AGENDA

SEPTEMBER 17, 2024

REGULAR MEETING
CITY COUNCIL
CITY OF YUBA CITY

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

MAYOR	•	Shon Harris
VICE MAYOR	•	Dave Shaw
COUNCILMEMBER	•	Marc Boomgaarden
COUNCILMEMBER	•	Wade Kirchner
COUNCILMEMBER	•	Michael Pasquale
CITY MANAGER	•	Diana Langley
CITY ATTORNEY	•	Shannon L. Chaffin

1201 Civic Center Blvd
Yuba City CA 95993

Wheelchair Accessible

The City has adopted a Reasonable Accommodations Policy that provides a procedure for receiving and resolving requests for accommodation to participate in this meeting. Please visit yubacity.net ADA & Accessibility Resources page. If you need assistance in order to attend the City Council meeting, or if you require auxiliary aids or services, e.g., hearing aids or signing services to make a presentation to the City Council, the City is happy to help. Accommodations should be requested as early as possible as additional time may be required in order to provide the requested accommodation; 72 hours in advance is suggested. Please contact City offices at (530) 822-4817 or ***(TTY: 530-822-4732),*** *so such aids or services can be arranged. Requests may also be made by email at cityclerk@yubacity.net or citymanager@yubacity.net or mail City Clerk, 1201 Civic Center Blvd, Yuba City, CA 95993.*

AGENDA
REGULAR MEETING
CITY COUNCIL - CITY OF YUBA CITY
SEPTEMBER 17, 2024
6:00 P.M. REGULAR MEETING
COUNCIL CHAMBERS/VIRTUAL

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

The Council Chambers will be open for public attendance and participation. The meeting will also be live streamed for public viewing, but not participation, at the following link: https://yubacity-net.zoom.us/webinar/register/WN_HBjQszEiQSmarIxlrWaD-g. Emailed comments sent to cityclerk@yubacity.net at least 24 hours before the meeting will be distributed to the City Council prior to the meeting. Please identify the Agenda item(s) addressed by the comments.

Public Comment:
Any member of the public wishing to address the City Council on any item listed on the closed session agenda will have an opportunity to present testimony to the City Council in the Council Chamber prior to the City Council convening into closed session. Comments from the public will be limited to three minutes. No member of the public will be allowed to be present once the City Council convenes into closed session.

Regular Meeting

Call to Order

Roll Call

__ Mayor Harris
__ Vice Mayor Shaw
__ Councilmember Boomgaarden
__ Councilmember Kirchner
__ Councilmember Pasquale

Invocation/Inspiration

Pledge of Allegiance to the Flag

City Attorney's Report on Closed Session Items, City Attorney Shannon Chaffin

Agenda Modifications/Approval of Agenda

Presentations

1. Impact of the Johnson v. City of Grants Pass Decision on the Yuba City Police

Departments Response to Camping on Public Property

Public Communication

2. Appearance of Interested Citizens

You are welcome and encouraged to participate in this meeting. Public comment is taken on action items appearing on the Consent Calendar or Business Items on the Agenda when they are called. Public comment on any other items within the scope of the City's jurisdiction, including items not listed on the Agenda will be considered at this time. Public comment is limited to three minutes per speaker. Members of the public submitting written requests at least 24 hours prior to the meeting will be allotted five minutes to comment per speaker. Repetitive comments may be limited, and large groups are encouraged to select representatives to express the opinions of the group.

Consent Calendar

All matters listed under Consent Calendar are considered to be routine and can be enacted in one motion. There will be no separate discussion of these items prior to the time that Council votes on the motion unless members of the City Council request specific items to be discussed or removed from the Consent Calendar for individual action.

3. Minutes of the September 3, 2024 Regular Meeting of the City Council

Recommendation: Approve the Minutes of the September 3, 2024 Regular Meeting of the City Council

4. 2024 CalOES State and Local Cybersecurity Grant Application

Recommendation: Adopt a Resolution authorizing the Finance Director to apply for the 2024 CalOES State and Local Cybersecurity Grant Program with the potential of being awarded up to $250,000 to fund proposed cybersecurity projects

Business Items

5. Staff Report for the 2025 STEP (Selective Traffic Enforcement Program) Grant

Recommendation: A. Conduct a Public Hearing, and after consideration

B. Adopt a Resolution authorizing the Chief of Police to accept $115,000 in grant funding from the 2024/2025 Selective Traffic Enforcement Program and approve expenditure recommendations

C. Authorize a supplemental appropriation in the amount of $115,000 to Account No. 100-43418, 2163-61430, 2163-62801, 2163-63801.

6. Conversion of two (2) City-owned cell tower leases into a 50-year easement

Recommendation: A. Adopt a Resolution to award easement and site management agreements for the antenna site at 1545 Poole Boulevard with TowerPoint (TPA VII, LLC) of Atlanta, Georgia for a 50-year term for the sum of $648,000 plus 50% of any additional revenue generated under the easement and agreements and authorize the City Manager to execute the aforementioned documents, associated rent redirect letters and any other related documents to close on the escrow

B. Adopt a Resolution to award easement and site management

agreements for the antenna site at 806 Gray Avenue with TowerPoint (TPA VII, LLC) of Atlanta, Georgia for a 50-year term for the sum of $437,000 plus 50% of any additional revenue generated under the easement and agreements and authorize the City Manager to execute the aforementioned documents, associated rent redirect letters and any other related documents to close on the escrow

C. Authorize the Finance Director to make a supplemental appropriation to the general fund revenue account, 100-49210

7. Development Plan 24-01 and Rezone 24-02: Sutter County Schools Career Training and Conference Center

Recommendation: A. Conduct a Public Hearing; then

B. Adopt a Resolution of the City Council of the City of Yuba City approving Environmental Assessment (EA) 24-02 by adopting a Mitigated Negative Declaration, subject to the Conditions of Approval and Mitigation Measures, and approval of Development Plan 24-01 for the Sutter County Schools Career Training Center and Conference Center, located at the southeast corner of Harter Parkway and an extension of Spirit Way (Assessor's Parcel Number: 63-010-146 and -147).

C. Introduce an Ordinance of the City Council of the City of Yuba City to adopt Rezone 24-02 for the Sutter County Schools Career Training and Conference Center project located at the southeast corner of Harter Parkway and an extension of Spirit Way (Assessor's Parcel Number: 63-010-146 and -147) by title only and waive the first reading.

8. 2023 CDBG - Consolidated Annual Performance & Evaluation Report

Recommendation: A. Conduct a Public Hearing and after consideration;

B. Adopt a Resolution Approving the 2023 CAPER and authorizing staff to submit all necessary documents to the U.S. Department of Housing and Urban Development (HUD)

9. City Council Endorsement of Measure D

Recommendation: Adopt a Resolution endorsing Measure D, the proposed City Transactions and Use Sales Tax Measure on the November 5, 2024 Ballot

10. 2024 Nagar Kirtan Sikh Parade

Recommendation: Receive an update from the Sikh Parade Ad Hoc Committee on the planning efforts for the 2024 Nagar Kirtan Sikh Parade

Future Agenda Items

11. Future Agenda Items

Reports and Communications

The following reports and communication items are provided for the Council's information. No

action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

12. City Manager's Report

13. City Council Reports

<u>Adjournment</u>

The Impact of the Johnson v. City of Grants Pass Decision on the Yuba City Police Departments Response to Camping on Public Property

Presentation by: Brian Baker, Police Chief

Public Communication

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

Procedure

You are welcome and encouraged to participate in this meeting. Complete a Speaker Card located in the lobby and give to the Clerk, public comment is taken on action items appearing on the Consent Calendar or Business Items on the Agenda when they are called. Public comment on any other items within the scope of the City's jurisdiction, including items not listed on the Agenda, will be considered at this time.

When a matter is announced, wait to be recognized by the Mayor to provide your comments to the Council. Comments should begin by providing your name and place of residence. A three minute limit is requested when addressing Council.

Request for additional time to address Council

Members of the public submitting written requests at least *24 hours* prior to the meeting will be allotted 5 minutes to comment per speaker. Repetitive comments may be limited, and large groups are encouraged to select representatives to express the opinions of the group.

Procedure

When requesting to comment, please indicate your name and the topic and mail to:

City of Yuba City
Attn: City Clerk
1201 Civic Center Blvd
Yuba City CA 95993

Or email to:

Jackie Sillman, City Clerk
cityclerk@yubacity.net

Agenda Item **3**

CITY OF YUBA CITY
STAFF REPORT

Date: September 17, 2024
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Ciara Wakefield, City Clerk Administrator

Summary

Subject: Minutes of the September 3, 2024 Regular Meeting of the City Council
Recommendation: Approve the Minutes of the September 3, 2024 Regular Meeting of the City Council
Fiscal Impact: None

Attachments:
1. 09-03-2024 Regular Meeting Minutes (DRAFT)

Prepared By:
Ciara Wakefield
City Clerk Administrator

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

MINUTES (DRAFT)
REGULAR MEETING
CITY COUNCIL - CITY OF YUBA CITY
SEPTEMBER 3, 2024

5:00 P.M. CLOSED SESSION
SUTTER ROOM / VIRTUAL

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

Call to Order

The Closed Session meeting of the City Council was called to order by Mayor Harris at 5:03 PM

Roll Call

Present: Mayor Harris and Councilmembers Boomgaarden, Kirchner, Shaw, and Pasquale

Absent: None

Closed Session

A. Threats to Public Services or Facilities (Pursuant to Government Code Section 54957(a).) Consultation with: City Attorney, and/or Yuba City Fire Chief, Police Chief, and City Manager

No public comment received

Regular Meeting

The Regular Meeting of the City Council was called to order by Mayor Harris at 6:03 PM

Roll Call

Present: Mayor Harris and Councilmembers Boomgaarden, Kirchner, Shaw, and Pasquale

Absent: None

Invocation/Inspiration

Pastor Ron Fortenberry, YCPD Chaplain

Pledge of Allegiance to the Flag

Manny Cardoza

City Attorney's Report on Closed Session Items

City Attorney Michael Linden – No reportable action

Agenda Modifications

No changes were made

Ceremonial Presentations

1. Proclamation - September is Hunger Awareness and Action Month

The Mayor presented a proclamation to Maria Ball, Executive Director Yuba-Sutter Food Bank

Public Communication

2. Appearance of Interested Citizens

Manny Cardoza spoke

Consent Calendar

Councilmember Boomgaarden moved and Vice-Mayor Shaw seconded the motion to approve Consent Calendar items 3-5

3. Minutes of the August 20, 2024 Regular Meeting of the City Council

Approve the Minutes of the August 20, 2024 Regular Meeting of the City Council

4. Side Letter for Shift Schedule and Shift Differential Pay with Public Employees' Union, Local 1/AFSCME 57 (Local 1) and Side Letter for Yuba City Firefighters' Local 3793 (Local 3793) Medical Examinations and Wellness Standard Programs

Adopt a Resolution approving:

A. A side letter that amends the Local 1 Memorandum of Understanding for the Wastewater Treatment Facility Operators shift schedule and shift differential pay

B. A side letter that amends the Local 3793 Memorandum of Understanding for the medical examinations and wellness standard programs

5. 457(b) Deferred Compensation and Retirement Health Savings Plans Statement of Investment Policies and Guidelines

Adopt a Resolution authorizing the City Manager to approve the Statement of Investment Policies and Guidelines for the City's 457(b) Deferred Compensation and Health Savings Plans

The motion was passed unanimously

Business Items

6. Community Sponsorship

Councilmember Kirchner to recused himself

Councilmember Boomgaarden moved and Councilmember Pasquale seconded the motion to:

> Consider the monetary sponsorship requests from the Sutter County Community Memorial Museum Association, Alliance for Hispanic Advancement (AHA), and SAYLove. If approved:
>
> A. Adopt a Resolution to approve a monetary sponsorship request from the Sutter County Community Memorial Museum Association for $1,000.00 for sponsorship of the Annual Trees & Traditions fundraiser event
>
> B. Adopt a Resolution to approve a monetary sponsorship request from the Alliance for Hispanic Advancement (AHA) for $1,500.00 for the Primavera Otra Veze event
>
> C. Adopt a Resolution to approve a monetary sponsorship request from SAYLove for $2,500.00 for the SAVOR SAYlove Fundraiser event

The motion was passed with four (4) votes [Kirchner recused]

7. Revenue Sharing Agreement Between County of Sutter and City of Yuba City

Councilmember Pasquale moved and Councilmember Kirchner seconded the motion to:

> Adopt a Resolution authorizing the Mayor to execute a Revenue Sharing Agreement with the County of Sutter

The motion was passed unanimously

8. 2024 Nagar Kirtan Sikh Parade

> Receive an update from the Sikh Parade Ad Hoc Committee on the planning efforts for the 2024 Nagar Kirtan Sikh Parade

No action taken. Information only

Future Agenda Items

9. Future Agenda Items

No suggestions were made

Reports and Communications

10. City Manager's Report

11. City Council Reports

- Councilmember Boomgaarden
- Councilmember Kirchner
- Councilmember Pasquale

- Vice Mayor Shaw
- Mayor Harris

Adjournment

Mayor Harris adjourned the Regular Meeting of the City Council at 6:45 PM

CITY OF YUBA CITY
STAFF REPORT

Date: September 17, 2024
To: Honorable Mayor & Members of the City Council;
From: Finance/IT Department
Presentation By: Brian Hansen, IT Manager

Summary

Subject: 2024 CalOES State and Local Cybersecurity Grant Application

Recommendation: Adopt a Resolution authorizing the Finance Director to apply for the 2024 CalOES State and Local Cybersecurity Grant Program with the potential of being awarded up to $250,000 to fund proposed cybersecurity projects

Fiscal Impact: Up to $250,000 in grant funds for cybersecurity upgrades with no matching funds required

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Purpose:

To obtain grant funding to purchase additional cybersecurity software in order to further protect the City's digital assets and systems.

Council's Strategic Goal:

This item addresses City Council's Strategic Goal of fiscal responsibility by protecting the City's digital assets and systems from cryptographic ransomware and other malicious attacks.

Background:

In mid 2021, the City Council along with the Executive Team identified cybersecurity as a priority for the City. In coordination with the Information Technology (IT) division, the City determined that several projects were necessary to improve the City's security stance, and protect its digital assets and systems. City IT has implemented several security measures to limit our exposure. Those measures include: multifactor authentication (MFA), conducting security scans to ensure systems are not compromised, mobile device management (MDM), network access control, secure remote access and social engineering/phishing training.

City IT staff has built a good foundation towards protecting our digital assets and systems. With lingering memories of a regional county's cyber-attack in 2021 and recent events between April and May 2024 have increased City IT staff concerns. A North Bay Area city faced two attacks in less than a month. The second attack left the city offline for 72 hours before recovering. This same attack was used on two other California cities in February 2024. Continuing to develop, add and improve our cybersecurity stance is recommended to better secure the city from threats.

