City of Winters is unprecedented in my experience of 18 years as a Planning Commissioner. I hope each of you has taken the time to read and understand these documents to see what is within them and to ask yourselves what is the rush to move this project through the approval process with so little time for review on your part and by the community, and with no further review under contemporary CEQA process. Lets us admit that five calendar days is simply insufficient to do it correctly.

The Public Resources Code section 21151 provides that "All local agencies shall prepare, or cause to be prepared by contract, and certify the completion of an environmental impact report on any project they intend to carry out or approve which may have a significant effect on the environment."

To this end, CEQA establishes precise procedures governing the preparation of the report. "*The public agency which has the principal responsibility for carrying out or approving a project*" is charged with determining the necessity of an EIR. (Pub.Resources Code § 21067) Under the guidelines implementing CEQA, this "*lead agency*" is directed to screen permit applications for environmental issues that might require environmental investigation. (Cal.Admin. Code, tit. 14, § 15060.) "*If there is a possibility that the project may have a significant environmental effect, the agency must conduct an initial threshold study. If the initial study reveals that the project will not have such effect, the lead agency may complete a negative declaration briefly describing the reasons supporting this determination. However, if the project may have a significant effect on the environment, an EIR must be prepared.*" (*Friends of "B" Street v. City of Hayward (1980) 106 Cal.App.3d 988, 1000, 165 Cal.Rptr. 514, fn. deleted; Pub. Resources Code, § 21080.1; Cal.Admin. Code, tit. 14, § 15063.*)
In the first Supreme Court decision construing CEQA, it was held that the Legislature intended the act "*to be interpreted in such manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.*" (*Friends of Mammoth v. Board of Supervisors (1972)*. Later in the landmark decision *No Oil, Inc. v. City of Los Angeles*, the Court inferred that this principle of interpretation demanded "*a low threshold requirement for preparation of an EIR.*"

The test is whether "*it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impact.*" For purposes of judicial review, "*the trial court's function is to determine whether substantial evidence supported the agency's conclusion as to whether the prescribed 'fair argument' could be made. If there was substantial evidence that the proposed project <u>might</u> have a significant environmental impact, evidence to the contrary is not sufficient to support a decision to dispense with preparation of an EIR and adopt a negative declaration, because it could also be 'fairly argued' that the project might have a significant environmental impact.*" Therefore, to depend upon an 18 year old document to evaluate a project today seems imprudent, and to rely on that 18 year old document to totally exempt this project from any environmental review seems naïve.

This project does not meet all the criteria to qualify for exemption under Provision 15183 -"Projects Consistant with General Plan, Community Plan, or Zoning" and 15332 - "In-Fill Development Projects" of CEQA as represented below:

- 15183.1: CEQA mandates that any project be consistant with the established development density established by existing, zoning, community plan, or general plan policies, however as this provision goes on to say "*except as might be necessary to examine whether there are specific significant effects which are peculiar to the project or its site*". Even if one determines that the project meets existing policies, there is a failure to address the issue of traffic in the area of this project which will have a significant impact and as is not discussed specifically but in the generalities of the General Plan (GP).
- 15183.3: There ia a requirement to satisfy whether or not "*significant off-site impacts and cumalative impacts which were not discussed in the prior EIR prepared for the GP*" have come in to existence since the EIR's adoption. In 1992 climate change emissions was not a point of discussion nor was the cumalative effect of projects such as this could have on the overall environment of Winters.
- 15183.4: Addresses issues, identified in the GP EIR may have a "*more severe adverse impact*" than discussed in the originall EIR document. Again climate change and climate change legislation as well as air & noise pollution generated by the current project indicate a greater impact than previously thought or discussed in 1992.
- 15183.10: Requires that if there are "*significant off-site or cumalative impacts*" and those impacts are not adequately discussed in the GP EIR, then secttion 15183 is not applicable. In 1992 it was hardly known or imagined what was going to take place here. I argue that with the discovery by staff in Winter of 2010 that for the adjacent Planned Commercial zones, the necessary requirements for development to proceed had not yet been completed, therefore no plan exists for that area adjacent to this project. How could the cumalative impact been discussed in any adquate and complete form? The GP discusses this area in generalities, not specfics.
- 15332: In-fill defined: *Improvements on land adjacent to and between existing development; a way to accommodate increased population in an area without spreading the boundaries of development; property development within the boundaries of an area rather than moving outward and contributing to sprawl; the concept carries with it connotations of demolition of older buildings in order to make way for new construction, usually with a greater height and/or*

increased densities, rather than simply finally getting around to developing vacant land. In-fill development generally takes place in older neighborhoods outside the central business district but inside the ring of modern suburbs, not on vacant undeveloped land.

The only thing about this project's site that begins to satisfy the above definition is that it is within the city limits, otherwise it is a new project on vacant, undeveloped land which satisfies one point of one definition. So I ask is it really in-fill development? Under the discussion area in CEQA it states *"This section is intended to promote infill development within urbanized areas*. Is this an urbanized area? *This CEQA class consists of environmentally benign in-fill projects which are consistent with local general plan and zoning requirements. This class is not intended to be applied to projects which would result in any significant traffic, noise, air quality, or water quality effects."* So, is that site truly in-fill?

- 15332d: Stipulates as a condition of qualifying for this exemption that *"approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality."* These issues are not addressed in the GP EIR although idling diesel trucks will contribute both noise and air pollution, vehicles coming, idling and going onto SH 128 and I 505 from the the project will create a traffic and safety problem that has not been looked at thoroughly with any specifics. How could it be, there is no plan. How does an 18 year old document, speakinig in generalities speak to these specific issues today?
- 15332e: Site utilities were recently extended to the property across SH 128, this does not constitute being *"adequately served by all required utilities and public services."* Bringing those services to the site will take some effort and will have an impact not addressed in the CEQA Notice of Exemption.
- Also not addressed in the staff report and not dealt with in the GP is energy conservation measures. Besides LED lighting on the canopy what else is being done to mitigate this facilities high use of energy? Will modern "Smart" lighting technology being incorporated? What other mearures are being undertaken?

Finally, CEQA says that *"The existence of serious public controversy concerning the environmental effect of a project in itself indicates that preparation of an EIR is desirable. One major purpose of an EIR is ... to demonstrate to an apprehensive citizenry that the agency has in fact analyzed and considered the ecological implications of its action."* This principle is now codified in California Administrative Code, title 14, section 15064, subdivision (h) which provides: *"In marginal cases where it is not clear whether there is substantial evidence that a project may have a significant effect on the environment, the lead agency shall be guided by the following factors: (1) If there is serious public controversy over the environmental effect of a project, the lead agency shall consider the effect or effects subject to the controversy to be significant and shall prepare an EIR."* This project will produce many issues not adequately addressed in 1992 or today. The General plan's EIR, developed in 1992 had no way of knowing where we would be with this subject today and so we need to revisit our commitment to the principle of "consistency" in light of what we know today. A review of the GP provides a nice wish list in terms of policy but provides no concrete plans on how to deal with environmental issues today. Waiting for the project to go through and be built without

plans of how to mitigate is askiing the community to accept issues that could be foreseen with proper environmental review today.

Conditions will continue to change. As a community we must be willing to engage that change especially in light of the fact that we expect developers/investors to come to our community and expect some certainty on how this area will be developed, which in turn will have a direct effect on their return on their investment. We want that. But without looking at the issues in a more specific and contemporary manner, and without an overall plan driven by policy, how can we assure these investors what to expect? Additionally what may have been acceptable as commercial development in 1992 is not necessarily acceptable as commercial development today. Proceeding with that twenty year old plan would be inconsistent with how we look at development now and is inconsistant in the face of CEQA and state law. Exempting this project from additional review on very slim reasoning is opening the City up to huge liabilities.

I am asking the Planning Commission to take the necessary time to stop the development clock and examine the reasoning embedded in the logic of this project so that in the end, years away, as a district it is consistent with the way we want to develop, to be consistent as a whole and to provide the community the control to truly get what it wants - viable economic development consistent with our standards and an understanding of who we are historically and where we want to go without destroying the uniqueness of our community.

Respectfully,

Albert Vallecillo

Sally Brown
24 East Main Street
Winters, CA 95694

August 10, 2010

Winters Planning Commission
Winters City Hall
318 First Street
Winters, CA 95694

Dear Planning Commissioners,

Winters is a unique community that has been able to maintain and capitalize on its small town charm. That is why we have chosen to make Winters our home. People initially visit and then make many return trips to Winters because of its welcoming character and charm. The Chamber of Commerce uses the following description of Winters from *Sunset Magazine* on its website:

> "Neighborhoods of restored Victorians, pocket parks, a thriving downtown bursting with local art and independent restaurants make the small town of Winters a refreshing detour ..."
>
> *Sunset Magazine*

We have but one chance at developing the gateway to our city to keep Winters as a "refreshing detour" and not like all the other small towns in California that have gone the way of strip development. Tonight you are being pressured to make a final decision about a project to develop the property at the intersection of CR90, SR128, and I-505. I'm afraid if you make this decision tonight that decision will be made in haste.