Analysis:

City IT staff have identified several key projects that would further protect and strengthen the City from attackers. The first phase, which is of high priority, would be an upgrade to the existing Security Information and Event Management (SIEM) for more detailed analyses. The second phase is to strengthen our Intrusion Detection and Intrusion Protection System (IDS/IPS) again for more detailed analyses. With these upgrades, our position will be strengthened, our visibility increased for security, and we will receive better protection from what we cannot see.

City IT staff has identified a cybersecurity grant through CalOES Grants Management. The State and Local Cybersecurity Grant Program (SLCGP) offers the ability to compete for the funds available to assist in the mentioned projects. The award amount is up to $250,000 between December 2024 and December 2025. The projects meet the eligibility requirements and timeline for the use of these funds. Staff will follow the normal City purchasing guidelines when acquiring these products and services. The proposed projects are critical to ongoing operations. A single successful attack has the potential to cost in excess of hundreds of thousands of dollars as well as system downtime that could affect critical systems like SCADA at the utility plants and 911. The loss of public trust and disruption to critical services cannot be calculated.

Fiscal Impact:

Up to $250,000 in grant funds for cybersecurity upgrades with no matching funds required.

Alternatives:

1. Postpone grant application until FY2025 when match requirements of 30% are expected; or
2. Do not apply for the grant and continue with the status quo.

Recommendation:

Adopt a Resolution authorizing the Finance Director to apply for the 2024 CalOES State and Local Cybersecurity Grant Program with the potential of being awarded up to $250,000 to fund proposed cybersecurity projects.

Attachments:

1. Resolution

Prepared By:	Submitted By:
Steve Cooke	Diana Langley
Information Security Administrator	City Manager

ATTACHMENT 1

RESOLUTION NO.___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY AUTHORIZING THE APPLICATION FOR THE 2024 CALOES STATE AND LOCAL CYBERSECURITY GRANT PROGRAM

WHEREAS, in fiscal year 2020-21, City Council and the executive team identified cybersecurity as a priority for the City and the City's Information Technology division determined that several projects were necessary in order to improve the City's security stance, and protect its digital assets and systems; and

WHEREAS, staff have built a good foundation towards protecting our digital assets and systems including multifactor authentication (MFA), conducting security scans to ensure systems are not compromised, mobile device management (MDM), network access control, secure remote access and social engineering/phishing training; and

WHEREAS, staff have identified several key projects that would further protect and strengthen the City from attackers, including an upgrade to the existing Security Information and Event Management (SIEM) and strengthening our Intrusion Detection and Intrusion Protection System (IDS/IPS); and

WHEREAS, the State and Local Cybersecurity Grant Program (SLCGP) from CalOES offers the ability to compete for the funds available to assist in the mentioned projects with an award amount up to $250,000 and the above noted projects meet the eligibility requirements and timeline for the use of these funds; and

WHEREAS, this new grant will be awarded with a matching requirement for the 2024 issuance only and is expected to require a 30% match thereafter; and

WHEREAS, staff will hire a grant writer from Blais and Associates, an often used consultant with a long history of successful grants awards for the City, at a proposed cost of $8,845; and

NOW THEREFORE, the City Council of Yuba City does resolve as follows:

Authorize the Finance Director to apply for the 2024 CalOES State and Local Cybersecurity Grant Program.

This resolution shall become effective immediately.

The forgoing Resolution of the City Council of the City of Yuba City was duly introduced, passed and adopted at a regular meeting thereof held on the 17th day of September 2024.

AYES:

NOES:

ABSENT:

_____

Shon Harris, Mayor

ATTEST:

_____
Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

_____
Shannon Chaffin, Esq.
Aleshire & Wynder, LLP

CITY OF YUBA CITY
STAFF REPORT

Date: September 17, 2024
To: Honorable Mayor & Members of the City Council;
From: Police Department
Presentation By: David Krause, Police Sergeant - Traffic

Summary

Subject: Staff Report for the 2025 STEP (Selective Traffic Enforcement Program) Grant

Recommendation: A. Conduct a Public Hearing, and after consideration

B. Adopt a Resolution authorizing the Chief of Police to accept $115,000 in grant funding from the 2024/2025 Selective Traffic Enforcement Program and approve expenditure recommendations

C. Authorize a supplemental appropriation in the amount of $115,000 to Account No. 100-43418, 2163-61430, 2163-62801, 2163-63801.

Fiscal Impact: $115,000 to Account No. 100-43418 (OTS Selective Traffic Enforcement Grant)- No City match required

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Purpose:

Reduce the number of persons killed and injured in traffic collisions.

Council's Strategic Goal:

This meets the City Council's Strategic Goal of Public Safety.

Background:

In January 2024, the Yuba City Police Department submitted a grant application to the Selective Traffic Enforcement Program Grant offered by the California Office of Traffic Safety. In August 2024, the Department received award notification for the grant with authorization to receive funds in the amount of $115,000. No matching funds are required by the City of Yuba City to accept the grant. This grant runs in accordance with the Federal Fiscal year 10/01/24-09/30/25.

Analysis:

The Yuba City Police Department has had a positive working relationship with the California Office of Traffic Safety for many years. This year we were selected for funding to maintain an aggressive stance towards those individuals who continue to operate a motor vehicle in our community while under the influence of alcohol and/or drugs. This grant will allow the department to continue to combat impaired

drivers in our community. While having an impaired driving component, this grant also allows for other directed enforcement operations. These operations deploy officers within the city with a primary goal of reducing injury collisions through targeting primary collision factors, such as speed and red-light enforcement, in areas with a high frequency of collisions.

The goal of the grant is to reduce the number of persons killed and injured in traffic collisions. "Best practice" strategies will be conducted on an overtime basis. The funded strategies include DUI checkpoints, DUI saturation patrols, general traffic enforcement, bicycle and pedestrian safety enforcement, distracted driver enforcement, and street racing/side show operations. These strategies are designed to earn media attention, thus enhancing the overall deterrent effect. The California Office of Traffic Safety has designed these operations and the funding for them to be done in addition to our daily duties, thus having an additional impact on traffic safety.

In addition, the grant will fund the purchase of two new radar units utilized in patrol vehicles to detect the speed of vehicles on the roadway, 5 Preliminary Alcohol Screening (PAS) Devices and equipment to calibrate them, and DUI Checkpoint Supplies such as traffic safety cones, MUTCD compliant traffic signs, MUTCD compliant high visibility vests, traffic counters, generators, gas for generators, lighting, reflective banners, electronic flairs, PAS device calibration supplies, heaters and propane for the heaters, anti-fatigue mats, and canopies.

Fiscal Impact:

The City will be reimbursed $115,000 from the California Office of Traffic Safety. No matching funds are required for this grant. Funds will be drawn down through Account No. 2163-61430 ($101,488) for personnel overtime costs, No. 2163-62801 ($4,457) for travel and training, 2163-63801 ($9,055) for direct costs associated with the grant.

Alternatives:

Do not accept the grant and / or direct staff to research alternatives.

Recommendation:

A. Adopt a Resolution authorizing the Chief of Police to accept $115,000 in grant funding from the 2024/2025 Selective Traffic Enforcement Program and approve expenditure recommendations.

B. Authorize a supplemental appropriation in the amount of $115,000 to Account No. 100-43418, 2163-61430, 2163-62801, 2163-63801.

Attachments:
1. Resolution - 2025 STEP Grant
2. 2025 Grant Agreement - PT25092

Prepared By:
David Krause
Police Sergeant - Traffic

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY AUTHORIZING RECEIPT, ALLOCATION AND EXPENDITURE, OF THE FY 2024-2025 CALIFORNIA OFFICE OF TRAFFIC SAFETY GRANT "SELECTIVE TRAFFIC ENFORCEMENT PROGRAM"

WHEREAS, the Yuba City Police Department submitted for the Selective Traffic Enforcement Program Grant offered by the California Office of Traffic Safety, and received an award notification for the grant with authorization to receive funds in the amount of $115,000.

WHEREAS, the goal of the grant is to reduce the number of persons killed and injured in traffic collisions, and will be used to cover the cost of new dash mounted RADAR equipment, educational materials, and DUI checkpoint supplies.

WHEREAS, the grant will also fund training and certification for two officers to become a Drug Recognition Expert (DRE) and one officer to become a certified Standardized Field Sobriety Test instructor.

WHEREAS, the Yuba City Council desires to undertake the projects designated as the Selective Traffic Enforcement Program to be funded in part from funds made available through the California Office of Traffic Safety (OTS).

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

1. The Chief of Police of the City of Yuba City is authorized, on its behalf, to execute a contract, including any extensions or amendments thereof and any subsequent contract with the State and the OTS in relation thereto, to effectuate acceptance of the grant for the Selective Traffic Enforcement Program, subject to approval as to legal form by the City Attorney.

2. The City agrees that any liability arising out of the performance of this contract, including civil court actions for damages, shall be the responsibility of the grant recipient and the authorizing agency. The State of California and OTS disclaim responsibility for any such liability.

3. Grant funds received hereunder shall not be used to supplant expenditures controlled by this body.

4. This award is not subject to local hiring freezes.

I hereby certify that the foregoing is a true copy of the resolution adopted by the Yuba City Council of Yuba City in a meeting thereof held on September 17, 2024, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Shon Harris, Mayor
City of Yuba City

ATTEST:

_____
Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM:

_____
Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

ATTACHMENT 2

1. GRANT TITLE
Selective Traffic Enforcement Program (STEP)

2. NAME OF AGENCY
Yuba City

3. Grant Period
From: 10/01/2024
To: 09/30/2025

4. AGENCY UNIT TO ADMINISTER GRANT
Yuba City Police Department

5. GRANT DESCRIPTION
Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving alcohol and other primary crash factors. The funded strategies may include impaired driving enforcement, enforcement operations focusing on primary crash factors, distracted driving, night-time seat belt enforcement, special enforcement operations encouraging motorcycle safety, enforcement and public awareness in areas with a high number of bicycle and pedestrian crashes, and educational programs. These strategies are designed to earn media attention thus enhancing the overall deterrent effect.

6. Federal Funds Allocated Under This Agreement Shall Not Exceed: $115,000.00

7. TERMS AND CONDITIONS: The parties agree to comply with the terms and conditions of the following which are by this reference made a part of the Agreement:

- Schedule A – Problem Statement, Goals and Objectives and Method of Procedure
- Schedule B – Detailed Budget Estimate and Sub-Budget Estimate (if applicable)
- Schedule B-1 – Budget Narrative and Sub-Budget Narrative (if applicable)
- Exhibit A – Certifications and Assurances
- Exhibit B* – OTS Grant Program Manual
- Exhibit C – Grant Electronic Management System (GEMS) Access

*Items shown with an asterisk (*), are hereby incorporated by reference and made a part of this agreement as if attached hereto.

These documents can be viewed at the OTS home web page under Grants: www.ots.ca.gov.

We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the above described Grant terms and conditions.

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.

8. Approval Signatures

A. GRANT DIRECTOR

NAME: Bill Williams
TITLE: Police Traffic Sergeant
EMAIL: bwilliams@yubacity.net
PHONE: (530) 822-6235
ADDRESS: 1545 Poole Boulevard
Yuba City, CA 95993

Bill B. Williams
Bill B. Williams (Aug 15, 2024 08:31 PDT)
(Signature)

Aug 15, 2024
(Date)

B. AUTHORIZING OFFICIAL

ADDRESS: Brian Baker
Chief of Police
bbaker@yubacity.net
(530) 822-4787
1545 Poole Boulevard
Yuba City, CA 95993

(Signature) (Date)

C. FISCAL OFFICIAL

ADDRESS: Spencer Morrison
Finance Director
smorriso@yubacity.net
(530) 822-4615
1201 Civic Center Blvd.
Yuba City, CA 95993

(Signature) (Date)

D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY

ADDRESS: Barbara Rooney
Director
barbara.rooney@ots.ca.gov
(916) 509-3030
2208 Kausen Drive, Suite 300
Elk Grove, CA 95758

(Signature) (Date)

E. ACCOUNTING OFFICER OF OFFICE OF TRAFFIC SAFETY	9. SAM INFORMATION
NAME: Carolyn Vu ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758	SAM #: PBUJLH2KP9T9 REGISTERED ADDRESS: 1201 Civic Center Boulevard CITY: Yuba City ZIP+4: 95993-3005

10. PROJECTED EXPENDITURES

FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
402PT-25.1	20.600	0521-0890-101	2023	12/23	BA/23	$11,626.00
164AL-25.1	20.608	0521-0890-101	2023	12/23	BA/23	$13,133.00
402PT-25	20.600	0521-0890-101	2024	22/24	BA/24	$42,374.00
164AL-25	20.608	0521-0890-101	2024	22/24	BA/24	$47,867.00
				AGREEMENT TOTAL		**$115,000.00**

I CERTIFY upon my own personal knowledge that the budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above.	AMOUNT ENCUMBERED BY THIS DOCUMENT **$115,000.00**
	PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT **$ 0.00**
OTS ACCOUNTING OFFICER'S SIGNATURE / DATE SIGNED	TOTAL AMOUNT ENCUMBERED TO DATE **$115,000.00**

1. PROBLEM STATEMENT

The City of Yuba City has a population of approximately 70,000 and covers approximately 15 square miles. The metropolitan area for the City of Yuba City is approximately 164,000 which makes it the economic and recreational hub for the Yuba-Sutter area. Motorists, pedestrians, and bicyclists are drawn to the City of Yuba City for its economic and recreational opportunities. Maintaining directed enforcement efforts are needed to reduce the number of people injured and/or killed in traffic crashes in Yuba City.

According to the 2021 OTS rankings, Yuba City ranked 14th among the 105 cities in its size category for total fatal and injury crashes. This was an increase in rankings compared to the 2019 ranking of 16th. With the assistance of OTS funding for directed enforcement and traffic safety education programs, in 2020 we saw a decrease of 23% in injury crashes compared to 2019, some of this can be contributed to the statewide lockdowns that occurred for the majority of the year. While improvements have been made, continuing efforts are needed to reduce the number of people injured and killed in traffic crashes in Yuba City.

In 2022 we had 6 fatalities. That number was reduced to 2 in 2023, but for the first quarter of fiscal year 2024, we have already had 3 fatalities.

Speed continues to be the leading contributor to injury crashes in Yuba City. **Speed as a primary crash factor (PCF) accounted for 24% of injury crashes in 2023**. This is slightly down from 24.5% in 2022. Yuba City is positioned at the intersection of two State Route Highways, State Route 99 and State Route 20. Both highways bring a large volume of commuter traffic through the city. Both State Routes are multi-lane highways where radar enforcement is a challenge. Speed is the leading PCF for crashes on both state routes. State Route 20 has consistently remained the roadway with the most injury crashes per year. Additionally, speeding vehicles is a common call for service to the police department in neighborhoods creating a quality-of-life issue in our community. State Route 20 and State Route 99 are #1 and #2 out of the top 5 injury crash locations in Yuba City.

In 2023, the top PCF for State Route 20 was speed at 3.72% and State Route 99 at 3.04%.

Turning movement violations continue to be a safety hazard on our throughfares. Turning movement violations are a product of distracted driving and a driver's inattention to their surroundings. In order to efficiently enforce these violations on the busy roadways, the Traffic Enforcement and Education Unit uses police motorcycles. The traffic unit is also responsible for handling injury and non-injury crashes during their regular duties in addition to all major and fatal injury crashes that occur during non-duty hours. Due to current staffing issues, the traffic unit is assigned three motor officers. To effectively enforce these violations, most often the enforcement occurs on overtime when motor officers are not assigned normal duties.

Turning movement violations accounted for 13.33% of injury crashes in 2023 and is the second leading PCF in Yuba City.

Driving Under the Influence (DUI) continues to be a societal issue as well as a contributing factor for crashes in the City of Yuba City. In 2022, there were a total of 239 total crashes and 34 injuries being alcohol related with 3 fatalities. Although the number of injuries increased from 2021 (22) the number of fatalities decreased by one (4 fatalities in 2021.) In 2023, there were a total of 87 DUI related crashes with 35 injured but no fatalities. The Yuba City Police Department has trained over 2/3rds of its personnel in Standardized Field Sobriety (SFST) testing and Advanced Roadside Impaired Driving Enforcement (ARIDE) with additional trainings scheduled in fiscal year 2024. The department is focusing on training in house personnel to be instructors in both areas to increase the availability and accessibility of training for new officers in an effort to make a positive impact on this continued issue. Ongoing efforts are needed to continue to reduce the number of alcohol and drug related crashes and associated injuries and deaths. Training and education of officers on DUI investigations can have a significant impact on the amount of DUI arrests. There is still work to do at the Yuba City Police Department (YCPD). In 2021 OTS rankings, YCPD only ranked 100/105 for DUI arrests. If we are to decrease the number of people injured

and killed on our roadways in alcohol related crashes, we need to increase the number of DUI related arrests.

Alcohol related DUI crashes accounted for 8.33% of the total crashes in 2023 and is the third leading PCF.

Red lights are a concern because studies have shown about 39% of crashes involving red light violations result in an injury. A large percentage of the injury red light crashes occur on the State Routes that contain the highest volume of traffic in Yuba City. Red light enforcement requires significant staffing due to traffic volume, roadway design on the State Routes and the difficulty for an officer to witness the color of the light and the positioning of the violator vehicle when the light changed. To overcome these challenges, red light enforcement tends to require more than one officer to safely work a red-light operation. Reducing red light violations is imperative toward reducing injury crashes in Yuba City.

Red light violations accounted for 8.33% of injury crashes in 2023 and is the fourth leading PCF in the City of Yuba City.

Pedestrian and Bicycle crashes are a continuing problem in Yuba City. 2021 OTS rankings placed Yuba City 35th for bicyclist victims killed and injured, but 10th for bicyclist victims under fifteen injured and or killed. Overall, Yuba City ranked 60th for pedestrians killed and injured. Since 2013, pedestrian injury crashes remained consistent at 33 for 2013 and 2014. 2015 saw a reduction to 23 pedestrian crashes but 2016 we were back up to 33 injuries and 2017 mirrored 2016 at 29. There were 3 pedestrian fatalities in each year 2013, 2014 and 2017. During 2017 pedestrians were found at fault in two fatal pedestrian crashes. Two of the pedestrian fatalities involved a pedestrian crossing the road during darkness outside of a crosswalk on or adjacent to a state highway. In 2019 pedestrian injury crashes were up from previous years at 24 and 2020 saw a decrease in pedestrian crashes of 19, two of which were fatalities. In 2022, there were a total of 32 pedestrians injured in crashes, three of which were fatalities. The number of injuries rose slightly in 2023 to 34 with one fatality. Already in fiscal year 2024, we have had one pedestrian killed in a crash. Recognizing the disturbing trend related to pedestrian and bicycle crashes, the Police Department began educational and directed enforcement efforts to address this issue. Ongoing efforts are needed to achieve the desired improvement toward decreasing pedestrian and bicyclist injuries and deaths.

Motorcycle crashes have been a traffic safety problem in Yuba City. 2018 OTS rankings listed Yuba City as 19th for motorcycle crashes compared to 15th in 2017. In 2018 we had 16 injury related motorcycle crashes, which remains consistent with previous years. In 2019 we saw that number decrease to only 10 and in 2020 we saw a slight increase to 12 motorcycle injury crashes. In 2021, Yuba City ranked 18th for motorcycle victims killed and injured. Traditionally, the department has not treated or even tracked motorcycle crashes separately from other motor vehicles. While department personnel have begun education efforts to reach out to motorcyclists, this effort needs to be expanded and supported by relevant crash research data to be effective.

Street racing and sideshow activity has become a major quality of life and safety issue for local residents beginning in 2021. Hundreds of cars have descended upon the city and gathered in empty parking lots such as the Yuba City Mall, Kohl's, and the Yuba College Community Parking lot. Fortunately, no deaths have occurred to date as a result of sideshow activity or crashes, but we have had two serious injuries related to a pursuit that initiated at the scene of a sideshow and a patrol car, with an officer inside, vandalized by sideshow participants. Due to the increased lawlessness of sideshow activities, 2023 saw a concerted effort between city stakeholders and local jurisdictions to address the threat to the community. A new municipal ordinance was approved by the City of Yuba City Council to complement existing law to assist in addressing the rising trend, in addition to collaborative enforcement activities between local agencies. With the assistance of OTS, the City of Yuba City can continue to partner with local law enforcement agencies to combat illegal sideshow activity in an effort to make the roadways safer for everyone and reduce the number of citizens killed and/or injured on our roadways.

2. PERFORMANCE MEASURES

A. Goals:

1. Reduce the number of persons killed in traffic crashes.

2. Reduce the number of persons injured in traffic crashes.
3. Reduce the number of pedestrians killed in traffic crashes.
4. Reduce the number of pedestrians injured in traffic crashes.
5. Reduce the number of bicyclists killed in traffic crashes.
6. Reduce the number of bicyclists injured in traffic crashes.
7. Reduce the number of persons killed in alcohol-involved crashes.
8. Reduce the number of persons injured in alcohol-involved crashes.
9. Reduce the number of persons killed in drug-involved crashes.
10. Reduce the number of persons injured in drug-involved crashes.
11. Reduce the number of persons killed in alcohol/drug combo-involved crashes.
12. Reduce the number of persons injured in alcohol/drug combo-involved crashes.
13. Reduce the number of motorcyclists killed in traffic crashes.
14. Reduce the number of motorcyclists injured in traffic crashes.
15. Reduce hit & run fatal crashes.
16. Reduce hit & run injury crashes.
17. Reduce nighttime (2100 - 0259 hours) fatal crashes.
18. Reduce nighttime (2100 - 0259 hours) injury crashes.

B. Objectives:	**Target Number**
1. Issue a press release announcing the kick-off of the grant by November 15. The kick-off press releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, for approval 7 days prior to the issuance date of the release.	1
2. Participate and report data (as required) in the following campaigns; Quarter 1: National Pedestrian Safety Month, National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization; Quarter 3: National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization; Quarter 4: National Speed Prevention Campaigns, NHTSA Summer Mobilization, National Child Passenger Safety Week, and California's Pedestrian Safety Month.	12
3. Develop (by December 31) and/or maintain a “DUI BOLO” program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. Updated DUI BOLOs should be distributed to patrol and traffic officers monthly.	12
4. Send law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hours) POST-certified training.	3
5. Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.	6
6. Send law enforcement personnel to the Drug Recognition Expert (DRE) training (classroom and field training must be completed).	2
7. Send law enforcement personnel to the DRE Recertification training.	2
8. Send law enforcement personnel to SFST Instructor training.	2
9. Send law enforcement personnel to DRE Instructor training.	1
10. Conduct DUI/DL Checkpoints. A minimum of 1 checkpoint should be conducted during the NHTSA Winter Mobilization and 1 during the Summer Mobilization. To enhance the overall deterrent effect and promote high visibility, it is recommended the grantee issue an advance press release and conduct social media activity for each checkpoint. For combination DUI/DL checkpoints, departments should issue press releases that mention DL's will be checked at the DUI/DL checkpoint. Signs for DUI/DL checkpoints should read "DUI/Driver's License Checkpoint Ahead." OTS does not fund or support independent DL checkpoints. Only on an exception basis and with OTS pre-approval will OTS fund checkpoints that begin prior to 1800 hours. When possible, DUI/DL Checkpoint screeners should be DRE- or ARIDE-trained.	6
11. Conduct DUI Saturation Patrol operation(s).	26
12. Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.	20

13. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	5
14. Conduct highly publicized Motorcycle Safety enforcement operation(s) in areas or during events with a high number of motorcycle incidents or crashes resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other primary crash factor violations by motorcyclists and other drivers.	3
15. Conduct highly publicized pedestrian and/or bicycle enforcement operation(s) in areas or during events with a high number of pedestrian and/or bicycle crashes resulting from violations made by pedestrians, bicyclists, and drivers.	4
16. Conduct Traffic Safety educational presentation(s) with an effort to reach community members. Note: Presentation(s) may include topics such as distracted driving, DUI, speed, bicycle and pedestrian safety, seat belts and child passenger safety.	2
17. Participate in highly visible collaborative DUI Enforcement operations.	2
18. Participate in highly visible collaborative Traffic Enforcement operations.	2
19. Send law enforcement personnel to DUI Checkpoint Planning and Management training.	1
20. Conduct specialized enforcement operations focusing specifically on street racing and sideshow activities.	10

3. METHOD OF PROCEDURE

A. <u>Phase 1 – Program Preparation</u> (1st Quarter of Grant Year)

- The department will develop operational plans to implement the "best practice" strategies outlined in the objectives section.
- All training needed to implement the program should be conducted in the first quarter.
- All grant related purchases needed to implement the program should be made in the first quarter.
- In order to develop/maintain the "DUI BOLOs," research will be conducted to identify the "worst of the worst" repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. The DUI BOLO may include the driver's name, last known address, DOB, description, current license status, and the number of times suspended or revoked for DUI. DUI BOLOs should be updated and distributed to traffic and patrol officers at least monthly.
- Implementation of the STEP grant activities will be accomplished by deploying personnel at high crash locations.

<u>Media Requirements:</u>

Issue a press release approved by the OTS PIO announcing the kick-off of the grant by November 15, but no sooner than October 1. The kick-off release must be approved by the OTS PIO and only distributed after the grant is fully signed and executed. If you are unable to meet the November 15 deadline to issue a kick-off press release, communicate reasons to your OTS grant coordinator and OTS PIO.

B. <u>Phase 2 – Program Operations</u> (Throughout Grant Year)

- The department will work to create media opportunities throughout the grant period to call attention to the innovative program strategies and outcomes.

<u>Media Requirements</u>

The following requirements are for all grant-related activities:

- Send all media advisories, alerts, videos, graphics, artwork, posters, radio/PSA/video scripts, storyboards, digital and/or print educational materials for grant-related activities to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS grant coordinator. Optimum lead time would be 7 days before the scheduled release but at least 3 business days prior to the scheduled release date for review and approval is appreciated.
- Send all Powerpoint presentations, online presentations and trainings for grant-related activities to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS grant coordinator. Certified training courses are EXEMPT from the approval process.
- The OTS PIO is responsible for the approval of the design and content of materials. The agency understands OTS PIO approval is not authorizing approval of budget expenditure or cost. Any cost approvals must come from the OTS grant coordinator.

- Pre-approval is not required when using any OTS-supplied template for media advisories, press releases, social media graphics, videos or posts, or any other OTS-supplied educational material. However, copy the OTS PIO at pio@ots.ca.gov and your OTS grant coordinator when any material is distributed to the media and public, such as a press release, educational material, or link to social media post. The OTS-supplied kick-off press release templates and any kickoff press releases are an exception to this policy and require prior approval before distribution to the media and public.
- If an OTS-supplied template, educational material, social media graphic, post or video is substantially changed, the changes shall be sent to the OTS PIO at pio@ots.ca.gov for approval and copy to your OTS grant coordinator. Optimum lead time would be 7 days prior to the scheduled release date, but at least 3 business days prior to the scheduled release date for review and approval is appreciated.
- Press releases, social media posts and alerts on platforms such as NextDoor and Nixle reporting immediate and time-sensitive grant activities (e.g. enforcement operations, day of event highlights or announcements, event invites) are exempt from the OTS PIO approval process. The OTS PIO and your OTS grant coordinator should still be notified when the grant-related activity is happening (e.g. car seat checks, bicycle rodeos, community presentations, DUI checkpoints, etc.).
- Enforcement activities such as warrant and probation sweeps, court stings, etc. that are embargoed or could impact operations by publicizing in advance are exempt from the PIO approval process. However, announcements and results of activities should still be copied to the OTS PIO at pio@ots.ca.gov and your OTS grant coordinator with embargoed date and time or with “INTERNAL ONLY: DO NOT RELEASE” message in subject line of email.
- Any earned or paid media campaigns for TV, radio, digital or social media that are part of a specific grant objective, using OTS grant funds, or designed and developed using contractual services by a subgrantee, requires prior approval. Please send to the OTS PIO at pio@ots.ca.gov for approval and copy your grant coordinator at least 3 business days prior to the scheduled release date.
- Social media posts highlighting state or national traffic safety campaigns (Distracted Driving Month, Motorcycle Safety Awareness Month, etc.), enforcement operations (DUI checkpoints, etc.), or any other grant-related activity such as Bicycle rodeos, presentations, or events, are highly encouraged but do not require prior approval.
- Submit a draft or rough-cut of all digital, printed, recorded or video material (brochures, posters, scripts, artwork, trailer graphics, digital graphics, social posts connected to an earned or paid media campaign grant objective) to the OTS PIO at pio@ots.ca.gov and copy your OTS grant coordinator for approval prior to the production or duplication.
- Use the following standard language in all press, media, and printed materials, space permitting: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
- Space permitting, include the OTS logo on all grant-funded print materials, graphics and paid or earned social media campaign grant objective; consult your OTS grant coordinator for specifics, format-appropriate logos, or if space does not permit the use of the OTS logo.
- Email the OTS PIO at pio@ots.ca.gov and copy your OTS grant coordinator at least 21 days in advance, or when first confirmed, a short description of any significant grant-related traffic safety event or program, particularly events that are highly publicized beforehand with anticipated media coverage so OTS has sufficient notice to arrange for attendance and/or participation in the event. If unable to attend, email the OTS PIO and coordinator brief highlights and/or results, including any media coverage (broadcast, digital, print) of event within 7 days following significant grant-related event or program. Media and program highlights are to be reflected in QPRs.
- Any press releases, work plans, scripts, storyboards, artwork, graphics, videos or any educational or informational materials that received OTS PIO approval in a prior grant year needs to be resubmitted for approval in the current grant year.
- For additional guidance, refer to the OTS Grants Materials Approval Process Guidelines and OTS Grants Media Approval Process FAQs on the OTS website.
- Contact the OTS PIO or your OTS grant coordinator for consultation when changes from any of the above requirements might be warranted.