The decision will be made in haste because you are deciding on a single project without considering its place in the whole gateway area. According to a document that I took from the City of Winter's Website (dated January 2010), the City is soon to be embarking on a Gateway Master Plan planning process for the land and planning elements of I-505/SR-128. The document states that the key elements of the process will be to include a review of planning, engineering, traffic and architectural guidelines resulting in an update of the design guidelines and the previously adopted Gateway Master Plan, which was adopted in 1992. According to this document "staff is proposing a series of meetings to combine the input from property owners, the public, and the City Council and Planning Commission to revise and modernize existing documents to facilitate the desired development within the corridor. The main objectives will be to help define key planning concepts and architectural qualities for the "gateway properties."

Quite honestly, I am very pleased that City staff has proposed this process and I plan to participate fully. What puzzles me is why this project before you tonight is not considered part of the gateway to our city. It sits right at I-505/SR-128, which certainly seems to be in the scope of the Gateway Master Plan.

While I am no expert at CEQA, I understand that it defines a development project broadly, as the "whole of an action" and it therefore prohibits "piecemealing" or dividing one project into several. I believe that if you make a decision on this project tonight that you will be violating CEQA and thus taking an unplanned, haphazard approach to the gateway of our city. I urge you not to make that mistake.

I also understand that there a several other fast food chains being considered for the south side of SR-128 including McDonald's and Jack in the Box. I don't know what stage in the process these projects are as I can no longer locate on the City's website the planning document that used to list all the projects under review. However, I do know that in our General Plan Policy I.D.7, states that *"The City shall seek to avoid a concentration of fast food restaurants,"* and Policy I.D.5 says that, *"New commercial and office development along Highway 128/Grant Avenue shall be designed to avoid the appearance of strip development."* We already have two franchised fast food outlets on Grant Avenue (Round Table Pizza and Subway). This project, if approved tonight, would add a third to the strip. How are you planning on assuring that these policies of the General Plan will be satisfied? This is another reason why a decision tonight would be made in haste.

I urge you to delay your decision, despite the intense pressure you are receiving to pass this project tonight. I urge you to instead include this piece of property in the Gateway Master Plan planning process. Upon completion of that planning process I am confident that then you will be able to make a better decision about how well this project fits in the vision for the gateway of our city. With an updated Gateway Master Plan you will have clear direction on the design guidelines and other elements that will make Winters "a refreshing detour." Thank you for doing the right thing for our City.

Sincerely,

Sally Brown

I request these questions be entered into the minutes of this August 10 City of Winters meeting.

Traffic:

-When will the traffic circulation improvements be completed?

-Will acceptable traffic thresholds be attained on opening day?

-How will pedestrians from the Yolo housing cross CA128 Street. Will the developer provide a lighted crosswalk? If not why not?

-"Already anticipated" does nothing for existing hazards crossing the street.

- This is "asphalt and blood" planning.

Emergency Management

12,000 gallon above ground tank is not a significant environmental impact or HAZMAT response?

- Regulation is Federal however, response is local.
- A 12,000 gallon tank failure is not a "non-emergency HAZMAT response?
- Is there containment?
- Do you have a technician-level HAZMAT teams ready to respond.
- Who's responsible for HAZMAT cleanup ?

Will this 12,000 gallon above ground tank not topple over in a M6 earthquake?

- Two 1892 Earthquake displaced water from area creeks.
- 2nd destroyed most of downtown.
- Faults are not well studied.

Mark Wilson

208 Toyon Lane

Earthquake Hazards Program

Historic Earthquakes

Vacaville, California
1891 April 19 10:50 UTC
Magnitude 6.4

This earthquake caused severe damage at Allendale, Dixon, Vacaville, and Winters. Property loss was estimated at $225,000, and one fatality was reported.

At Allendale, between Vacaville and Winters, several buildings in the area collapsed, shifted off their foundations, or were wrenched apart. Ground fissures formed near Allendale, which suggests possible faulting. At Vacaville, almost all brick structures were destroyed, many frame buildings were impaired, and chimneys were twisted or knocked to the ground. Similar damage was reported from Winters (Yolo County). Although damage in general was less serious in Dixon, many school buildings were almost ruined. MM intensity VIII or higher was observed over an area of 1,100 km^2. Felt north to Redding, east to Virginia City, Nevada, and south to Salinas and Fresno.

Abridged from Seismicity of the United States, 1568-1989 (Revised), by Carl W. Stover and Jerry L. Coffman, U.S. Geological Survey Professional Paper 1527, United States Government Printing Office, Washington, 1993.

Earthquake Hazards Program

Historic Earthquakes

Winters, California
1892 April 21 17:43 UTC
Magnitude 6.4

Weakened structures in the communities hit by the April 19 earthquake were further damaged. At Winters, where the damage was most severe, many buildings that withstood the April 19 shock were leveled. Not one building on Main Street was left habitable. At Esparto, every brick chimney fell and wood-frame buildings were wrenched out of shape. Many chimneys were wrecked at Sacramento and Woodland, but additional loss was slight at Dixon and Vacaville. The area shaken at MM intensity VIII or larger was about 890 km^2, but the general felt area was about the same as that of the April 19 shock.

Abridged from Seismicity of the United States, 1568-1989 (Revised), by Carl W. Stover and Jerry L. Coffman, U.S. Geological Survey Professional Paper 1527, United States Government Printing Office, Washington 1993.

DESIGNWORKS

8.10.2010

Dear Planning Commissioners,

This is to give notice that I have not had adequate time to review and analyze the information packet on the proposed freeway franchise food & fuel facility, 117 pages of staff review and technical reports with numerous references to additional documents posted this last Thursday, August 5th, 4 working days ago. I believe that in the interest of the community at large, tonight it is appropriate to raise issues in the packet but the commissioners approval of the 5 areas of review within tonight's timeframe is not the public interest. The issues raised tonight needs at least the time necessary to be published in our local newspaper so that an informed public can discuss the merits of the proposal with each other and with you, our representatives.

I do know there has been a lot of pressure applied to make a swift decision in favor of the project for economic reasons. I do understand the reasons for this. I also know that it is your role is to strike a balance between the economic interests of the community and the careful consideration of public aesthetic, safety and welfare issues. I speak to the latter.

My background is in urban design and I practice professionally. Let me publically state that I am not against this project. In fact I make my living through development. In my profession, projects are reviewed critically and by that become better, that is the design process. And because this project is at the communities front door it is critical that we thoroughly review the proposal and make it the best we can, this is in both the developers and the community's interest.

To that end specifically wish to raise these points;

1. Conditional Use Permit;
   - 1.1 The city needs to continue to develop the franchise food ordinance to insure there is not a concentration of fast food establishments at the east entrance to town as per General Plan policy statement GP 1.D.7.
   - 1.2 The city needs to implement a Grant Street Area Plan so that the Grant Street Corridor does not become a strip development street as per General Plan policy statement GP 1.D.5.
   - 1.3 While there is ADA access by code within the building, there does not show any pedestrian access from the County Road 90 sidewalk to the building except through the parking lot and gas pump area. Also there is no defined cross walk or bike passage way from either Grant Street or the County Road90. While cars have access, pedestrians and bicycles are required to have the same level of access. This the city must address. It is a critical public safety issue that needs to be addressed now so that any onsite requirements this may entail can be incorporated.

2. Design Review;

   I would like to request a special meeting for design review to respond to the issues raised to include;

2.1 Per the Winters Municipal Code under Design Review, Purpose' " to preserve and enhance the small town qualities of Winters" and "the Winters Design Guidelines shall be used as a basis for this review".

2.2 Winters Design Guidelines, Vision Statement; see guidelines.
The current proposal provides first 10' high concrete block wall for an above ground fuel storage bunker, then a 20' high truck fueling canopy with a yellow LED lighting strip surround, then a 24' trash enclosure 6' high and then between the frontage road and Grant Avenue 300' linear feet of Q for a drive up window with the building placed behind. Note that the building will be sitting on 4.5' of fill. All of this sits on a 600' long concrete block wall 6' high. I suggest that if you are to pass the project in its current form no one will be happy with it.
The applicant needs to provide a complete project elevation as viewed from the off ramp before an adequate understanding of the proposal can be made.

2.3 The "Conceptual Landscape Plan" as current conceived does little to soften the image as all the site landscape is placed behind the "great wall".

2.4 The site plan will need to be modified to accommodate the outdoor seating requirement Conditions of Approval, Item 77. This needs to be revised and reviewed before the site plan approval as it may require significant layout changes.

2.5 Winters Design Guidelines, Building lighting; see guidelines.
Currently the proposal has both LED strips around the truck and car fueling canopies as well as illuminated red parapet banding on the building. I suggest this is not in keeping the design guidelines "the small town character of Winters" and should be removed from the elevations.