C. <u>Phase 3 – Data Collection & Reporting</u> (Throughout Grant Year)

1. Prepare and submit grant claim invoices (due January 30, April 30, July 30, and October 30)
2. Prepare and submit Quarterly Performance Reports (QPR) (due January 30, April 30, July 30, and October 30)

- Collect and report quarterly, appropriate data that supports the progress of goals and objectives.
- Provide a brief list of activity conducted, procurement of grant-funded items, and significant media activities. Include status of grant-funded personnel, status of contracts, challenges, or special accomplishments.
- Provide a brief summary of quarterly accomplishments and explanations for objectives not completed or plans for upcoming activities.
- Collect, analyze and report statistical data relating to the grant goals and objectives.

4. METHOD OF EVALUATION

Using the data compiled during the grant, the Grant Director will complete the "Final Evaluation" section in the fourth/final Quarterly Performance Report (QPR). The Final Evaluation should provide a brief summary of the grant's accomplishments, challenges and significant activities. This narrative should also include whether goals and objectives were met, exceeded, or an explanation of why objectives were not completed.

5. ADMINISTRATIVE SUPPORT

This program has full administrative support, and every effort will be made to continue the grant activities after grant conclusion.

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
402PT-25	20.600	State and Community Highway Safety	$54,000.00
164AL-25	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	$61,000.00

COST CATEGORY	FUND NUMBER	UNIT COST OR RATE	UNITS	TOTAL COST TO GRANT
A. PERSONNEL COSTS				
Straight Time				$0.00
Overtime				
DUI/DL Checkpoints	164AL-25	$4,400.00	6	$26,400.00
DUI Saturation Patrols	164AL-25	$1,000.00	26	$26,000.00
Collaborative DUI Enforcement	164AL-25	$1,000.00	2	$2,000.00
Benefits 164 OT @ 4.31%	164AL-25	$54,400.00	1	$2,345.00
Traffic Enforcement	402PT-25	$1,000.00	20	$20,000.00
Distracted Driving	402PT-25	$990.00	5	$4,950.00
Motorcycle Safety	402PT-25	$990.00	3	$2,970.00
Pedestrian and Bicycle Enforcement	402PT-25	$990.00	4	$3,960.00
Street Racing and Sideshow Enforcement Operations	402PT-25	$1,000.00	10	$10,000.00
Collaborative Traffic Enforcement	402PT-25	$507.00	2	$1,014.00
Benefits 402 OT @ 4.31%	402PT-25	$42,894.00	1	$1,849.00
Category Sub-Total				$101,488.00
B. TRAVEL EXPENSES				
In State Travel	402PT-25	$4,457.00	1	$4,457.00
				$0.00
Category Sub-Total				$4,457.00
C. CONTRACTUAL SERVICES				
				$0.00
Category Sub-Total				$0.00
D. EQUIPMENT				
				$0.00
Category Sub-Total				$0.00
E. OTHER DIRECT COSTS				
Radar Device	402PT-25	$2,400.00	2	$4,800.00
DUI Checkpoint Supplies	164AL-25	$1,960.00	1	$1,960.00
PAS Device/Calibration Supplies	164AL-25	$459.00	5	$2,295.00
Category Sub-Total				$9,055.00
F. INDIRECT COSTS				
				$0.00
Category Sub-Total				$0.00
GRANT TOTAL				**$115,000.00**

BUDGET NARRATIVE
PERSONNEL COSTS DUI/DL Checkpoints - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
DUI Saturation Patrols - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Collaborative DUI Enforcement - Overtime for grant funded Collaborative DUI Enforcement operations conducted by appropriate department personnel
Benefits 164 OT @ 4.31% - Worker's comp - 2.86% Medicare - 1.45% Claimed amounts must reflect actual benefit costs for overtime hours charged to the grant.
Traffic Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Distracted Driving - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Motorcycle Safety - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Pedestrian and Bicycle Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Street Racing and Sideshow Enforcement Operations - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Collaborative Traffic Enforcement - Overtime for grant funded Collaborative Traffic Enforcement operations conducted by appropriate department personnel
Benefits 402 OT @ 4.31% - Worker's comp - 2.86% Medicare - 1.45% Claimed amounts must reflect actual benefit costs for overtime hours charged to the grant.
TRAVEL EXPENSES In State Travel - Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. Local mileage for grant activities and meetings is included. Anticipated travel may include Lifesavers in Long Beach and the OTS Traffic Safety Law Enforcement Forum. All conferences, seminars or training not specifically identified in the Budget Narrative must be approved by OTS. All travel claimed must be at the agency approved rate. Per Diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.
CONTRACTUAL SERVICES -
EQUIPMENT -
OTHER DIRECT COSTS Radar Device - To measure the speed of motor vehicles. This device will be used for speed enforcement.
DUI Checkpoint Supplies - On-scene supplies needed to conduct sobriety checkpoints. Costs may include 28" traffic cones, MUTCD compliant traffic signs, MUTCD compliant high visibility vests (maximum of 10), traffic counters (maximum of 2), generator, gas for generators, lighting, reflective banners, electronic flares, PAS Device/Calibration Supplies, heater, propane for heaters, fan, anti-fatigue mats, and canopies. Additional items may be purchased if approved by OTS. The cost of food and beverages will not be reimbursed. Each item must have a unit cost of less than $5,000 (including tax and shipping).
PAS Device/Calibration Supplies - Preliminary alcohol screening device to detect the presence of alcohol in a person's breath and calibration supplies to ensure accuracy. Costs may include mouth pieces, gas and accessories.

INDIRECT COSTS

-

STATEMENTS/DISCLAIMERS

There will be no program income generated from this grant.

Nothing in this “agreement” shall be interpreted as a requirement, formal or informal, that a particular law enforcement officer issue a specified or predetermined number of citations in pursuance of the goals and objectives here under.

The OTS grant funded activities must be separate from the CHP Cannabis Tax Fund Grant Program activities and maintained under separate accounting/tracking/other codes (example: the same DUI checkpoint may not be funded by both the CHP and the OTS).

Benefits for personnel costs can only be applied to straight time or overtime hours charged to the grant.

Certifications and Assurances for Fiscal Year 2024 Highway Safety Grants (23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58)

The officials named on the grant agreement, certify by way of signature on the grant agreement signature page, that the Grantee Agency complies with all applicable Federal statutes, regulations, and directives and State rules, guidelines, policies, and laws in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but are not limited to, the following:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 25024, Public Law 117-58;
- 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs;
- 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

NONDISCRIMINATION

(applies to all subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* (42 U.S.C. 2000d *et seq.***,** 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- *49 CFR part 21* (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- *28 CFR 50.3* (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970,* (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), and Title IX of the Education Amendments of 1972,* as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973,* (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- *The Age Discrimination Act of 1975,* as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987***,** (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- *Titles II and III of the Americans with Disabilities Act* (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- *Executive Order 12898***,** *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- *Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- *Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities through the Federal Government (*advancing equity across the Federal Government); and
- *Executive Order 13988, Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA."

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
   "The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
   a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
   b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
   a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
   b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub- grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review

upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The Subgrantee will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
b. Establishing a drug-free awareness program to inform employees about:
    1. The dangers of drug abuse in the workplace;
    2. The grantee's policy of maintaining a drug-free workplace;
    3. Any available drug counseling, rehabilitation, and employee assistance programs;
    4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
    5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
    1. Abide by the terms of the statement;
    2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
    1. Taking appropriate personnel action against such an employee, up to and including termination;
    2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to all subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to all subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to all subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded,** as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (*https://www.sam.gov/*).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
    a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
    b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
    c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
    d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded,** as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (*https://www.sam.gov/*).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST
(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
    a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
    b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to all subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

INSTRUCTIONS FOR ADDING OR UPDATING GEMS USERS

1. Each agency is allowed a total of **FIVE (5) GEMS Users**.
2. GEMS Users listed on this form will be authorized to login to GEMS to complete and submit Quarterly Performance Reports (QPRs) and reimbursement claims.
3. Complete the form if adding, removing or editing a GEMS user(s).
4. The Grant Director must sign this form and return it with the Grant Agreement.

GRANT DETAILS	
Grant Number:	PT25092
Agency Name:	Yuba City Police Department
Grant Title:	Selective Traffic Enforcement Program (STEP)
Agreement Total:	$115,000.00
Authorizing Official:	Brian Baker
Fiscal Official:	Spencer Morrison
Grant Director:	Bill Williams

CURRENT GEMS USER(S)

1. Diona Pope
Title: Accounting Manager
Phone: (530) 822-4803
Email: dpope@yubacity.net
Media Contact: No

2. Bill Williams
Title: Police Traffic Sergeant
Phone: (530) 822-6235
Email: bwilliams@yubacity.net
Media Contact: No

Complete the below information if adding, removing or editing a GEMS user(s)

GEMS User 1 Add/Change ☑ Remove Access ☐	Add as a media contact? Yes ☑ No ☐
David Krause	dkrause@yubacity.net
Name	Job Title
Ethan Gutierrez	egutierrez@yubacity.net
Email address	Phone number
GEMS User 2 Add/Change ☐ Remove Access ☑	Add as a media contact? Yes ☐ No ☐
Bill Williams	bwilliams@yubcity.net
Name	Job Title
Email address	Phone number
GEMS User 3 Add/Change ☐ Remove Access ☐	Add as a media contact? Yes ☐ No ☐
Name	Job Title
Email address	Phone number
GEMS User 4 Add/Change ☐ Remove Access ☐	Add as a media contact? Yes ☐ No ☐
Name	Job Title
Email address	Phone number
GEMS User 5 Add/Change ☐ Remove Access ☐	Add as a media contact? Yes ☐ No ☐
Name	Job Title
Email address	Phone number
Form completed by: Bill B. Williams Bill B. Williams (Aug 15, 2024 08:29 PDT)	Date: Aug 15, 2024

As a signatory I hereby authorize the listed individual(s) to represent and have GEMS user access.

Bill B. Williams Bill B. Williams (Aug 15, 2024 08:31 PDT)	Bill B. Williams
Signature	Name
Aug 15, 2024	Grant Director
Date	Title

CITY OF YUBA CITY
STAFF REPORT

Date: September 17, 2024
To: Honorable Mayor & Members of the City Council;
From: Finance/IT Department
Presentation By: Spencer Morrison, Finance Director

Summary

Subject: Conversion of two (2) City-owned cell tower leases into a 50-year easement

Recommendation: A. Adopt a Resolution to award easement and site management agreements for the antenna site at 1545 Poole Boulevard with TowerPoint (TPA VII, LLC) of Atlanta, Georgia for a 50-year term for the sum of $648,000 plus 50% of any additional revenue generated under the easement and agreements and authorize the City Manager to execute the aforementioned documents, associated rent redirect letters and any other related documents to close on the escrow

B. Adopt a Resolution to award easement and site management agreements for the antenna site at 806 Gray Avenue with TowerPoint (TPA VII, LLC) of Atlanta, Georgia for a 50-year term for the sum of $437,000 plus 50% of any additional revenue generated under the easement and agreements and authorize the City Manager to execute the aforementioned documents, associated rent redirect letters and any other related documents to close on the escrow

C. Authorize the Finance Director to make a supplemental appropriation to the general fund revenue account, 100-49210

Fiscal Impact: The City's general fund will receive a onetime, discounted payment of $1,085,000, less a six percent commission to Steep Steel, Inc., plus 50% of all additional tenant revenue generated during the term of the easement

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Purpose:

To convert the City's cell tower lease contracts to revenue to increase near-term cash flow.

Council's Strategic Goal:

The proposed easement supports the City Council priority of fiscal responsibility.

Background:

The City of Yuba City has three cell tower antenna sites and receives $5,807.61 each month for the

carriers to keep and use their transmission equipment on these towers at 806 Gray Avenue (Sam Brannan Park), 824 Clark Avenue (Fire Station No. 1), and 1545 Poole Boulevard (Police Department), adding just under $70 thousand each year to the general fund budget. One year ago, the Finance Department began receiving calls from these carriers to amend existing agreements, then a call proposing an acquisition of these leases was taken by staff. Given that the future of the tower revenue and the technology behind the revenue over the next 50 years is uncertain, and after some discussion with the City Manager, the Finance Director entered into a contract with SteepSteel, LLC to help the City navigate the cell tower leasing industry, conduct a request for quotes, and negotiate on the City's behalf.

Analysis:

As City staff began talking through the needs for each site, consulting with each affected department head, it became apparent to all at the table that placing a 50-year easement on the obsolete (not in use) water tower at 824 Clark Avenue did not make as much sense as it does for the sites at 806 Gray Avenue and 1545 Poole Boulevard due to the future need to raze the tower to make room for an expanded and updated Fire Station No. 1. With guidance from SteepSteel, staff signed a short contract extension with the carrier at 824 Clark Avenue with the intention of letting the contract run out in a few years in order to proceed with the removal of the water tower. This contract extension also increased the monthly rent from almost $1,526 to $2,500.

For the tower easements at 806 Gray Avenue and 1545 Poole Boulevard, SteepSteel marketed to prospective, highly-qualified bidders directly, and began negotiations based on the responses received. SteepSteel received several inquiries from interested parties, and negotiated best and final written proposals from TowerPoint and Wireless Propco, LLC as each proposal was for a far greater amount than the others. The following table lists the best and final written proposals that represent the result of several rounds of negotiation:

TowerPoint	**Wireless Propco, LLC**
$1,085,000 + 50% revenue sharing	$1,078,996

Staff discussed the offers with SteepSteel, the City Manager and the City Attorney to determine the best option for the City. TowerPoint's proposal of a new 50-year prepayment on the site is the recommended and approved proposal. This proposal will also provide TowerPoint the option to add a total of 500 square feet of land area at the 806 Gray Avenue site, and TowerPoint will pay the City 50% of the revenue received from any revenue generated from additional services at each site. The site location and the current land area utilized is listed below:

#	Site Locations	Current Land Area Utilized
1	806 Gray Avenue & 1545 Poole Blvd	3000 SF between both sites (plus ingress-egress easements and utility easements).

This offer will provide the City with a one-time payment of $1,085,000. The term of the Agreements will expire in 2074, after which the land areas utilized will revert to the City.

Fiscal Impact:

The City's general fund will receive a onetime, discounted payment of $1,085,000, less a $65,100 (6%) commission to Steep Steel, Inc., plus 50% of all additional tenant revenue generated during the term of the easement.

Alternatives:

1. Do not sell the leases and negotiate lease extensions for all tower sites; or
2. Let the leases for all or some of the tower sites expire and negotiate a sale or lease extensions for any remaining tower sites.

Recommendation:

A. Adopt a Resolution to award easement and site management agreements for the antenna site at 1545 Poole Boulevard with TowerPoint (TPA VII, LLC) of Atlanta, Georgia for a 50-year term for the sum of $648,000 plus 50% of any additional revenue generated under the easement and agreements and authorize the City Manager to execute the aforementioned documents, associated rent redirect letters and any other related documents to close on the escrow.
B. Adopt a Resolution to award easement and site management agreements for the antenna site at 806 Gray Avenue with TowerPoint (TPA VII, LLC) of Atlanta, Georgia for a 50-year term for the sum of $437,000 plus 50% of any additional revenue generated under the easement and agreements and authorize the City Manager to execute the aforementioned documents, associated rent redirect letters and any other related documents to close on the escrow.
C. Authorize the Finance Director to make a supplemental appropriation to the general fund revenue account, 100-49210.

Attachments:

1. Resolution - 1545 Poole Blvd
2. 1545 Poole Agreements & Documents
3. Resolution - 806 Gray Ave
4. 806 Poole Agreements & Documents
5. TowerPoint Letter of Intent
6. TowerPoint Site Management Agreement

Prepared By:
Spencer Morrison
Finance Director

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO.___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY, CALIFORNIA, APPROVING THE EXECUTION OF AN EASEMENT AGREEMENT BY AND BETWEEN THE CITY OF YUBA CITY AND TPA VII, LLC, A DELAWARE LIMITED LIABILITY COMPANY AND AUTHORIZING THE CITY MANAGERR OF THE CITY OF YUBA CITY TO SIGN SAID EASEMENT AGREEMENT ON BEHALF OF THE CITY OF YUBA CITY AND TO EXECUTE ALL CLOSING DOCUMENTS RELATED TO SUCH EASEMENT AGREEMENT, INCLUDING AN ASSIGNMENT OF LEASE

WHEREAS, the City Council of the City of Yuba City authorized the City Manager to enter negotiations for granting a Easement Agreement (the "Easement") as to the City's interest in an existing cell tower site (the "Site") located at 1545 Poole Boulevard, Yuba City, California; and

WHEREAS, pursuant to the direction of the City Council, the City Manager negotiated the terms of the Easement Agreement for the Site in substantial compliance with the terms and provisions of the Letter of Intent executed as of July 12, 2024, with TowerPoint Acquisitions, LLC, its successors and assigns; and

WHEREAS, the terms of the Easement Agreement provide for transfer of the City's interest in the Site for placement of telecommunications facilities to TPA VII, LLC for a lump sum of $648,000.00; and

WHEREAS, pursuant to the provisions of the Charter of the City of Yuba City, state statutes, and the Joint Meeting of the City of Yuba City, City Council, the City Manager is granted the authority to sign written contracts and conveyances entered into and made by the City; and

WHEREAS, pursuant to the provisions of the Charter of the City of Yuba City, state statutes, and the City of Yuba City Code of Ordinances, the City Clerk is authorized to acknowledge the execution of all instruments executed by the City which required acknowledgment is by the City Manager.

NOW THEREFORE, the City Council of Yuba City does resolve as follows:

Section 1. an Easement Agreement by and between the City of Yuba City and TPA VII, LLC, a Delaware limited liability company, in the form presented, is hereby approved and authorized for execution.

Section 2. the City Manager of the City of Yuba City, Diana Langley, is hereby authorized to execute on behalf of the City of Yuba City, all closing documents required to close the transaction described in the Easement Agreement and the Letter of Intent.

This resolution shall become effective immediately.

The forgoing Resolution of the City Council of the City of Yuba City was duly introduced, passed and adopted at a regular meeting thereof held on the 17th day of September 2024.

AYES:

NOES:

ABSENT:

Shon Harris, Mayor

ATTEST:

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

Shannon Chaffin, Esq.
Aleshire & Wynder, LLP

ATTACHMENT 2

Record and Return to:
Joseph Mangus
TitleVest Agency, LLC
110 E. 42nd Street, 10th Floor
New York, NY 10017
TitleVest Title No.: TCA944822_____

Prepared by:
James Nothdurft
TPA VII, LLC
1170 Peachtree Street, Suite 1650
Atlanta, GA 30309

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

EASEMENT AGREEMENT

This telecommunication easement and lease assignment agreement ("Agreement") is made and shall be effective on the ____ day of _____, 2024 ("Effective Date"), by and between City of Yuba City, a municipal corporation ("Grantor") and TPA VII, LLC, a Delaware limited liability company ("Grantee").

1. **Grantor's Property and the Telecom Tenant Lease.** Grantor represents and warrants that it holds fee simple title to certain real property located at 1545 Poole Boulevard, Yuba City, California 95993, as more fully described in the legal description attached hereto as Exhibit A (the "Parent Property"). Grantor and T-Mobile West LLC, as successor in interest to Sprint Spectrum L.P. (the "Telecom Tenant") are parties to that certain lease agreement, including all amendments and modifications thereto, cited in Exhibit B and incorporated by reference herein (the "Telecom Tenant Lease").

2. **Grant of Easement.** For the sum of TEN AND NO/100 DOLLARS and other good and valuable consideration, the receipt and sufficiency of which the parties hereby acknowledge as paid on or about the Effective Date along with the purchase price pursuant to the settlement statement executed contemporaneously with this Agreement ("Purchase Price"), Grantor grants and conveys unto Grantee, its successors and assigns, an exclusive easement (subject to the Telecom Tenant Lease) for the Permitted Use defined herein, together with a non-exclusive access easement for ingress and egress to and from the exclusive easement, seven days per week, twenty-four hours per day and a non-exclusive utility easement to install, replace and maintain utilities servicing the exclusive easement, including, but not limited to the installation of power and telephone service cable, wires, switches, boxes and the like as may be required by the Permitted Use (collectively "Easement" as further described in Exhibit C). Notwithstanding the foregoing, Grantee acknowledges that the Parent Property is currently operating as a City of Yuba City Police Department facility, and Grantee shall use commercially reasonable efforts to enforce Easement Tenant's (defined below) access obligations, if any, pursuant to the applicable Easement Tenant lease. Grantor shall permit Grantee, Easement Tenant(s) (as hereinafter defined), and any of their affiliates, customers, tenants, subtenants, lessees, sublessees, licensees,

successors and/or assigns together with any of the employees, contractors, consultants, and or agents of the foregoing to use the Easement for the installation, construction, operation, maintenance, repair, modification, relocation, replacement and removal of improvements and equipment ("Equipment") for the facilitation of telecommunications uses, communications uses and other related uses, including, but not limited to, any uses permitted by the Telecom Tenant Lease ("Permitted Use"). To help ensure the structural integrity of the current Tower (defined below) is not jeopardized by any new telecommunications equipment installation, Grantee shall use commercially reasonable efforts to have Telecom Tenant provide Grantor construction plans, drawings and specifications to approve prior to commencement of any new construction, such approval not to be unreasonably conditioned, delayed, denied or withheld, and without any further compensation owed to Grantor. Consent shall be deemed given by Grantor where Grantor has failed to respond within ten (10) days of receipt. Grantor represents that there is no pending or threatened action that would adversely affect Grantor's ability to enter into this Agreement or grant the Easement and that entering into this Agreement will not violate or conflict with any provision of Grantor's organizational documents (if Grantor is an organization) or conflict with the provisions of any agreement to which Grantor is a party. Grantor further represents and warrants that Grantee shall have peaceful and quiet possession and enjoyment of the Easement during the term of this Agreement without any disturbance of Grantee's possession or Permitted Use hereunder.

3. **Term.** Commencing on the Effective Date, the term of this Agreement and the Easement shall be for fifty (50) years (the "Term") and this Agreement and the Easement shall terminate on _____, 2074. Upon notice to Grantor as provided herein, Grantee may surrender the Easement to Grantor and execute such documents reasonably required to terminate the Agreement and the Easement. Grantor may not unilaterally terminate the Agreement or Easement, but if the Easement is not used for the Permitted Use for a period of five (5) years the Easement shall be deemed abandoned and shall terminate upon Grantor's notice of such default to Grantee as provided herein. **Sections 11 and 12** shall survive expiration or termination of this Agreement and shall remain in effect in perpetuity, subject to applicable law.

4. **Assignment of Lease, Renewal and Right of Replacement.** Grantor hereby assigns to Grantee all of Grantor's right, title and interest in the Telecom Tenant Lease for the Term, including the right to renew the Telecom Tenant Lease throughout the Term. Except as provided herein, Grantee agrees to assume all of Grantor's rights and obligations under the Telecom Tenant Lease. If Telecom Tenant is obligated under the Telecom Tenant Lease to pay to Grantor any fees (other than base rent and any escalations thereto) for the purpose of utility service or access or tax reimbursement, Grantor shall continue to be entitled to such fees, although Grantee may collect and distribute same to Grantor. Grantor shall continue to perform all obligations of the lessor under the Telecom Tenant Lease which relate to the use, ownership, and maintenance of the Parent Property so that Grantee may fulfill all the obligations under the Telecom Tenant Lease without breaching any provision therein, including, but not limited to, Grantor maintaining the Parent Property in a commercially reasonable condition to allow the Permitted Use of the Easement. Grantor shall not maintain the Equipment or installations of any Easement Tenant (hereinafter defined), but shall be responsible and liable for the maintenance of the tower structure owned by Grantor ("Tower") in compliance with any and all applicable laws, statutes, rules and regulations, including but not limited to, those rules and regulations, promulgated by the FCC and FAA regarding painting, marking and lighting of the Tower, and Grantor shall be responsible for landscaping on the ground underneath the Tower in those areas not exclusively occupied by any Easement Tenant. Grantor represents and warrants that it has delivered to Grantee true and correct copies of the Telecom Tenant Lease and that Grantor owns 100% of the lessor/landlord's interest in the Telecom Tenant Lease, including the right to collect all rent thereunder. To the best of Grantor's knowledge, no party to the Telecom Tenant Lease has breached or is in default of their respective obligations under the Telecom Tenant Lease and **no party has requested or discussed a modification or termination of the Telecom Tenant Lease**. If during the Term the Telecom Tenant terminates the Telecom Tenant

Lease or otherwise vacates the Parent Property, Grantee may lease all or a portion of the Easement to a replacement telecommunications tenant ("Replacement Telecom Tenant") on terms consistent with the Telecom Tenant Lease and such Replacement Telecom Tenant shall occupy the Easement rather than locating on other portions of the Parent Property ("Replacement Telecom Tenant Lease"). Additionally, Grantee shall use commercially reasonable efforts to also include the following provisions in any Replacement Telecom Tenant Lease to the extent including them does not materially impair Grantee's negotiation of any other term in such lease:

i. Replacement Telecom Tenant shall have non-emergency access during normal business hours (9:00 am – 5:00 pm, Monday through Friday), subject to all applicable and reasonable Parent Property rules and security procedures; provided, in the event of an emergency, Grantor shall permit access twenty-four (24) hours per day, seven (7) days a week.

ii. Replacement Telecom Tenant shall maintain Commercial General Liability Insurance in an amount of One Million and no/100 ($1,000,000.00) per occurrence, Two Million and no/100 ($2,000,000.00) aggregate with Grantor and Grantee included as an additional insured.

Grantee shall also use commercially reasonable efforts to include the foregoing Replacement Telecom Tenant Lease terms in any renewal or extension of the Telecom Tenant Lease.

5. **Right of First Refusal**. Grantor grants to Grantee the right to acquire through assignment, purchase, or other means any lease or similar conveyance for telecommunications purposes in which Grantor retains an interest outside the Easement ("Grantor's Lease"). Grantor shall deliver to Grantee, a copy of any offer to purchase an interest in Grantor's Lease. Grantee shall have thirty (30) business days to match the terms of any offer by delivering written notice of Grantee's intent to match the offer.

6. **Grantor Cooperation and Non-interference.** Grantor hereby agrees to cooperate with Grantee and/or Telecom Tenant and Replacement Telecom Tenant (collectively, "Easement Tenants") in obtaining all licenses, permits or authorizations from all applicable governmental and/or regulatory entities and in acquiring any necessary upgrades to or relocation of utility service to support the Permitted Use. In furtherance of the foregoing, Grantor hereby appoints Grantee as Grantor's attorney-in-fact to execute all land use applications, permits, licenses and other approvals on Grantor's behalf in connection with the Permitted Use. Grantor's cooperation shall be at no cost to Grantor and without requiring payment of additional rent or fees by Grantee or Easement Tenants. Grantor shall not interfere with any construction in the Easement so long as such construction is to support the Permitted Use and is proceeding pursuant to a building permit or other required municipal or governmental approvals. Grantor shall not, nor shall Grantor permit its lessees, licensees, employees, invitees or agents to, use any portion of the Parent Property or the Easement in a way which materially interferes with the operations of the Easement Tenants who shall have peaceful and quiet possession and enjoyment of the Easement. Grantor may not directly or indirectly induce, invite, or conspire to induce or invite any Easement Tenants to use or lease space in direct competition with the Easement. Notwithstanding any other provision of this Agreement, Grantee acknowledges and agrees that Grantor is a governmental agency, and that: (i) the Grantor reserves all of its police power and/or statutory or other legal powers or responsibilities; (ii) the Grantor reserves all of its authority to enact regulations; and (iii) this Agreement shall not be construed to limit the authority or obligation of the Grantor to hold necessary public hearings, to limit the discretion of the Grantor or any of its officers or officials with regard to rules, regulations, ordinances, laws, and entitlement of use which require the exercise of reasonable discretion by the Grantor or any of its officers or officials. This Agreement shall not be construed to limit the obligations of the Grantor to comply with any federal or state law.

7. **Assignment.** Grantee may pledge, assign, mortgage, grant a security interest, or otherwise encumber its interest created by this Agreement. Grantee may freely assign this Agreement in part or in its entirety,

and any or all of its rights hereunder, including the right to receive rent payments. Upon the absolute assumption of such assignee of all of the obligations of Grantee under this Agreement, then Grantee will be relieved of all obligations and liabilities hereunder.