2.6 The roofing material color is not specified which needs to be for approval.

3. Approval of Signage

3.1 Monument Sign; The correct citation is 17.80.030, Section R.5. See Winters Municipal Code; The monument sign needs to be reduced to 8' high, max.

4. Variance of Sign Ordinance

4.1 The original freeway signage ordinance was carefully considered. The "Chevron" sign, a non-conforming sign does not provide the basis to allow additional non-conformance and sets a precedence by which all other future applicants can and will use to justify additional area increases.
If the applicant wants to enlarge the size of the sign I request that the commissioners first require additional line of sight studies which are required for a variance allowance for additional height, 17.80.030, Section R.4. If the case can be made for the additional size then the ordinance needs to be amended so that this variance is not seen as a special privilege that is inconsistent with the municipal code.

5. CEQA Notice of Exemption

5.1 I have not had time to review the staff findings, discussion and documents and therefore wish the commissioners continue this item for a future date

Sincerely,

Eric Doud, Planner & Architect

Eric Doud M. Arch.
Architecture + Site Planning
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Comments on Proposed Application for Burger King, Arco, Convenience Store, and Fueling Facility

Submitted by Jeff TenPas

August 10, 2010

Commissioners, It is indeed a difficult task you have here to review this proposal and decide upon a significant development that could put a new face on Winters. I hope that the outcome will reflect well on Winters and enhance the character of our town. I hesitate to think that this proposal is the best answer, best use of the opportunity, or will be the best for Winters.

I recognize the desire of some to press this proposal forward quickly. However, I ask for further time and opportunity for public involvement. This is simple too important a development to give so little time for public review. That said, here are some preliminary comments.

Conditional Use Permit

1. **Comment. The proposed truck-fueling facility is not an allowed use in the Light Industrial Zone portion of the site. And it is a more intensive use than the allowed uses such as a recycling collection facility or minor utility services, and will result in more traffic, air pollution, and demand on public services. Therefore the proposed truck fueling use in the Light Industrial Zone is not similar to the listed uses and is not a consistent use in the zone. Significant differences:**
   - **24 hr operating period**
   - **More traffic of large trucks than any typical light industrial use**

From the Staff
Analysis:

The proposed truck fueling facility and above-ground fuel storage tank are not specifically listed as contemplated uses in the LI zone. However, pursuant to Section 17.52.010(E) of the City Zoning Ordinance, the Community Development Director may find uses not specifically listed but similar in nature (based on activity characteristics) to a listed activity, to be a consistent use in the zone.

Site Plan and Design

2. **Comment. A proper and legal design review has not been conducted. There has been no proper and legal finding of consistency with the City's Design Review Guidelines. Pursuant to Section 17.36.030(A) of the Zoning Code, design review is required of this project by the Economic Development Commission, with recommendation by the Economic Development Commission to the Planning Commission. The City currently lacks such a Commission, and the City Manager, without apparent authority, has taken that role to himself, and has not presented appropriate findings . If proper design review is lacking, then the project is not ripe for Planning Commission consideration, and the Planning Commission should ensure appropriate design review before project approval.**

From the Staff Analysis:

Pursuant to Section 17.36.020 of the Zoning Code, design review is required of this project.

Section 17.36.030(A) requires that site plan applications for design review involving commercial development must first be considered by the economic development commission, who may make a recommendation on the project and any conditions of approval to the planning commission. Section 17.36.030(C) mandates that the Planning Commission consider the recommendations of the economic development commission prior to taking action on a site plan for design review. The City no longer has an operating economic development commission; however, the City's Design Guidelines (referenced later in this report) were co-authored by the Economic Development Commission in effect at that time. Currently, the City Manager fulfills this function on a project-by-project basis. The City Manager has recommended support of this project based on the anticipated economic development and tax revenue benefits to the City.

Site Plan and Design

3. **Comment. The lot coverage of the proposed development, at 60% coverage in impervious surfaces, is an excessively high and undesirable lot coverage that will contribute to excess urban heat buildup, deficient conditions for growing trees, and excess runoff. This issue should be addressed in a proper design review.**

Section 17.36.040 establishes the criteria for review. Each requirement of this section is addressed briefly below. Any relevant issues of note are disclosed.

(A) The overall visible mass of the structure(s). This analysis may include review of visible building mass as it relates to property line setbacks, building height, roofline profiles, lot coverage and the overall size and scale of a building, and the orientation of the proposed building(s) to the street and adjoining properties.

Site Plan and Design

4. **Comment. The proposed parking is inadequate to the proposed uses of the lot. The staff's analysis includes parking spaces for cars based on restaurant seats and convenience store area, but does not include parking based on truck fueling and restaurant usage by truckers. Where truck fueling is included in the design, it is inconceivable that truckers will not also use the restaurant. The lack of parking for trucks would force them to use the streets for parking or occupy many car spaces.**

General Plan Policy III.A .13. provides that "On-street truck parking shall be prohibited where such parking restricts adequate sight distances or otherwise poses a potentially hazardous situation .

General Plan Policy III.F.1 . The City shall require provision of adequate off-street parking in conjunction with all ne w developments . To the extent possible, parking shall be located behind buildings, out of view from the street: When it is not possible for parking lots to be placed behind buildings, the City shal l require screening to mitigate the visual impact of the lots while providing for continued police surveillance . As much as possible, parking lots should not be located at intersections .

The Staff Analysis of Parking is as follows:

Parking
The project includes parking for 27 vehicles. Pursuant to Table 6 of Section 17.72.020 of the Zoning Code, the parking requirement is 29 spaces calculated as follows:

- Drive-through restaurant: One space required for every 3 seats. The applicant proposes seating for 60 customers. 60/3 = 20 spaces

- Convenience store: One space required for every 250 square feet. The applicant proposes gross building floor area totaling 2,212 square feet. 2,212/250 = 9 spaces.

Of the 27 parking spaces provided, two accessible spaces (including one van space) have been proposed for the parking area. Section 17.72.030 of the Zoning Code requires 2 accessible spaces including 1 van space per 26 to 50 spaces; therefore, the 2 accessible spaces shown on the site plan are consistent with the Zoning Code.

CEQA Notice of Exemption

5. **Comment. This project requires the preparation of a traffic impact analysis consistent with General Plan Policy III.A.3 before approval. It is surely the case that this development proposal will create more traffic than a new development of 20 lots. The developer has certainly already projected the traffic his business needs. In this case the increase in traffic will occur at a particularly problematic site, without traffic control, where trucks already have problems entering State Route 128 from CR90, where accidents are relatively frequent, and where site distance for traffic coming over the I505 overpass is limited.**

   III.A.3. To identify the potential impacts of new development on traffic service levels, the City shall require the preparation of traffic impact analyses at the sole expense of the developer for developments with 20 or more lots or units.

CEQA and Notice of Exemption

6. **Comment. Air Quality Management has not been addressed consistent with the General Plan Policies.**

6.1 The intent of Policy VI.E.4 is clearly to minimize long vehicle delays at major intersections. This proposal will result in the CR90 and SR128 intersection becoming a major intersection. There are already long delays for traffic entering SR128 from CR90, and the volume and waiting by that traffic will expand by many times.

   VI.E.4. Major intersections shall be designed to minimize long vehicle delays which result in carbon dioxide (CO) "hot spots."

6.2 The proposed drive-through will have the affect of increasing, not reducing automobile use, by keeping cars idling in a drive-through at a standstill contrary to General Plan Policy VI.E.8. The idling of cars in drive-throughs is an increase in use of the worst kind. Idling is the most polluting part of car operation and should be avoided. If a drive-through is allowed, it should be mitigated for its air quality affects.

   VI.E.8. The City shall attempt through careful land use and site planning to reduce automobile use.

6.3 The proposed development lacks a required air quality mitigation plan pursuant to General Plan Policy VI.E.11.

> VI.E.11 . In granting development entitlement, the City shall require all new industrial and commercial developments within the city projected to generate more than 500 trips per day (based on typical generation rates) to develop an air quality mitigation plan . This plan shall include an analysis of how the project would utilize site planning, mixed land uses, transportation systems management measures (e .g., carpooling, van pooling, shuttle bus service, transit incentives, etc .) to reduce by 25 percent the number of trips that would typically be projected for such development . Where this goal cannot be met by these methods, the plan shall provide for off-site mitigation through funding of air quality improvements such as new park-and-ride lots, sidewalks, bike paths, and support of transit, as deemed acceptable to the City.

CEQA and Notice of Exemption

7. **Comment. This project should not be accorded a status of eligible for CEQA exemption per Statutory Exemption 15183 or 15322. And this project has potentially significant impacts (see comments below). Further study needs to be done on traffic, air quality, affects on land use, and affects on humans.**

Re: 15183. The project use is not consistent with allowed uses in the Light Industrial zoned portion of the project area. Neither is the proposed use a consistent use based on activity level as asserted by staff. Truck fueling brings higher levels of traffic, longer hours of use, higher demand for public services than the allowed uses in Light Industrial Zones.

Re: 15322. The project is neither 1) consistent with zoning, nor 2) substantially surrounded by urban uses.