8. **Taxes and Other Obligations.** Except as provided for in the applicable Easement Tenant Lease or otherwise herein, all taxes and other obligations that are or could become liens against the Parent Property or any subdivision of the Parent Property containing the Easement, whether existing as of the Effective Date or hereafter created or imposed, shall be paid by Grantor prior to delinquency or default. Grantor shall be solely responsible for payment of all taxes and assessments now or hereafter levied, assessed or imposed upon the Parent Property, or imposed in connection with the execution, delivery, performance or recordation hereof, including without limitation any sales, income, documentary or other transfer taxes. If Grantor fails to pay when due any taxes or other obligations affecting the Parent Property, Grantee shall have the right but not the obligation to pay such and demand payment therefor from Grantor, which payment Grantor shall make within ten (10) days of such demand by Grantee. Grantee shall use commercially reasonable efforts to enforce the tax payment obligations of Easement Tenants as such may appear under the applicable Easement Tenant lease. Nothing herein shall diminish any right of Grantor for tax reimbursement directly from any Easement Tenant, as may be provided for in the applicable Easement Tenant Lease. Each new Easement Tenant Lease shall require the Easement Tenant to be responsible for all ad valorum taxes, non-ad valorum assessments and personal property taxes resulting from the Easement Tenant's lease. Notwithstanding anything here to the contrary, so long as the named Grantor City of Yuba City, California or any other tax-exempt agency shall be a party to this Agreement and shall be exempt from taxation, Grantor the City of Yuba City, California or any other tax-exempt agency shall have no obligation hereunder to pay any taxes or assessments on the Parent Parcel or this Easement and nothing herein shall be deemed a waiver of the City of Yuba City, California's or any other tax-exempt agency's tax-exempt status.

9. **Insurance.** During the Term, Easement Tenants shall maintain general liability insurance as required under their respective Easement Tenant lease and Grantee shall use commercially reasonable efforts to have Easement Tenant include Grantor as an additional insured on all such policies. Grantor shall maintain any insurance policies in place on the Parent Property or as required under the Telecom Tenant Lease. Should Grantee require entry on the Parent Property, Grantee shall maintain insurance coverage in the following amounts: Workers' Compensation Insurance in the applicable state statutory limits and commercial general liability insurance of $1,000,000 per occurrence $2,000,000 in the aggregate.

10. **Subordination and Non-Disturbance.** Grantee agrees to subordinate this Agreement to any existing or future mortgage, bond, or deed of trust on the Parent Property ("Security Instrument"), provided the beneficiary or secured party ("Secured Party") under the Security Instrument agrees for itself and its successors in interest and assigns that Grantee's rights under this Agreement and rights to the Easement shall remain in full force and effect and shall not be affected or disturbed by the Secured Party in the exercise of Secured Party's rights under the Security Instrument during the Term, including Grantee's right to collect and retain, in accordance with the terms of this Agreement, all rents, fees and other payments due from Easement Tenants. Such non-disturbance agreement must apply whether Secured Party exercises its rights under the Security Instrument, including foreclosure, sheriff's or trustee's sale under the power of sale contained in the Security Instrument, and any other transfer, sale or conveyance of Grantor's interest in the Parent Property under peril of foreclosure, including, without limitation to the generality of the foregoing, an assignment or sale in lieu of foreclosure.

11. **Mutual General Indemnification.** Grantor and Grantee shall each indemnify and hold harmless the other against any and all claims, damages, costs and expenses (including reasonable attorney's fees and disbursements) caused by or arising out of the indemnifying party's breach of this Agreement or the negligent acts or omissions or willful misconduct on the Parent Property by the indemnifying party or the employees, agents, or contractors of the indemnifying party.

12. Environmental Representations and Indemnification.

a. Grantor represents and warrants that, to the best of Grantor's knowledge, no pollutants or other toxic or hazardous substances, as defined under the Comprehensive Environmental Response, Compensation, and Liability Act ("CERCLA"), 42 U.S.C. 9601 et seq., or any other federal or state law, including any solid, liquid, gaseous, or thermal irritant or contaminant, such as smoke, vapor, soot, fumes, acids, alkalis, chemicals or waste (including materials to be recycled, reconditioned or reclaimed) (collectively, "Hazardous Substances") have been, or shall be discharged, disbursed, released, stored, treated, generated, disposed of, or allowed to escape or migrate (collectively referred to as the "Release") on or from the Parent Property. Neither Grantor nor Grantee shall introduce or use any Hazardous Substances on the Parent Property or the Easement in violation of any applicable federal, state or local environmental laws.

b. Grantor and Grantee each agree to defend, indemnify, and hold harmless the other from and against any and all administrative and judicial actions and rulings, claims, causes of action, demands and liability including, but not limited to, damages, costs, expenses, assessments, penalties, fines, cleanup, remedial, removal or restoration work required by any governmental authority, losses, judgments and reasonable attorneys' fees that the indemnified party may suffer or incur due to the existence or discovery of any Hazardous Substances on the Parent Property caused by the other party. Grantee shall not be responsible for and shall not defend, indemnify or hold harmless Grantor for any Release of Hazardous Substances on or before the Effective Date.

13. Dispute Resolution and Notice.

a. Jurisdiction and venue under this Agreement shall be in the state and county the Parent Property is located. The parties may enforce this Agreement and their rights under applicable law, and may seek specific performance, injunction, appointment of a receiver and any other equitable rights and remedies available under applicable law. Money damages may not be an adequate remedy for the harm caused to Grantee by a breach or default by Grantor hereunder, and Grantor waives the posting of a bond. Damages as against Grantee shall be limited to the amount of consideration received by Grantor under this Agreement, following any insurance settlement which may have effect. The prevailing party shall be entitled to an award of its reasonable attorneys' fees and costs. Neither party shall be liable to the other for consequential, indirect, speculative or punitive damages.

b. The non-defaulting party shall provide written notice of a default under this Agreement or under an Easement Tenants' lease, not more than thirty (30) days from discovery of the default. Grantor shall have thirty (30) days to cure the default. Grantee shall have thirty (30) days to commence cure of the default.

c. All communications shall be delivered by certified mail, return receipt requested or a nationally recognized overnight courier to the address beneath each party's signature block or such other address as advised to the other party pursuant to this Section. Notice shall be deemed given upon receipt if by certified mail, return receipt requested or one (1) business day following the date of sending, if sent by nationally recognized overnight courier service or upon attempted delivery if delivery is refused or if delivery is impossible because of failure to provide reasonable means for accomplishing delivery.

14. Miscellaneous.

a. The terms and conditions of the existing Telecom Tenant Lease shall govern over any conflicting term of this Agreement. Notwithstanding anything to the contrary contained in this Agreement, Grantor and Grantee acknowledge that this Agreement is subject and subordinate to the Telecom Tenant Lease.

b. Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the parties hereto and the successors and assigns of the parties to this Agreement. It is the intention of the parties hereto that all of the various rights, obligations, restrictions and easements created in this Agreement shall run with the Parent Property upon which the Easement is located and be binding upon all future owners and lessees of the Parent Property and all persons claiming under them for the Term.

c. Casualty and Condemnation. In the event of any casualty or condemnation of the Easement in whole or in part, Grantee shall be entitled to receive any insurance proceeds or condemnation award attributable to the value of the Easement.

d. Bankruptcy**.** Grantee does not consent to rejection in bankruptcy, and Grantor shall provide notice and a copy of any bankruptcy or related filing to Grantee and Grantee's Lender.

e. Severability. If any provision contained in this Agreement (or any portion of such provision) shall be held to be invalid, illegal, or unenforceable, such invalidity, illegality, or unenforceability shall not affect any other provision of this Agreement (or any portion of any such provision.)

f. Counterparts. This Agreement may be executed in separate counterparts with each counterpart deemed an original and all of which together shall constitute a single agreement.

g. Entire Agreement**.** This Agreement and any documents, certificates, instruments and agreements referred to herein constitute the entire agreement between Grantor and Grantee. Without limiting the generality of the foregoing, Grantor acknowledges that it has not received or relied upon any advice of Grantee or its representatives regarding the merits or tax consequences of this Agreement.

[Signature pages and exhibits follow.]

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the date on page one above.

GRANTOR: CITY OF YUBA CITY

_____

Diana Langley, City Manager

Grantor Notice Address:
City of Yuba City, California
1201 Civic Center Blvd.
Admin. Services Department-Business License
Yuba City, CA 95993
Attn: City Manager

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of _____)

On _____ before me, _____
(insert name and title of the officer)

personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ **(Seal)**

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the date on page one above.

GRANTEE: TPA VII, LLC

_____
Jesse M. Wellner, Chief Executive Officer

Grantee Notice Address:
TPA VII, LLC
1170 Peachtree Street, Suite 1650
Atlanta, GA 30309
Attn: Chief Executive Officer

With a copy to:
TPA VII, LLC
1170 Peachtree Street, Suite 1650
Atlanta, GA 30309
Attn: General Counsel

STATE OF GEORGIA

COUNTY OF FULTON } }

On this ____ day of _____, 2024, before me, the undersigned notary public, personally appeared Jesse M. Wellner, and proved to me through satisfactory evidence of identification, which was personal knowledge/driver's license/passport/ _____ (circle one), to be the person whose name is signed on the preceding or attached document, and acknowledged to me that he/she signed it voluntarily for its stated purpose as Chief Executive Officer of TPA VII, LLC.

{affix notary seal or stamp}

_____
Notary Public
My Commission Expires:

EXHIBIT A

LEGAL DESCRIPTION OF THE PARENT PROPERTY

Real property in the City of Yuba, County of Sutter, State of California described as follows:

PARCEL 1:

ALL THAT PORTION OF PARCEL 2 AS SHOWN ON PARCEL MAP NO. 269 FILED IN THE OFFICE OF THE SUTTER COUNTY RECORDER IN BOOK 2 OF PARCEL MAPS, AT PAGE 19, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID PARCEL 2, THENCE NORTH 0 DEGREES 30’ 13" WEST ALONG THE EASTERLY LINE OF SAID PARCEL 2 A DISTANCE OF 38.01 FEET MORE, OR LESS, TO THE POINT OF BEGINNING; THENCE FROM SAID POINT OF BEGINNING SOUTH 89 DEGREES 36’ 09" WEST ON A LINE NORTHERLY OF, PARALLEL WITH AND 38.0 FEET MEASURED AT. RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID PARCEL 2 A DISTANCE OF 322.00 FEET; THENCE NORTH 0 DEGREES 31’ 13" WEST PARALLEL TO THE EASTERLY LINE OF SAID PARCEL 2 A DISTANCE OF 338.00 FEET; THENCE NORTH 89 DEGREES 36’ 09" EAST PARALLEL TO THE SOUTHERLY LINE OF SAID PARCEL 2 A DISTANCE OF 322.00 FEET TO THE EASTERLY, LINE OF SAID PARCEL 2; THENCE SOUTH 0 DEGREES 31’ 13" EAST ALONG SAID LINE A DISTANCE OF 338.00 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

THE EASTERLY 50.00 FEET OF PARCEL 2, AS SHOWN ON PARCEL MAP NO. 971, FILED FEBRUARY 15, 2000 IN BOOK 6 OF PARCEL MAPS, PAGE 51 AND 51A, SUTTER COUNTY RECORDS.

PARCEL 3:

ALL THAT PORTION OF PARCEL 2 AS SHOWN ON PARCEL MAP NO. 814 FILED IN THE OFFICE OF THE SUTTER COUNTY RECORDER IN BOOK 5 OF PARCEL MAPS, AT PAGE 24, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL 2, THENCE SOUTH 89° 36’ 09” WEST ALONG THE SOUTHERLY LINE OF SAID PARCEL 2 A DISTANCE OF 215 FEET; THENCE NORTH 0° 32’ 07” WEST PARALLEL WITH THE EASTERLY LINE OF SAID PARCEL 2 A DISTANCE OF 20 FEET; THENCE NORTH 89° 36’ 09” EAST PARALLEL WITH THE SOUTHERLY LINE OF SAID PARCEL 2 A DISTANCE OF 215 FEET TO THE EASTERLY LINE OF SAID PARCEL 2; THENCE SOUTH 0°32’07” EAST ALONG SAID EASTERLY LINE A DISTANCE OF 20 FEET TO THE POINT OF BEGINNING.

APN: 059-010-047-000

EXHIBIT B

TELECOM TENANT LEASE

That certain PCS Site Agreement dated January 28, 2000, by and between City of Yuba City, California, a California municipal corporation and Sprint Spectrum L.P., a Delaware limited partnership/

EXHIBIT C

EASEMENT AREA DESCRIPTION

In the event of a discrepancy between the area actually occupied by the existing Telecom Tenant's equipment and the area described below, the described area shall be understood to also include any portion of the actual used area not captured by the description or as may have been granted to the existing Telecom Tenant that is currently outlined in each Telecom Tenant Lease referenced in Exhibit B. Grantor or Grantee may elect to engage a professional surveyor, the product of which may be substituted upon Grantor acceptance for the contents herein. The part of the Parent Property described in Exhibit A hereto, on which any equipment exists on the Effective Date together with the portion of the Parent Property used and leased by Grantor as the existing Telecom Tenant lease premises under the Telecom Tenant Lease including but not limited as follows:

Exclusive Easement Area:

Upon that certain portion of the Parent Property located at what is commonly known as 1545 Poole Boulevard, Yuba City, California 95993, the tower and antenna space located at the one hundred thirty (130) foot level of that certain Tower owned by Grantor that is co-extensive with the area leased under each Telecom Tenant Lease referenced in Exhibit B attached hereto, and the area of the Tower necessary for the installation, construction, operation, maintenance, repair, modification, addition, expansion, relocation, replacement and removal of Equipment necessary for the Permitted Use.

Also, and including, that certain portion of the Parent Property located at what is commonly known as 1545 Poole Boulevard, Yuba City, California 95993, that is co-extensive with the area leased under each Telecom Tenant Lease referenced in Exhibit B attached hereto.

NON-EXCLUSIVE UTILITY EASEMENT and NON-EXCLUSIVE ACCESS EASEMENT SPACE
The part of the Parent Property, described in Exhibit B hereto, on which any equipment exists on the Effective Date together with the portion of the Parent Property used by utility providers and leased by Landlord as the existing Telecom Tenant lease premises under each Telecom Tenant Lease including but not limited as follows:

Utilities and Telecommunications. Grantee is herein granted, consistent with the existing Telecom Tenant Lease, a non-exclusive easement in, to, under and over the portions of the Parent Property for ingress and egress to the Easement, shaft ways, chase ways, soffits, risers, columns, crawl spaces, rafters, or any other space for placement of cables, wiring, etc., which is necessary to install, operate and maintain the telecommunications equipment and/or personal property, together with the right to use such easement for the development, repair, maintenance and removal of utilities and/or cables providing service to the Easement and any related activities and uses.

Access. Grantee is herein granted, consistent with the existing Telecom Tenant Lease, all rights of ingress and egress to and from the Easement, across the Parent Property described in Exhibit A hereto, providing access to a publicly dedicated roadway, including but not limited to Poole Boulevard, along with the right to use such access easement for the development, repair, maintenance and removal of utilities providing service to the Easement and any related activities and uses.