CEQA and Notice of Exemption

8. **Comment. The project has potentially significant impact on land use and planning. It conflicts with zoning in the Light Industrial zone, increases intensity of use, decreases available area for light industrial development. It also conflicts with specific General Plan Policies cited in comments above.**

CEQA and Notice of Exemption

9. **Comment. The project has potentially significant impact on Transportation. Planning for the traffic flow and traffic control is incomplete – the project proposal is incomplete. But the proposed use in the Light Industrial zone will increase traffic above that analyzed in the General Plan EIR for that part of the project. The proposal conflicts with Traffic Policies in the General Plan as cited in previous comments.**

Petition for an ordinance restricting formula food development in Winters

Petition summary and background	Winters is a strong, connected community, with a rich agricultural heritage and unique character. It is a community that values an environment that promotes healthy living and sustainable development. An ordinance restricting further development of formula based fast food in Winters is needed to support those stated values. The City's zoning and planning documents authorize it to preserve and enhance Winters small town character and protect the long term economic health of the community. Restricting further development of formula food restaurants is a critical part of creating a healthy environment in Winters, and in sustaining the current efforts to promote healthy living. Winters needs to encourage locally owned retail operations that serve locally produced, fresh, nutritious foods. The definition of a Formula Food Establishment is as follows: A business which: (a) is required by contractual or other arrangements to offer standardized menus, ingredients, food preparation, employee uniforms, interior decor, signage or exterior design; or (b) adopts a name, appearance or food presentation format which causes it to be substantially identical to another restaurant regardless of ownership or location.
Action petitioned for	We, the undersigned, are concerned citizens who urge our elected leaders to pass an ordinance that would restrict additional formula food vendors from developing in the city of Winters.

Printed Name	Signature	Address	Comment	Date
Mike Briggs	M. Briggs	802 Railroad Ave	Keep Winters Healthy & Vibrant	5-9-10
Matt Archibeque	[illegible]	315 Rosa		
Judy Zepeda	[illegible]	439 Chicago Ave.	Keep it real	5-19/10
Scott Finchanwon	[illegible]	17 MAIN St, APT D	Real food is healthier	5-12-10
Curtis Taylor	Curtis V. Taylor	433 Abbey St Ap C	Real Food Best	5/13/10
Don Hutchins	Don Hutchins	26778 County Rd 34	Keep food local	5/13/10
Patrick Schwent	Patrick Schwent	2542 Overhill Ln Davis CA		5/13/10
Allison Gerrieb	[illegible]	2224 Shenandoah Place		5/13/10

Sign to Restrict Formula Food Development

Printed Name	Signature	Address	Comment	Date
MARIBEL CARDENAS		28889 Ed WINTERS CA		05.14
ART GARCIA		124 E. Grant Ave Winters, CA. 95694		05.14
Erin Hasbrook		5111 Pistah Creek	no fast food (fat)	5.14
Susan Martinez		110 E. Baker St #A13	" "	5-14
Katherine Hinde		107A 3rd St	Locals Only - not just for surfing	5/14
Susan Bonin		1041 Eisenhower Way	Support the local places we have!!	5-15-10
PATRICIA RIVAS		1021 Ficus way		5.16.10
STEVE HEIKMAN		116 ABBEY ST		5-16-10
Richard [illegible]		25928 Venado Dr		
BRAD WILLIAMS		107 Courtesy St	TOWN CHARM DEPENDS ON	18 MAY 2010
Louis Campos		115 ABBEY ST.	KEEP OBESITY OUT OF WINTERS.	
Connie Miller		1011 Hillview Lane	No Fast Food	5-20-10
Robert Clark		601 Creekside Way	Support local restaurants	5-22-10
Kate Juarez		790 APRICOT AVE.		5-22-10
MARYANN FRIEWE		25835 County Rd 34	no fast food	5-24-10

Petición para una ordenanza que restringen el desarrollo de establecimientos de alimentos de fórmula en Winters

Resumen de la petición	Winters es una comunidad fuerte, conectada, con un rico historia agrícola y un carácter único. Es una comunidad que valora un entorno que promueve una vida sana y el desarrollo sostenible. Una ordenanza que restrinja el desarrollo de establecimientos de alimentos de fórmula (comida rápida) en Winters es necesaria para apoyar a estos valores. Documentos de zonificación y planificación autorizan a preservar y mejorar el carácter de la ciudad de Winters y proteger la salud económica a largo plazo de la Comunidad. Restringir aún más el desarrollo de restaurantes de alimentos de fórmula es una parte crítica de la creación de un medio ambiente sano en Winters y en el sostenimiento de los esfuerzos actuales para promover una vida sana. La cuidad de Winters debe promover negocios locales y los que sirven alimentos nutritivos, frescas y producidos localmente. La definición de un establecimiento de alimentos de fórmula es como sigue: un negocio que: (a) es requerido por acuerdos contractuales o de otros para ofrecer cosas estandarizados como: menús, ingredientes, la preparación de alimentos, uniformes de los empleados, decoración de interior, señalización o diseño exterior; o (b) adopta un formato de presentación de nombre, apariencia o alimentos que hace que sean sustancialmente idéntico a otro restaurante independientemente de propiedad o ubicación.
Acción solicito	Nosotros, los abajo firmantes, son los ciudadanos interesados que instar a nuestros dirigentes elegidos para pasar de una ordenanza que restringiría proveedores de alimentos de fórmula (comida rápida) en desarrollo en la ciudad de Winters.

Nombre impreso	Firma	Dirección	Comentario	Fecha
Lourdes Figueroa	Lourdes Figueroa	408 - Baker ST	NO COMIDA RAPIDA ESTO INCLUYE TA: DIABETES, HYPERTENSION, OBESIDAD, NO RESTAURANTES	5/10/10
Elena Mendoza	Elena Mendoza	916 Fairfield	No comida rapida, son muchas grasas	5/10/10
Rosa Murillo	Rosa Murillo	26981 County Rd 29	mas Frutas y comida mas Saludable	
Juana Márquez	Juana Márquez	35 E main st	no comida con tantas Grasas y azucares	5/10/10
Omar Murillo	Omar murillo	winters	~~Fruite~~ Fruit Kabob only	5/10/10
Adriana Murillo	Adriana Murillo	winters	Fruit salad Elote naranjas	5/10/10
Adriana Marquez	Adriana.m	35 E Maint st	Fruut AS	

Nombre impreso	Firma	Dirección	Comentario	Fecha
Noemi Hernandez	Noemi Hernandez	29/6 county rd 88B Dunnigan	less fast food, more vegtables	5/10/10
Estehla Hernandez	Estehla Hernandez	29/6 County rd. 88 B. Dunnigan	no comidas con tanta grasa y azucares mas berduras & frutas	5/10/10
Victoria Garibay		249. REd Bud Ln		5/10/10
Eugenia Borgo	Eugenia Borgo	224 Mill Rose		5/10/10
Mercedes Arroyo	MERCEDES ARROYO	801 JACKSON ST		5/10/10
Javier Sanchez	Javier Sanchez	811 3rd St. Winters		5/11/10
[illegible]	[illegible]	530. 758. 65-28 Davis California	No es saludable,	5/17/10
Maria de Jesus		22 E Abbey St		
Mercedes Arroyo	M Arroyo	801 JACKSON St		5/17/10
Tereso Mercado	Tereso Mercado	803. W. Grant. Av. Sp 19		5/18/10
Remedios Mejia	[illegible]			5/18/10
Veronica Barreras	Veronica Barreras	262 Santa Cruz dr		5/18/10
Josefina	[illegible]			
PATRICIA BLANCO	[illegible]			5/18/10
ORALIA IACOVO	ORALIA			5/18/10
Maria Segura	[illegible]	26437 Madison St.		5/18/10

Petition for an ordinance restricting formula food development in Winters

Petition summary and background	Winters is a strong, connected community, with a rich agricultural heritage and unique character. It is a community that values an environment that promotes healthy living and sustainable development. An ordinance restricting further development of formula based fast food in Winters is needed to support those stated values. The City's zoning and planning documents authorize it to preserve and enhance Winters small town character and protect the long term economic health of the community. Restricting further development of formula food restaurants is a critical part of creating a healthy environment in Winters, and in sustaining the current efforts to promote healthy living. Winters needs to encourage locally owned retail operations that serve locally produced, fresh, nutritious foods. The definition of a Formula Food Establishment is as follows: A business which: (a) is required by contractual or other arrangements to offer standardized menus, ingredients, food preparation, employee uniforms, interior decor, signage or exterior design; or (b) adopts a name, appearance or food presentation format which causes it to be substantially identical to another restaurant regardless of ownership or location.
Action petitioned for	We, the undersigned, are concerned citizens who urge our elected leaders to pass an ordinance that would restrict additional formula food vendors from developing in the city of Winters.

Printed Name	Signature	Address	Comment	Date
JANET AGUIAR	Janet Aguiar	436 Emery St.		5/18/10
Pam Aguilera	Pam Aguilera	1132 N. Lincoln St		5/18/10
Cindy Bieche	Cindy Bieche	4501 Sofi Ln Vacaville CA.		5/18/10
Mary Gardner	Mary Gardner	8050 King Rd, Loomis CA		5/18/10
Kathy Bertagnoll	K Bertagnoll	8244 Pleasants Valley Rd		5/18/10
Jan Morkal	Jan Morkal	8325 Olive School		5/18/10

Printed Name	Signature	Address	Comment	Date

Petition for an ordinance restricting formula food development in Winters

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Printed Name	Signature	Address	Comment	Date
Jill Cousin	Jill Cousin	28691 El Camino Winters	Real Food First	5/12/10
Steven MacVean	Steven MacVean	2004 Whittier Dr. Davis	Keep Winters Unique	5/12/10
Judy Hayes	Judy Hayes	15140 Co Rd 91B Woodland	Keep the Scene	5/12/10
David Springer	David Springer	200 Madrone Ct		5/12/10
Sally Brown	[illegible]	24 East Main St	Winters	5/12/10
[redacted]	[redacted]	[redacted]		[redacted]
JANICE KOCH	Janice Koch	26738 CR 34	WINTERS	5/12/10
Jeff Ten Pas	Jeff Ten Pas	24 East Main St	Winters	5/16/10

Printed Name	Signature	Address	Comment	Date
[redacted]		[redacted]	[redacted]	[redacted]

Petition for an ordinance restricting formula food development in Winters

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Printed Name	Signature	Address	Comment	Date
BILL HAILEY	Bill H. Hailey	P.O. BOX 648 WINTERS,		12-MAY 10
SHIRLEE HAILEY	Shirlee Hailey	"		12 May 10
LISA GAYNES	Lisa Gaynes	25928 VENADA DR		5-18-10
Ana Komoz	[illegible]	P.O. Box 1128 Winters		5/18/10

Printed Name	Signature	Address	Comment	Date

Petition for an ordinance restricting formula food development in Winters

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Printed Name	Signature	Address	Comment	Date
Sandra Rodriguez	[illegible]	715 Hemenway St		5-9-10
Howard Hope	[illegible]	[illegible]		5-9-10
Cara Elliott	Cara Elliott	203 Almeria Pl.		5/9/10
Margarita Moreno	[illegible]	4570 Putah Creek Rd		5/9/10
[redacted]	[redacted]	[redacted]		[redacted]
NICK GIRIMONTE	[illegible]	508 ABBEY ST.		5/9/10
Phoebe Girimonte	[illegible]	508 Abbey St.		5/9/10
AMERYN GREGERSEN	[illegible]	822 RAILROAD		5-9-10

Printed Name	Signature	Address	Comment	Date
Matt Briggs	[signature]	822 Railroad		5-9-10
Joan E Jusell	[signature]	13E. Main St		5-9-10
M K KORN	[signature]	24535 RD 92E	Keep Winters Healthy	5-9-10
ANGUS S. LAIRD	[signature]	5628 ROCKY ROAD	KEEP WINTERS UNIQUE!	5-9-10
Edmund Li's	[signature]	9 Russell		5-9-10
Dawn Thurlow	[signature]	2490 Buckeye Rd. Winters, CA		5-9-10
Zoé BERNA	[signature]	7811 Tres Ranchos Ln Vacaville CA		5/9/2010
Myke Berna	[signature]	41 MAIN ST. Winters CA	Keep Winters healthy and special.	5/9/10
Melissa Briggs	[signature]	822 Railroad		5/9/10
Paul Underhill	[signature]	PO Box 383 95694		5/9/10
Bruce J. Rominger	[signature]	26981 Co Rd 29 95694		5-9
Jonathan London	[signature]	265 Grande Ave Davis CA 95616		5-9
Nancy Erbstein	[signature]	"		5/9/10
Patricia Thompson	Patricia B. Thompson	109 Baker St	Keep it going!	5-9-10
Denise Cottrell	Denise Cottrell	210 Main St	Keep our town healthy	5-9-10

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Printed Name	Signature	Address	Comment	Date
Patty Bonninger	Patty Bonninger	23756 Rd 89, Winters		5/9/10
Diane Lis	Diane Lis	9 Russell	Ikeda's Fruit	5-9-10
Philippe Gandol	Ph. Gandol	2453 Creekhollow Davis 95616		5 9 10
Dolin Wirk	[illegible]	1500 Park Av Emeryville		5/9/10
Justin Freedman	[illegible]	1500 Park Av Emeryville CA 94608		5/9/10
Christopher Cogdell	[illegible]	3001 N. Texas St Fairfield CA		5/9/10
Sherry Houston	Sherry Houston	16676 Freeman St Esparto 95627	Fresh Rules	5/9/10
Jenny Montgomery	J Montgomery	833 Railroad Rd. Winters	Buy local, don't be loco	5/9/10

Printed Name	Signature	Address	Comment	Date
Matt Montgomery	Matt Montgomery	508 Creekside Way	NO WAY!	5/9/10
Rebecca Ban	[illegible]	8127 Meridian Rd Dixon		5/9/10
Gino Smoue	[illegible]	8127 Meridian Rd Dixon		5-9-10
Laura Harper	[illegible]	431 Russell St Winters		5/9/10
Elena Harper	[illegible]	431 Russell st Winters		5/9/10
Shep Harper	[illegible]	431 Russell St.		5/9/10
Jonathan Harper	[illegible]	456 Russell St		5/9/10
Lara Kramer	Lara Kramer	4002 Putah Creek Rd		5/9/2010
Rebecca Hines	[illegible]	109 Broadview Ln.		5/9/2010
Valerie Whitworth	V. Whitworth	108 Lewai Village Court	Please preserve health of today's community	5/9/10
Michael Barbour	MICHAEL BARBOUR	108 LEWAI VILLAGE CT. WINTERS, CA 95694	how strong is "restrict"?	May/8/2010
Karen Hanson	Karen Hanson	3671 Cantelow Rd Vacaville	Keep it real!!	5/9/10
MIKE HANSEN	Mike Hanson	" " " "	" "	5/9/10
Danielle Dugan	[illegible]	800 Jefferson St Winters		5-9-10
Joyce Jordan	Joyce Jordan	717 Lupine Way Winters	"	5-9-10

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Printed Name	Signature	Address	Comment	Date
Kathy DeLTON	Kathy Delton	3547 Pheasant Ridge		5-9-10
Peter Foster	[illegible]	105 Baker		5/9/10
Elizabeth Honeycutt	Elizabeth Honeycutt	8900 Winter Way		5/9/10
JOHN BERG	[illegible]	8900 WINTER WAY		5/9/10
Chris Rose	[illegible]	101 Elliot St #1		5/9/10
Britta Langgren	Britta Langgren	25 E. Baker St. #A		5/9/10
JAN SCHUBERT	Jan Schubert	304 MAIN ST WINTERS		5/9/10
VATRENA KING	Vatrena C. King	4056 Central Lane		5/10/10

Printed Name	Signature	Address	Comment	Date
Shannon Moore-Jervis	Shannon Moore-Jervis	204 E. Baker St. Winters CA 95694		May 10, 2010
Katie Miller	Katie Miller	309 Main Street, Winters CA 95694		May 11, 2010
Eric Doud	Eric Doud	15 Main Street, Winters CA		5.11.10
ROLAND EVANS	[illegible]	102 ORCHARD LN		5-11-10
Judith Anne Smith	Judith Anne Smith	206 Main Street		5-11-10
Terry Busse	Terry J Busse	217 Ipanema Pl Davis CA	we love coming to winter because of it small town feel.	5/11/10
Cindy Garcia	[illegible]	202 Shepherd's Lane	we need more small town places	5/11/10
Jeanne Weinstock Balding-	[illegible]	235 Baja Ave. Davis CA 95616		5/14/10
Estela D. Martinez	Estela D. Martinez	636 Cleveland St. Davis 95616		5/12/10
PERRIN Blackman	[illegible]	307 Main ~~Davis~~ Winters CA 95694		5/14/10
Scott Miller	Scott Miller	309 Main St Winters		5/14/10
[illegible]	[illegible]	206 Main St	organic produce stand and food off 505 veggie-ones only	5/14/10
Rebecca Fridae	Rebecca L Fridae	112 Liwai Village Ct.		5/16/10
Ann Breznock	Ann Breznock	27956 State Hwy 128 Winters, CA 95694		5/16/10
Theresa Foster	Theresa Foster	105 Baker St Winters 95694		5/16/10