Record and Return to:
Name: Joseph Mangus
Address: TitleVest Agency, LLC
110 East 42nd Street, 10th Floor
New York, NY 10017
TitleVest Agency, LLC Title #: TCA944822

Prepared by:
James Nothdurft
TPA VII, LLC
1170 Peachtree Street, Suite 1650
Atlanta, GA 30309

ASSIGNMENT OF LEASE

To be effective on _____, 2024, and in consideration of One Dollar ($1) and other good and valuable consideration paid by the undersigned party hereto executing this instrument as assignee TPA VII, LLC, a Delaware limited liability company, with principal offices at 1170 Peachtree Street, Suite 1650, Atlanta, Georgia 30309 (hereinafter referred to as "Assignee") to the undersigned party hereto executing this instrument as assignor CITY OF YUBA CITY, a municipal corporation, with principal offices located at 1201 Civic Center Boulevard, Administrative Services Department-Bus License, Yuba City, California 95993 (hereinafter referred to as "Assignor"), the receipt and sufficiency thereof being hereby acknowledged, Assignor, subject to that certain Easement Agreement which is recorded contemporaneous to recording of this instrument, does hereby transfer, set over and assign to the Assignee all of Assignor's right, title and interest in and to the lease(s) and/or tenancy(ies) upon certain Property owned by Assignor (Legal Description attached as Exhibit A) referenced below and in Exhibit B attached hereto, in which the Assignor has any right, title and interest currently existing and relating to:

> That certain PCS Site Agreement dated January 28, 2000, by and between City of Yuba City and Sprint Spectrum, L.P., a Delaware limited partnership.

Assignor represents that Assignor has no knowledge of any default now outstanding by Assignor in his capacity as the landlord/lessor under the Tenancy.

Assignee hereby assumes and agrees to faithfully perform and discharge any and all obligations of the landlord/lessor in and to the hereby assigned lease(s) and/or tenancy(ies) subsequent to the date hereof, subject to that certain Easement Agreement.

Subject to that certain Easement Agreement, Assignee agrees to hold Assignor harmless and indemnified from any and all loss, cost, damage and expenses, which Assignor may incur on account of Assignee's failure to perform and discharge any and all obligations of lessor and landlord in and to the herein assigned lease and/or tenancy subsequent to the date hereof. Assignor agrees to hold Assignee harmless and indemnified from any and all loss, cost, damage and expenses, which Assignee may incur for claims related to activity prior to the date hereof.

The above shall be binding upon and inure to the benefit of Assignor and Assignee and their respective heirs, executors, legal representatives, successors and assigns.

SIGNATURES FOLLOW

IN WITNESS WHEREOF, Assignor has caused this instrument to be signed and sealed on its behalf this _____day of _____, 2024.

Assignor: CITY OF YUBA CITY

_____

Diane Langley
City Manager
1201 Civic Center Boulevard
Admin Services Department-Bus License
Yuba City, California 95993

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of _____)

On _____ before me, _____
(insert name and title of the officer)

personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ **(Seal)**

IN WITNESS WHEREOF, Assignee has caused this instrument to be signed and sealed on its behalf this _____day of _____, 2024.

Assignee: TPA VII, LLC

_____

Jesse M. Wellner
Chief Executive Officer
1170 Peachtree Street, Suite 1650
Atlanta, Georgia 30309
678-775-0360
678-775-0361

STATE OF GEORGIA

COUNTY OF FULTON } ss.

On this _____ day of _____, 2024, before me, the undersigned notary public, personally appeared Jesse M. Wellner, and proved to me through satisfactory evidence of identification, which was personal knowledge/driver's license/passport/ _____ (circle one), to be the person whose name is signed on the preceding or attached document, and acknowledged to me that he/she signed it voluntarily for its stated purpose as Chief Executive Officer of TPA VII, LLC**.**

{affix notary seal or stamp}

_____

Notary Public
My Commission Expires:

Asset File #: TwPS0400610

EXHIBIT A

LEGAL DESCRIPTION

Real property in the City of Yuba, County of Sutter, State of California described as follows:

PARCEL 1:

ALL THAT PORTION OF PARCEL 2 AS SHOWN ON PARCEL MAP NO. 269 FILED IN THE OFFICE OF THE SUTTER COUNTY RECORDER IN BOOK 2 OF PARCEL MAPS, AT PAGE 19, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID PARCEL 2, THENCE NORTH 0 DEGREES 30’ 13" WEST ALONG THE EASTERLY LINE OF SAID PARCEL 2 A DISTANCE OF 38.01 FEET MORE, OR LESS, TO THE POINT OF BEGINNING; THENCE FROM SAID POINT OF BEGINNING SOUTH 89 DEGREES 36’ 09" WEST ON A LINE NORTHERLY OF, PARALLEL WITH AND 38.0 FEET MEASURED AT. RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID PARCEL 2 A DISTANCE OF 322.00 FEET; THENCE NORTH 0 DEGREES 31’ 13" WEST PARALLEL TO THE EASTERLY LINE OF SAID PARCEL 2 A DISTANCE OF 338.00 FEET; THENCE NORTH 89 DEGREES 36’ 09" EAST PARALLEL TO THE SOUTHERLY LINE OF SAID PARCEL 2 A DISTANCE OF 322.00 FEET TO THE EASTERLY, LINE OF SAID PARCEL 2; THENCE SOUTH 0 DEGREES 31’ 13" EAST ALONG SAID LINE A DISTANCE OF 338.00 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

THE EASTERLY 50.00 FEET OF PARCEL 2, AS SHOWN ON PARCEL MAP NO. 971, FILED FEBRUARY 15, 2000 IN BOOK 6 OF PARCEL MAPS, PAGE 51 AND 51A, SUTTER COUNTY RECORDS.

PARCEL 3:

ALL THAT PORTION OF PARCEL 2 AS SHOWN ON PARCEL MAP NO. 814 FILED IN THE OFFICE OF THE SUTTER COUNTY RECORDER IN BOOK 5 OF PARCEL MAPS, AT PAGE 24, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL 2, THENCE SOUTH 89° 36’ 09” WEST ALONG THE SOUTHERLY LINE OF SAID PARCEL 2 A DISTANCE OF 215 FEET; THENCE NORTH 0° 32’ 07” WEST PARALLEL WITH THE EASTERLY LINE OF SAID PARCEL 2 A DISTANCE OF 20 FEET; THENCE NORTH 89° 36’ 09” EAST PARALLEL WITH THE SOUTHERLY LINE OF SAID PARCEL 2 A DISTANCE OF 215 FEET TO THE EASTERLY LINE OF SAID PARCEL 2; THENCE SOUTH 0°32’07” EAST ALONG SAID EASTERLY LINE A DISTANCE OF 20 FEET TO THE POINT OF BEGINNING.

APN: 059-010-047-000

EXHIBIT B

DESCRIPTION OF TELECOM TENANT LEASE(S)

That certain PCS Site Agreement dated January 28, 2000 by and between City of Yuba City and Sprint Spectrum, L.P., a Delaware limited partnership; amended by that certain First Amendment to PCS Site Agreement dated April 18, 2024 by and between the City of Yuba City, a California municipal corporation and Sprint Spectrum LLC, a Delaware limited liability company.

Asset File #: TwPS0400610

THIS ESCROW AGREEMENT made and entered into this _____ day of _____, 2024, by and between CITY OF YUBA CITY (hereinafter referred to as "Seller"); TPA VII, LLC (hereinafter referred to as "Purchaser"); (Seller and Purchaser are sometimes hereinafter referred to jointly as “Parties and individually as “Party”) and TITLEVEST AGENCY, LLC (hereinafter referred to as "Escrow/Settlement Agent");

WITNESSETH

WHEREAS, Seller and Purchaser have entered into an agreement for the purchase and sale of an easement to a portion of that certain property more particularly described on attached "EXHIBIT A" attached hereto (hereinafter referred to as the "Property"); and

WHEREAS, Purchaser and Seller desire to have Escrow/Settlement Agent receive original executed documents, receive proceeds from Purchaser and disburse said proceeds according the instructions set forth below.

NOW, THEREFORE, in consideration of the premises and of good and valuable consideration the receipt and sufficiency whereof is hereby acknowledged, the parties hereto hereby covenant and agree as follows:

1. Purchaser and Seller hereby appoint TitleVest Agency, LLC as Escrow/Settlement Agent hereunder.
2. Purchaser shall deliver to Escrow/Settlement Agent the Purchaser’s Closing Costs, as set forth on the Purchaser’s Settlement Statement, in the form of a wire transfer to an account so designated by Escrow/Settlement Agent. Said account shall have immediate availability to funds as to not delay funding of Seller’s proceeds.
3. The Escrow/Settlement Agent agrees to hold and disburse said funds, in accordance with the executed Settlement Statement, as hereinafter provided.
4. Upon receipt of the required “Closing Documents” as noted on Closing Instruction Letter attached hereto as Exhibit “B” and the Purchaser’s closing costs as noted in Item #2 above, Escrow/Settlement Agent shall timely deliver the Seller’s Proceeds to Seller, as directed by Seller pursuant to the Seller Disbursement Authorization on Exhibit ‘C’. Escrow/Settlement Agent is specifically given permission to withhold a reserve to pay and/or secure evidence of payment of delinquent taxes, interest and penalties, if any.
5. Upon funding of the Seller’s Proceeds, Escrow/Settlement Agent will forward the appropriate original documents for recordation in the appropriate jurisdiction and title to the estate purchased shall be considered vested in Purchaser and the document shall be considered binding and enforceable.
6. In the event that the contemplated sale shall not take place, upon written notification from both Purchaser and Seller the Escrow/Settlement Agent shall deliver any funds received to Purchaser or as otherwise instructed by the parties hereto. Original documents shall be returned or destroyed as instructed by the parties hereto.
7. The Parties hereto covenant and agree that in performing any of its duties under this Agreement, Escrow/Settlement Agent shall be reimbursed by the responsible party for any loss or damage (including reasonable in-house or outside attorney’s fees and expenses) which it may incur as a result of serving as Escrow/Settlement Agent hereunder, except for any loss, costs or damage arising out of its willful default or gross negligence. Accordingly, Escrow/Settlement Agent shall not incur any liability with respect to any action taken or omitted to be taken in reliance upon any document, including any written notice of instruction provided for in the Escrow Agreement, not only as to its due execution and the validity and effectiveness of its provisions, but also to the truth and accuracy of any information contained therein, which Escrow/Settlement Agent shall in good faith believe (a) to be genuine, (b) to

have been signed or presented by a proper person or persons, and/or (c) to conform with the provisions of this Escrow Agreement. In no event shall Escrow/Settlement Agent's liability exceed the amount of its fee for acting as Escrow/Settlement Agent.

8. In the event of a dispute between any of the parties hereto sufficient in the sole discretion of Escrow/Settlement Agent to justify its doing so, Escrow/Settlement Agent shall be entitled to tender unto the registry or custody of any court of competent jurisdiction all money or property in its hands held under the terms of this Escrow Agreement, together with such legal pleading as it deems appropriate, and thereupon be discharged. Escrow/Settlement Agent shall be reimbursed for all costs and fees incurred, including reasonable attorney fees, from the unsuccessful Party or out of the escrow if no judicial determination is made.

9. With regard to any transfer taxes or title related charges which are required to be paid by the responsible party for payment in connection with this transaction, the responsible party for payment hereby agrees to pay to TitleVest Agency, LLC ("Title Company") promptly upon demand, any shortfall in any such transfer taxes or charges that should have been charged and collected from the responsible party for payment but were not for whatever reason including a County Clerk's, Recorder's or Registry's clerical error or oversight in collecting said transfer taxes or title related charges. The Parties further agree, if requested by the Title Company, to promptly and fully cooperate and adjust any clerical error, correction or omission of any document, if deemed necessary or desirable by the Title Company. Excess transfer taxes, if any, shall be held by the Title Company for up to six (6) months following the closing, pending possible assessment or re-assessment by the taxing authority.

10. This document may be executed in counterparts and said counter parted signatures shall be considered as a whole. Facsimile signature of this Escrow Agreement, and any instructions, directions or requests, made among the parties hereto shall be deemed to be reliable, binding and enforceable upon said parties.

11. In the event any of the original executed documents deposited in escrow misstate or inaccurately reflect information contained therein, and said misstatement or inaccuracy is due to a mistake on the part of clerical error, then in such event Purchaser or Seller shall, upon request by the other and in order to correct such misstatement or inaccuracy, execute such new documents as may be deemed necessary to remedy said inaccuracy or mistake, or slip sheet pages of documents to remedy said inaccuracy or mistake upon receipt of written approval by the parties to the original executed document. Further, Purchaser and Seller agree that in such event they will provide joint direction to Escrow Agent to revise the documents accordingly.

IN WITNESS WHEREOF, the undersigned have caused this instrument to be duly executed and its seal to be affixed thereto as of the day and year first above written.

SELLER: CITY OF YUBA CITY

BY: _____
Diane Langley, City Manager

ADDRESS: 1201 Civic Center Boulevard, Admin Services Department-Bus License
Yuba City, California 95993

PHONE: (530) 822-4638

IN WITNESS WHEREOF, the undersigned have caused this instrument to be duly executed and its seal to be affixed thereto as of the day and year first above written.

PURCHASER: TPA VII, LLC

BY: _____
NAME: JESSE M. WELLNER
TITLE: CHIEF EXECUTIVE OFFICER

ADDRESS: 1170 PEACHTREE STREET, SUITE 1650
ATLANTA, GEORGIA 30309

PHONE: 678-775-0360
FAX: 678-775-0361

IN WITNESS WHEREOF, the undersigned have caused this instrument to be duly executed and its seal to be affixed thereto as of the day and year first above written.

ESCROW AGENT: TITLEVEST AGENCY, LLC

BY: _____
NAME: Joseph Mangus
TITLE: Escrow Agent

ADDRESS: 110 East 42nd Street, 10th Floor
New York, NY 10017

PHONE: 646-429-3125 (direct)
FAX: 212-757-0466 (fax)
EMAIL: joseph.mangus@titlevest.com
telecom@titlevest.com

EXHIBIT A

Real property in the City of Yuba, County of Sutter, State of California described as follows:

PARCEL 1:

ALL THAT PORTION OF PARCEL 2 AS SHOWN ON PARCEL MAP NO. 269 FILED IN THE OFFICE OF THE SUTTER COUNTY RECORDER IN BOOK 2 OF PARCEL MAPS, AT PAGE 19, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID PARCEL 2, THENCE NORTH 0 DEGREES 30’ 13" WEST ALONG THE EASTERLY LINE OF SAID PARCEL 2 A DISTANCE OF 38.01 FEET MORE, OR LESS, TO THE POINT OF BEGINNING; THENCE FROM SAID POINT OF BEGINNING SOUTH 89 DEGREES 36’ 09" WEST ON A LINE NORTHERLY OF, PARALLEL WITH AND 38.0 FEET MEASURED AT. RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID PARCEL 2 A DISTANCE OF 322.00 FEET; THENCE NORTH 0 DEGREES 31’ 13" WEST PARALLEL TO THE EASTERLY LINE OF SAID PARCEL 2 A DISTANCE OF 338.00 FEET; THENCE NORTH 89 DEGREES 36’ 09" EAST PARALLEL TO THE SOUTHERLY LINE OF SAID PARCEL 2 A DISTANCE OF 322.00 FEET TO THE EASTERLY, LINE OF SAID PARCEL 2; THENCE SOUTH 0 DEGREES 31’ 13" EAST ALONG SAID LINE A DISTANCE OF 338.00 FEET TO THE POINT OF BEGINNING.