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Printed Name	Signature	Address	Comment	Date
Olga Lidia Gomez	Gomez Olga L.	300 East St Apt #5	Vesecitamos Mas Negocios de Comida Saludable Verduras y Vegetales Concideren la Salud de los Abitantes de Esta Comunidad	5-18-10
Rosa Reyes G.	Rosa Reyes G.	300 EAST ST APT #5		5/18/10
Claudia Cordova	[illegible]	803 W Grant Av. #17	Mas comida Saludable	5/18/10
Angela López	Ma Angela López	803 W grant AV. #38	mas comida Saludable Por Favor	5/18/10
Roberto Avila	[illegible]	209 MACH ST	NO SALUDABLE PARA LA GENTE.	5/18/10
Jill Shepherd	Jill Shepherd	900 Suffolk Pl		5/23/10
Alea German	[illegible]	211 Anderson Ave		5/23/10
Geraldine Molnar	[illegible]	208 Main ST		5/23/10

Printed Name	Signature	Address	Comment	Date
Rick Stuart	[illegible]	8697 Holmes		5-23-10

Petición para una ordenanza que restringen el desarrollo de establecimientos de alimentos de fórmula en Winters

Resumen de la petición	Winters es una comunidad fuerte, conectada, con un rico historia agrícola y un carácter único. Es una comunidad que valora un entorno que promueve una vida sana y el desarrollo sostenible. Una ordenanza que restrinja el desarrollo de establecimientos de alimentos de fórmula (comida rápida) en Winters es necesaria para apoyar a estos valores. Documentos de zonificación y planificación autorizan a preservar y mejorar el carácter de la ciudad de Winters y proteger la salud económica a largo plazo de la Comunidad. Restringir aún más el desarrollo de restaurantes de alimentos de fórmula es una parte crítica de la creación de un medio ambiente sano en Winters y en el sostenimiento de los esfuerzos actuales para promover una vida sana. La cuidad de Winters debe promover negocios locales y los que sirven alimentos nutritivos, frescas y producidos localmente. La definición de un establecimiento de alimentos de fórmula es como sigue: un negocio que: (a) es requerido por acuerdos contractuales o de otros para ofrecer cosas estandarizados como: menús, ingredientes, la preparación de alimentos, uniformes de los empleados, decoración de interior, señalización o diseño exterior; o (b) adopta un formato de presentación de nombre, apariencia o alimentos que hace que sean sustancialmente idéntico a otro restaurante independientemente de propiedad o ubicación.
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Nombre impreso	Firma	Dirección	Comentario	Fecha
LIDIA MONTIEL	Lidia Montiel	245 Wild Rose Ln		5/10/10
Guadalupe MARTINEZ	Guadp Martinez	284 Red Bud Ln	noes saludable	5/19/10

Nombre impreso	Firma	Dirección	Comentario	Fecha

Printed Name	Signature	Address	Comment	Date
Monica Rodriguez	[signature]	121 Abbey St. Winters	No Chains please!!	5/9
Russell Rodriguez	[signature]	121 Abbey St. Winters	You can do better than Burger King	5/9
Kate Laddish	[signature]	400 Morgan St. #6 Winters	~~"Small town"~~ Let's not become just another spit on the Hwy!	5/9/10
Fred Reyes	[signature]	4101 Innovator Dr.	No Fast Food restaurants	5/16
Kim Jackson	[signature]	206 ALMERIA PL.	NO CHAINS PLEASE	5/16
Gena Rickon	[signature]	206 Almeria Pl. Winters	No Chains	5/16
Dan Hagerty	[signature]	106 Russell St. Winters		5/16
Emily Ellsmore	[signature]	106 Russell St. Winters, CA	Keep it Local!	5/16
Jean Witzman	Jean Witz	1004 Suffolk Ct., Winters		5/16
Jo Crescent	[signature]	902 Hemenway St Winters CA		5/16

Petition for an ordinance restricting formula food development in Winters

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Printed Name	Signature	Address	Comment	Date
BRANDON PEPIN	[illegible]	8290A PLEASANTS V. WINTERS	I MOVED HERE FOR THE LACK of COMMERCIAL	5/23/10
Jeff Mastellar	[illegible]	610 Second St. Winters		5-26-10
Jared Thompson	[illegible]	211 Anderson Ave.	No death food!	5/27/10
Jude Kratzer	[illegible]	115 Broadview Ln		5-30-10
Lesa [illegible]	[illegible]	26981 County Rd 29	Comida Saludable	5-30-10
[illegible] Mastellar	KARA MASTELLER	610 Second st Winters CA 95694		5-30-2010
Shaunice Briggs	[illegible]	802 Railroad Ave	Real Food! Unique Town	6-1-10

Printed Name	Signature	Address	Comment	Date

Petition for an ordinance restricting formula food development in Winters

Petition summary and background	Winters is a strong, connected community, with a rich agricultural heritage and unique character. It is a community that values an environment that promotes healthy living and sustainable development. An ordinance restricting further development of formula based fast food in Winters is needed to support those stated values. The City's zoning and planning documents authorize it to preserve and enhance Winters small town character and protect the long term economic health of the community. Restricting further development of formula food restaurants is a critical part of creating a healthy environment in Winters, and in sustaining the current efforts to promote healthy living. Winters needs to encourage locally owned retail operations that serve locally produced, fresh, nutritious foods. The definition of a Formula Food Establishment is as follows: A business which: (a) is required by contractual or other arrangements to offer standardized menus, ingredients, food preparation, employee uniforms, interior decor, signage or exterior design; or (b) adopts a name, appearance or food presentation format which causes it to be substantially identical to another restaurant regardless of ownership or location.
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Printed Name	Signature	Address	Comment	Date
Colleen Brown	Colleen Brown	540 W. B St Dixon	Keep Winters Healthy	5/18/10
Jim Schrupp	[illegible]	9252 Johnson		5/18/10
John Carbahal	[illegible]	710 Hemenway	✓ ✓	5/19/10
Belinda Wensel	Belinda Wensel	607 White Oak Ln. Vacaville	✓ ✓	6/1/2010
Christina Patrick	[illegible]	518 Primero Grove	✓ ✓	6/1/2010
Lorena Del Toro	Lorena Del Toro	29851 CO RD 31 Winters CA		6/1/2010
Gloria Curiel	Gloria Curiel	205 Suffolk Pl. Winters Ca.		6/01/10
Chan Cruz	Chan Cruz	104 Main St Winters CA 95694		6-1-10

Printed Name	Signature	Address	Comment	Date
Heather	[illegible]	104 main St winters CA 95694		6-1-10
Maria Campos	Maria L	20 East Baker St.		6-1-10
Monserrat	Solor2000	26 E Baker St		6-1-10
Elia Arce	E. Arce	106 Main St		6-1-10

Petition for an ordinance restricting formula food development in Winters

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Printed Name	Signature	Address	Comment	Date
Connie Balasek	C Balasek	8797 - Quail Canyon Vacaville, CA 95688		5/18/10
Alex Balasek	Alex Balasek	8797 - Quail Canyon Rd. Vacaville, CA 95688		5-18-10
Rebecca Balasek	Rebecca Balasek	Same		5-18-10
Eduardo Echavarria	[illegible]	28882 CR 90 Winters CA 95694		
Theresa Sackett	Theresa Sackett	601 First St Winters	Jennifer Pitlak Creek Gaffe, Fusilli, all Local	6/2/10
Kelly McGraw	Kelly McGraw	437 Main St		6/1/10
DANIEL WARD	[illegible]	211 E. MAIN St		6/1/10
Chris Mayes	Chris Mayes	311 Second St		6/1/10

Printed Name	Signature	Address	Comment	Date
Jacob Lucero	Jacob Lucero	52 Wycer Rd.		6/1/10
Trevor Ray	Trevor Ray	616 Snapdragon		6/1/10
Alex Lopez	[illegible]	110 E. Baker ST.		6/1/10
Blanca Gonzalez	Blanca Gonzalez	803 W. Grant ave #62 Winters	Causes impact on local business. May bring outside people causing trouble for the community.	6/01/10
Guadalupe Orozco	Guadalupe Orozco	12 GRANT Avenu, Winters		6/01/10
Debra Lorenzes	[illegible]	171 E Grant Ave		6-1-10
James H. Gilb	[illegible]	512 E ST		6-1-10
Jared Ramos	[illegible]	816 Curtion Cir		6-1-10
Ryan Weigant	[illegible]	2267 Fernley Ave		
Dillan Rivas	[illegible]	1026 Adams In.	Bring back Deans!	6-1-10

Petition for an ordinance restricting formula food development in Winters

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Printed Name	Signature	Address	Comment	Date
Lyndsay Dawkins	[signature]	4046 Central Ln. Winters Ct 95694	please zone for something that fits our unique Agricultural town	5-26-1
Shea Garyn	[signature]	4056 Central Ln Winters 95694	how about a burger joint that uses local organic produce & local organic meat?!	5/26/10
JEFF FALYN	[signature]	4046 Central Ln Winters 95694	CAN YOU SPELL 'OBESITY'?	
Gale Moroney	[signature]	4081 Central Ln Winters 95694	Does not suit our town!	5/26/10
Ed Dawkins	[signature]	4048 Central Lane ~~Winters~~		5/3/10
Bev Dawkins	Beverly Dawkins	4048 Central Lane	Think about the american diet. Think about the [illegible]	5/31/10

Printed Name	Signature	Address	Comment	Date
ANNE MANDRGAEN	[illegible]	312 GATES CANYON RD. VACAVILLE, CA. 95688		5/16/10
[illegible]	[illegible]	4044 Central Ln		5/21/10
Annetta Tice	[illegible]	12 Russell St.		5-22-10
Barb. Kimble	[illegible]	202 Niemann St		5-22-10

Petition for an ordinance restricting formula food development in Winters

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Printed Name	Signature	Address	Comment	Date
JEAN-MARC LE	[illegible]	PO BOX 701 WINTERS	BURGER KING ? NO THANKS !!!	5/20/10
Peter Spahr	Peter Spahr	105 Riverview Winter		5/30/10
Janis Offermann	Janis Offermann	105 Riverview St Winters		5/31/10
Jack Brown	[illegible]	P.O Box 1352	Stay Small ☺	6/1/10
JANET FROMAN	Janet L Froman	208 ANDERSON	we need Health Food Store	6-1-10

Printed Name	Signature	Address	Comment	Date

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Printed Name	Signature	Address	Comment	Date
Norma Adamettos	[signature]	5981 19th Ave, Sacramento CA 95694		5/10/10
Jhrd Kelsch	[signature]	310 Main St. Winters, CA 95694		5/10/10
Connie Davis	[signature]	1320 W H Street Dixon CA 95620		5/13/10
Irene Tweedt	[signature]	444 Main St Winters CA		5/13/10
Vaughan Ramon	Vaughan Ramon	422 Main St. Winters		5/13/10

Printed Name	Signature	Address	Comment	Date

Petición para una ordenanza que restringen el desarrollo de establecimientos de alimentos de fórmula en Winters

Resumen de la petición	Winters es una comunidad fuerte, conectada, con un rico historia agrícola y un carácter único. Es una comunidad que valora un entorno que promueve una vida sana y el desarrollo sostenible. Una ordenanza que restrinja el desarrollo de establecimientos de alimentos de fórmula (comida rápida) en Winters es necesaria para apoyar a estos valores. Documentos de zonificación y planificación autorizan a preservar y mejorar el carácter de la ciudad de Winters y proteger la salud económica a largo plazo de la Comunidad. Restringir aún más el desarrollo de restaurantes de alimentos de fórmula es una parte crítica de la creación de un medio ambiente sano en Winters y en el sostenimiento de los esfuerzos actuales para promover una vida sana. La cuidad de Winters debe promover negocios locales y los que sirven alimentos nutritivos, frescas y producidos localmente. La definición de un establecimiento de alimentos de fórmula es como sigue: un negocio que: (a) es requerido por acuerdos contractuales o de otros para ofrecer cosas estandarizados como: menús, ingredientes, la preparación de alimentos, uniformes de los empleados, decoración de interior, señalización o diseño exterior; o (b) adopta un formato de presentación de nombre, apariencia o alimentos que hace que sean sustancialmente idéntico a otro restaurante independientemente de propiedad o ubicación.
Acción solicitó	Nosotros, los abajo firmantes, son los ciudadanos interesados que instar a nuestros dirigentes elegidos para pasar de una ordenanza que restringiría proveedores de alimentos de fórmula (comida rápida) en desarrollo en la ciudad de Winters.

Nombre impreso	Firma	Dirección	Comentario	Fecha
Guadalupe Murillo		dixón	Comida Saludable	5-13-10
Elizabet Lopez		Conty Rd 26 winters	mas Frutas	5-13-10
Nayely Lopez		County Rd 26 winters	Mas Frutas	5-13-10
Erica Lopez		Conty Rd 26 winters	Comida mas fresca	5-15-10
Alejandro Sandoval		County Rd 26 winters	mejor Comida	5-15-10
Aracelí Guzman	Araceli Guzman	County Rd 25 winters	Comida Saludable	5-15-10
Luis Montez		Winters	Comida Saludable	5-15-10

Nombre impreso	Firma	Dirección	Comentario	Fecha
Jose Murillo		26981 County Rd 29	mucha Fruta	5-16-10
Jesus Murillo		26981 County Rd 29	comida mas Saludable	5-16-10
Julio Delgado		County Rd 93	mejor Comida Fresca	5-16-10
Trini Delgado	Trinidad Delgado	County Rd 88 winter	Comida saludable	5-16-10
Cesar blanco		winter	Comida saludable	5-16-10
Margarita Lopez		Winters	Comida Saludable	5-16-10
Alvaro Murillo		Dixón	mas Ensalada	5-16-10
Fernando Murillo		Dixón	Ensaladas	5-16-10
Ricardo Murillo		Dixón	mas frutas	5-16-10
María Angel		Winters	mucha Fruta	5-16-10
Isabel Angel		Winters	Ensalada de frutas	5-16-10
David Angel		Winters	Frutas y Verduras	5-16-10
Maurilio Angel		Winters	Comida saludable	5-16-10
Tomas Romingers		Winters	Frutas	5-16-10
Sergio López		28500 County Rd 26 winters	Comidas saludables	5-16-10
Javier Guzman		Winters trailas	Comida Saludable	5-17-10

Petition for an ordinance restricting formula food development in Winters

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Printed Name	Signature	Address	Comment	Date
GERALD HEFFERNON	[signature]	9 E. MAIN ST.		5-16-10
(JAX) Jonathan Young	[signature]	902 Hemenway St		5-16-10
STEPHANIE MYERS	[signature]	307 Russell St		5-16-10
Garry Douglas	[signature]	307 Russell St		5-16-10
Lorene Hamasaki	Lorene Hamasaki	6536 Pleasants Vy Rd		5/16/10
Cynthia Lester	Cynthia Lester	26676 ~~[illegible]~~ County Rd 34, Winters		5/16/10
Sharon Parisian	Sharon Parisian	7074 Twin Fawn Tr. Vacaville		5/16/10
Debbie Hunter	Deborah A Hunter	28472 Co. Rd. 87D WINTERS, CA		5/16/10

Printed Name	Signature	Address	Comment	Date
Mary Cavidi-Gorga	Mary Cavidi Gorga	1709 Donner Ave #1 Davis, CA 95618	We plan on buying a home in winters precisely due to its unique nature (ie no "boxed" stores	5-17-10
Poppy Nichols	Poppy Nichols	2410 Bucklebury Rd. Davis CA 95616	we go to winters to eat at the restaurants and enjoy the rustic town	5-17-10
Michael Nichols	Michael Nichols	2410 Bucklebury Rd Davis, CA 95616	We have friends in winters and enjoy the "pure" feeling off old winters and Patronize the Restaurants + shops there	5-17-10
Kathleen Salvas	Kathleen Salvas	411 Abbey St Winters CA 95694	I love winters the way it is.	5/28/10
John Jervis	John Jervis	100 Westwood Ct. Winters, CA 95694	Let's protect people already doing business here.	5/29/10
Lisa Nalbone	Lisa Nalbone	514 Abbey St Winters CA 95694		5/29/10
Kim Brown Sims	Kim Brown Sims	1017 Roosevelt Ave Winters Ca 95694	Small business are the defining factor of the choice + draw of this community	5/30/10
Jeff Sims	Jeff Sims	1017 Roosevelt Ave Winters		5-30-10
ALLEN PEDERSON	Allen Pederson	129 RUSSELL		5/30/10
Mary Lou Linvill	Mary Lou Linvill	129 Russell St		5/30/10

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Printed Name	Signature	Address	Comment	Date
TAHNIE HARRINGTON	[illegible]	723 APRICOT AVE, Winters	KEEP OUR TOWN REAL!!!	5/11/10
Hanna Anderson	[illegible]	26275 Co. Rd. 96, Davis		5/13/10
Marcia Cabbs	[illegible]	204 Main St. Winters		
Kristen Schrer	[illegible]	313 K St #75, Davis		5/13/10
Dion Parks	[illegible]	717 Hemenway, Winters		5/22/10

Printed Name	Signature	Address	Comment	Date

PROOF OF PUBLICAT.)N
(2015.5 C.C.P.)

STATE OF CALIFORNIA
COUNTY OF YOLO

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of THE WINTERS EXPRESS, a newspaper of general circulation, printed and published in the City of Winters, County of Yolo, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Yolo, State of California, under the date of December 24, 1951, Case Number 12461; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit: July 29, 2010.
I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Winters, California, this 29th day of July, 2010.

Signature

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in these hearings, please contact City Clerk Nanci Mills at (530) 795-4910, ext. 101. Please make your request as early as possible and at least one-full business day before the start of the hearing.
The City does not transcribe its hearings. If you wish to obtain a verbatim record of the proceedings, you must arrange for attendance by a court reporter or for some other means of recordation. Such arrangements will be at your sole expense.
Pursuant to Section 65009 (B)(2) of the State Government Code, if you wish to challenge the action taken on this matter in court, the challenge may be limited to raising only those issues raised at the public hearing, described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

Availability of Documents: Copies of the Staff Report can be viewed at the office of the Community Development Department, 318 First Street, City Hall and will also be available on the City's website at http://www.cityofwinters.org/administrative/admin_boards.htm. Staff reports for the public hearing are generally available five (5) days prior to the hearing date. For more information regarding this project, please contact Nella Dyer, Community Development Director, at (530)

This space is for the County Clerk's Filing Stamp

Notice of Public Hearing

Notice of Public Hearing

**NOTICE OF PUBLIC HEARING
AND
NOTICE TO THE
WINTERS DISABLED COMMUNITY
PUBLIC HEARING ON APPLICATION FOR
DRIVE-THROUGH FACILITY**

The Winters Planning Commission will conduct a public hearing on the project application as described below, beginning at 8:30 P.M. on Tuesday, August 10, 2010, or as soon as possible thereafter, in the City Council Chambers located on the first floor of City Hall at 318 First Street, Winters, California 95694.

Project Location: Northwest quadrant of Interstate 505 and State Route 128 (Grant Avenue) in Winters, CA, 95694 totaling 2.3 acres (APN 038-050-63).

Application Type: The Planning Commission is conducting a public hearing to solicit comments regarding a planning application for a Conditional Use Permit, Site Plan/Design Review, Sign Permit for a freeway information sign, and a Variance for the freeway information sign for a proposed Burger King Restaurant, Arco gas station, AM/PM convenience mart, and truck fueling facility.

Project Description: The proposed project involves the construction of a proposed Burger King Restaurant, Arco gas station, AM/PM convenience market, and truck fueling facility on a 2.3 acre property located at the northwest quadrant of Interstate 505 and State Route 128 (Grant Avenue) in Winters. The proposed restaurant and convenience mart will be located in a 5,000 square foot, one-story building. The proposed gas station operation will provide 5 gas dispensers/10 fueling pumps underneath a canopy. On-site parking, an enclosed refuse and recycling facility, and a drive-through for the proposed restaurant are proposed as part of the overall plan. In addition, a truck fueling facility with 2 gas dispensers/4 fueling pumps and enclosed, above-ground fuel tanks are proposed for the northern half of the property.
Public Hearing Information: The purpose of the public hearing will be to give citizens an opportunity to make their comments known on the project. If you are unable to attend the public hearing, you may direct written comments to the City of Winters, Community Development Department, 318 First Street, Winters, CA 95694 or via e-mail at nella.dyer@city-

BK/ARCO
AUG 2 '10

MAYOR:
Michael Martin
MAYOR PRO TEM:
Woody Fridae
COUNCIL:
Tom Stone
Harold Anderson
Cecilia Aguiar-Curry

CITY OF WINTERS CALIFORNIA

MAYOR EMERITUS:
J. Robert Chapman
TREASURER:
Michael Sebastian
CITY CLERK:
Nanci G. Mills
CITY MANAGER:
John W. Donlevy, Jr.

PROOF OF SERVICE BY MAIL

I am Jenna Moser, Administrative Assistant for the Community Development Department of the City of Winters. I am over the age of 18 years. My business address is 318 First Street, Winters, CA 95694.

On July 27, 2010 I served the foregoing Notice of Action by depositing a true copy thereof in The United States Mail in Winters, CA, enclosed in a sealed envelope with postage thereon fully prepaid, addressed as follows: See attached mailing labels.

I certify under penalty of perjury under the laws of California that the foregoing is true and correct, and that this document is executed on July 27, 2010 at Winters, California.

Jenna Moser, Community Development Administrative Assistant

CITY OF
WINTERS
california
Est. 1875

NOTICE OF PUBLIC HEARING
AND
NOTICE TO THE WINTERS DISABLED COMMUNITY
PUBLIC HEARING ON APPLICATION FOR DRIVE-THROUGH FACILITY

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GISAPN	FeeParcel	AssesseeNa	AddressStr
038 070 31	038-070-031-000	JORDAN FAM PARTNERSHIP IV	1600 EXECUTIVE CT
038 050 60	038-050-060-000	ALI ASHRAF AND YASMIN	5000 E 2ND ST STE G
038 050 29	038-050-029-000	MANAS PETE AND DAWN	901 E GRANT AVE
038 070 12	038-070-012-000	NEWKOM FAM LIV TRUST ETAL	1235 STEWART RD
038 050 57	038-050-057-000	ALI ASHRAF AND YASMIN A	5000 E 2ND ST STE G
038 070 32	038-070-032-000	JORDAN FAM PARTNERSHIP IV	1600 EXECUTIVE CT
038 050 63	038-050-063-000	WINTERS LLC	P O BOX 369

AddressCit	AddressSta	AddressZip
SACRAMENTO	CA	95825.00000000000
BENICIA	CA	94510.00000000000
WINTERS	CA	95694.00000000000
YUBA CITY	CA	95991.00000000000
BENICIA	CA	94510.00000000000
SACRAMENTO	CA	95825.00000000000
LOS GATOS	CA	95031.00000000000

BK

PROOF OF SERVICE BY MAIL

I am Jenna Moser, Administrative Assistant for the Community Development Department of the City of Winters. I am over the age of 18 years. My business address is 318 First Street, Winters, CA 95694.

On 9/17/10 I served the foregoing Notice of Action by depositing a true copy thereof in The United States Mail in Winters, CA, enclosed in a sealed envelope with postage thereon fully prepaid, addressed as follows: See attached mailing labels.

I certify under penalty of perjury under the laws of California that the foregoing is true and correct, and that this document is executed on 9/17/10 at Winters, California.

Jenna Moser, Community Development Administrative Assistant

038 070 31
JORDAN FAM PARTNERSHIP IV
1600 EXECUTIVE CT
SACRAMENTO CA, 95825

038 050 29
MANAS PETE AND DAWN
901 E GRANT AVE
WINTERS CA, 95694

038 070 32
JORDAN FAM PARTNERSHIP IV
1600 EXECUTIVE CT
SACRAMENTO CA, 95825

038 050 60
ALI ASHRAF AND YASMIN
5000 E 2ND ST STE G
BENICIA CA, 94510

038 070 12
NEWKOM FAM LIV TRUST ETAL
1235 STEWART RD
YUBA CITY CA, 95991

038 050 63
WINTERS LLC
P O BOX 369
LOS GATOS CA, 95031

038 050 73
UNITED STATES SMALL BUSINESS ADMINISTRATION
409 3RD STREET, SW
WASHINGTON DC, 20416

038 050 57
ALI ASHRAF AND YASMIN A
5000 E 2ND ST STE G
BENICIA CA, 94510

YOLO COUNTY PLANNING &PUBLIC WORKS
292 WEST BEAMER
WOODLAND, CA 95695

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NOTICE OF PUBLIC HEARING
ARCO/BURGER KING PROJECT APPEAL HEARING
NOTICE TO DISABILITY COMMUNITY (Gov. Code 65091(d))

NOTICE IS HEREBY GIVEN that the City Council of the City of Winters will conduct a public hearing on September 29, 2010, at 6:30 p.m. in the Council Chambers of City Hall, 318 First Street, Winters, California. Purpose of the public hearing is to conduct a hearing on an Appeal of the Planning Commission's decisions made after Public Hearing on August 10, 2010, (1) finding the project, consisting of a Burger King Drive Through Restaurant, Arco Gas Station, AM PM Convenience Mart, and Truck Fueling Facility to be exempt from further CEQA review; (2) approving a Conditional Use Permit for the operation of the Truck Fueling Facility; (3) approving the site plan/design review for the project; (4) approving the Sign Permit for the Freeway Information Sign; and (5) approving a variance from the City's Sign Ordinance. The real property location for the project is at the Northwest quadrant of Interstate 505 and State Route 128, Grant Avenue, in Winters, California, between the Chevron Station and I-505, Yolo County APN 038-050-063, totaling approximately 2.3 acres.

The hearing before the City Council is a "de novo" hearing under the City's Municipal Code, meaning that the City Council will independently base its decisions on the project based on the evidence introduced at the hearing. Copies of the original staff report for the August 10, 2010 meeting of the Winters Planning Commission and public hearing on the project, the minutes of the meeting, the appeal and the reasons listed therefor, and other planning documents relating to the appeal can be found on the City's website at cityofwinters.org, or can be obtained at the office of City Clerk, City Hall, 318 First Street, Winters, California at least 5 days before the hearing.

The purpose of the public hearing will be to give the applicants and citizens an opportunity to make their comments known on the project. If you are unable to attend the public hearing, you may direct written comments to the City of Winters, City Clerk, 318 First Street, Winters, CA 95694 or you may telephone (530) 795-4910, extension 101. Written comments should be provided before the hearing to the Winters City Clerk. In addition, a public information file is available for review at the above address between the hours of 8:00 a.m. and 5:00 p.m. on weekdays.

If you plan on attending the public hearing and need a special accommodation because of a sensory or mobility impairment/disability, please contact Dawn Van Dyke, (530) 795-4910, extension 108 to arrange for those accommodations to be made.

Dated: September 17, 2010

John C. Wallace, City Attorney,
City of Winters