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APN: 059-010-047-000

EXHIBIT ‘B’

Closing Instruction Letter

1) ☐ Seller and Purchaser to execute in Counterpart this Escrow Agreement. Facsimile or Originals to be provided to TitleVest Agency, LLC (1 Copy or Original)

2) ☐ Seller and Purchaser to Execute, Notarize and Witness the Easement Agreement and other required documents in form for recording/filing, together with recording/filing fees and transfer taxes. Original fully executed document to be forwarded to TitleVest Agency, LLC (2 Originals)

3) ☐ Seller and Purchaser to execute the Settlement Statement and forward originals to TitleVest Agency, LLC (1 Original or Copy-with 1 Original to be received within 2 business days of closing)

4) ☐ Seller to provide Owners Affidavit executed and notarized by all Sellers. (1 Original)

5) ☐ Seller to provide Corporate Resolution executed. (1 Original or Copy).

6) ☐ Seller to complete Exhibit ‘C’ of this Escrow Agreement. In the event the Seller Disbursement Authorization is not completed as enclosed the Escrow Agent shall forward Sellers Proceeds via standard U.S. Mail to the address for Seller as set forth with its signature above.

7) ☐ If there is one or more mortgages on this property the Seller is to provide a fully executed Subordination Non-Disturbance and Attornment Agreement from all Lender’s listed as Mortgagee’s on the Mortgage Schedule of the Title Report.

8) ☐ If Seller is an LLC, then the following must be provided prior to closing:

   a. Proof of due formation:

      i. Proof of filing of the Articles of Organization with the Secretary of State;

      ii. Proof of publication of the Article of Organization (or a notice containing the substance of the articles).

   b. Articles of Organization and Operating Agreement must be produced and reviewed; additional exceptions may be raised upon review of same.

   c. Proof is required that there has been no change in the make-up or composition of the organization, and that there have been no amendments to the Articles of Organization or Operating Agreement. Proof is required that the party or parties executing instruments on behalf of the organization have authority to act.

EXHIBIT C

SELLER DISBURSEMENT AUTHORIZATION

RE: 1545 Poole Boulevard, Yuba City, California 95993 Escrow No.: **TCA944822**

PROCEEDS/FUNDS DISBURSEMENT INSTRUCTIONS: The undersigned directs that the proceeds/funds due will be disbursed in the following manner:

[ ] Held for pick up at this office (ID will be required) [ ] Sent via overnight delivery

[ ] Mail to: _____

[ ] Other: _____

[ ] Sent via wire transfer

(if checked, ***Attach wiring instructions of receiving bank or fill in below. With cyber fraud on the increase, we suggest you mail, use an overnight service or hand-deliver any items containing banking or other private information and not send via email.)***

Please Note: **Modified or amended disbursement instructions must be signed** by the parties at an office of TitleVest Agency, LLC. Proof of identity will be required.

Funds disbursed to other than record owner must be in writing with authorized approval by TitleVest Agency, LLC and possibly buyer/borrower's lender on a TILA-RESPA Integrated Disclosure (TRID) regulated loan.

Receiving Banks may impose a charge for the receipt of any wire transfers.

Escrow Holder is not responsible for delays in wiring caused by time restrictions of the Federal Reserve Board or late confirmation of recording.

When funds are sent to a bank outside the United States, Escrow Holder shall not be responsible or liable for any loss or expense incurred as a result of currency exchange rates, delays in availability of funds, or delays due to the U.S. bank or foreign bank requiring additional information. Escrow Holder shall have no liability or responsibility after properly initiating the outgoing wire transfer. For best results on an outgoing international wire transfer, the international bank should provide written wire instructions.

Bank Name: _____

Name on Acct: _____

Account No.: _____

FEDWIRE Routing No.: _____

Any further instructions: _____

Date: _____

SELLER: CITY OF YUBA CITY

BY: _____

Diane Langley, City Manager

Best Phone No: _____

Forwarding Address: _____

_____

NOTICE OF ASSIGNMENT OF LEASE AND REDIRECTION OF RENT PAYMENTS

_____, 2024

T-Mobile USA, Inc.
12920 SE 38th Street
Bellevue, WA 98006 Site No:

Re: Cell Site
Telecommunications Site Lease ("Lease")
Site No: SC70121A
Site Name: Butte House
Site Address: 1545 Poole Boulevard, Yuba City, California 95993
Property Owner ("Landlord"): City of Yuba City

Dear Sir or Madam:

Effective _____, 2024, all rights of the undersigned Landlord in and to the Lease were assigned to TPA VII, LLC. The Landlord will continue to own the premises. Please find enclosed an executed Assignment of Lease which will be recorded evidencing the transfer of the Landlord's interest.

Any amounts payable by you to Landlord under the Lease, other than property tax reimbursements, should now be made payable to "TPA VII, LLC." However, payments of real or personal property taxes, assessments and utilities, should continue to be paid as provided since commencement of the lease. Payments made by you to taxing authorities should continue without interruption. Reimbursements by you to Landlord for real or personal property taxes and utility reimbursement should continue without interruption.

PAYMENTS TO BE SENT TO:

TPA VII, LLC
P. O. Box 31114
Tampa, FL 33631-3114

This notice is subject to further information you may receive from TPA VII, LLC. All future correspondence regarding the lease or any other issue related to your use of the property should be delivered to:

TPA VII, LLC
c/o TowerPoint Capital, LLC
1170 Peachtree Street, Suite 1650
Atlanta, Georgia 30309

If you would like to make payments electronically or if you have any questions about the foregoing, please contact Jenni Ling, whose phone number is 678-775-0375, and fax number is 678-775-0361.

Thank you very much,

CITY OF YUBA CITY

By: _____
Name: Diane Langley, City Manager

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of _____)

On _____ before me, _____
(insert name and title of the officer)

personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ **(Seal)**

OWNER'S AFFIDAVIT OF TITLE AND GAP INDEMNITY AGREEMENT

STATE OF _____)

COUNTY OF _____} SS: FILE NO.: TCA944822

BEFORE ME, the undersigned, personally appeared Diane Langley ("Affiant"), who first being duly sworn, deposes and says:

1. Affiant is the City Manager of City of Yuba City ("the "Owner") and is duly authorized to make this Affidavit of Title and Gap Indemnity Agreement ("Agreement") on behalf of Owner and to bind Owner as Indemnitor to TitleVest Agency, LLC individually and as agent for First American Title Insurance Company ("First American"), under all representations and agreements stated herein.

2. Owner is the titleholder of that certain real property described in the above-referenced Title Commitment or as identified on Exhibit A attached hereto (the Property).

3. Affiant has no knowledge of any unrecorded easements, or claims of easements affecting the Property, except as shown in commitments issued and surveys provided for the Property.

4. No proceedings in bankruptcy or receivership have been instituted by or against the Owner within the last 10 years, and that the Owner has never made an assignment for the benefit of creditors within the last 10 years.

5. Affiant is not aware of any boundary line disputes or discrepancies affecting the Property, or any material encroachments of improvements located on the Property, other than described on surveys provided or described in commitments issued on said Property.

6. Owner has not entered into any written agreement, nor is the Owner aware of anyone else entering into any written agreement with any real estate broker, nor is Owner aware of anyone who has provided licensed services that resulted in the procuring of a person or entity for the purpose of buying, selling, or otherwise conveying or acquiring any interest in the Property.

7. All real estate taxes, special assessments, water and sewer charges, and management fees, if any, are fully paid, except for those real estate taxes to be paid at closing.

8. There are no unrecorded options or contracts to purchase, rights of first refusal, contracts for deed or mortgage commitments, or unrecorded deeds, easements or rights-of-way for users or adverse interest with respect to the Property, except as referenced in the title commitment or in Exhibit B attached hereto (if applicable).

9. There are no unrecorded existing tenancies, leases or other occupancies affecting the Property, except as referenced in the title commitment or in Exhibit B attached hereto (if applicable), and that such unrecorded leases or other occupancies, if any, contain no options to purchase the Property or rights of first refusal, except as referenced in the title commitment or in Exhibit B attached hereto (if applicable).

10. There is no action or proceeding, including, but not limited to, bankruptcy, which is now pending against Owner in any State or Federal Court, nor is there any attachment, judgment or other encumbrance which may now constitute a lien upon the Property, nor are there any claims or pending claims against Owner which may be satisfied through a lien or attachment against the Property.

11. Owner has received no written notice (except as may have been disclosed in the public records of the applicable jurisdiction) of an officially proposed or pending special assessment or a pending taking of any portion of the Property by any governmental body; and to the undersigned's knowledge, there has been no work done on the Property, nor notice received that work is to be done on the Property by the municipality (county, city, borough or township), or at its discretion, including but not limited to the installation of water or sewer lines or of other utilities, or for water or sewer lines or of other utilities, or for improvements such as paving or repaving of streets or alleys, or the installation of curbs and sidewalks.

12. That there are no unrecorded labor, mechanics' or materialmen's liens against the Property, and no material has been furnished to or labor performed upon the Property except such that have been paid for in full.

For and in consideration of First American and its agents issuing the policies to be issued under the Title Commitment without taking exception to or making requirements to remedy the effect of (i) interests in the Property described in the affidavit portion of this Agreement ("Affidavit Matters") or (ii) interests created by instruments first appearing of record after the effective date of the Title Commitment and prior to the effective date of the policies of title insurance to be issued under the Title Commitment ("Gap Matters"), Owner hereby agrees (a) to promptly defend, remove, bond or otherwise dispose of any Affidavit Matter or any Gap Matter that is the result of any act or omission of the Owner and (b) to hold and save First American and its agents harmless, and to protect and indemnify First American and its agents, from and against any and all liabilities or claims of liability, losses, costs, charges, expenses and damages of any kind or character whatsoever, including, but not limited to reasonable attorney's fees, incurred or sustained, directly or indirectly, by First American and its agents by reason of or arising out of any Affidavit Matter or any Gap Matter that is the result of any act or omission of Owner.

[Signature page follows.]

Affiant makes this Affidavit under the penalty of perjury.

_____
Name: Diane Langley
Title: City Manager

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of _____)

On _____ before me, _____
(insert name and title of the officer)

personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ **(Seal)**

EXHIBIT A

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APN: 059-010-047-000

CERTIFICATE OF NON FOREIGN STATUS

Section 1445 of the Internal Revenue Code provides that a transferee (buyer) of a U.S. real property interest must withhold tax if the transferor (seller) is a foreign person. To inform TPA VII, LLC (the "Transferee") that withholding of tax is not required upon the disposition of a U.S. real property interest by CITY OF YUBA CITY (the "Transferor"), the undersigned hereby certifies the following on behalf of the Transferor:

1. That the Transferor is the owner of the following described property, to wit:
   Block/lot:
   Parcel ID: 059-010-047-000
   County: Sutter
   Address: 1545 Poole Boulevard, Yuba City, California 95993
2. The Transferor is not a non-resident alien for purposes of the U.S. income taxation (as such term is defined in the Internal Revenue Code and Income Tax Regulations).
3. The Transferor's U.S. taxpayer identification number is: 94-6000460.
4. The Transferor's address is 1201 Civic Center Boulevard, Administrative Services Department-Bus License, Yuba City, California 95993.
5. The Transferor has presented to the Notary Public, as proof of identity, a valid state/U.S. government issued Photo ID to establish and verify that the Transferor is the same party involved in the subject transaction.

   ID Type: _____
   Issued in the State of: _____
   Number: _____
   Date of Birth: _____
6. The Transferor understands that this certification will be disclosed to the Internal Revenue Service by the Transferee and that any false statement contained herein could be punished by fine, imprisonment or both.

[Signature page follows.]

UNDER PENALTIES OF PERJURY, I DECLARE THAT I HAVE EXAMINED THIS CERTIFICATION AND TO THE BEST OF MY KNOWLEDGE AND BELIEVE IT IS TRUE, CORRECT AND COMPLETE, AND I FURTHER DECLARE THAT I HAVE AUTHORITY TO SIGN THIS DOCUMENT ON BEHALF OF THE TRANSFEROR.

DATED: _____

BY: CITY OF YUBA CITY

_____
NAME: Diane Langley
TITLE: City Manager

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of _____)

On _____ before me, _____
(insert name and title of the officer)

personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ **(Seal)**

ATTACHMENT 3

RESOLUTION NO.___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY, CALIFORNIA, APPROVING THE EXECUTION OF AN EASEMENT AGREEMENT BY AND BETWEEN THE CITY OF YUBA CITY AND TPA VII, LLC, A DELAWARE LIMITED LIABILITY COMPANY AND AUTHORIZING THE CITY MANAGER OF THE CITY OF YUBA CITY TO SIGN SAID EASEMENT AGREEMENT ON BEHALF OF THE CITY OF YUBA CITY AND TO EXECUTE ALL CLOSING DOCUMENTS RELATED TO SUCH EASEMENT AGREEMENT, INCLUDING AN ASSIGNMENT OF LEASE

WHEREAS, the City Council of the City of Yuba City authorized the City Manager to enter negotiations for granting a Easement Agreement (the "Easement") as to the City's interest in an existing cell tower site (the "Site") located at 806 Gray Avenue, Yuba City, California; and

WHEREAS, pursuant to the direction of the City Council, the City Manager negotiated the terms of the Easement Agreement for the Site in substantial compliance with the terms and provisions of the Letter of Intent executed as of July 12, 2024, with TowerPoint Acquisitions, LLC, its successors and assigns; and

WHEREAS, the terms of the Easement Agreement provide for transfer of the City's interest in the Site for placement of telecommunications facilities to TPA VII, LLC for a lump sum of $437,000.00; and

WHEREAS, pursuant to the provisions of the Charter of the City of Yuba City, state statutes, and the Joint Meeting of the City of Yuba City, City Council, the City Manager is granted the authority to sign written contracts and conveyances entered into and made by the City; and

WHEREAS, pursuant to the provisions of the Charter of the City of Yuba City, state statutes, and the City of Yuba City Code of Ordinances, the City Clerk is authorized to acknowledge the execution of all instruments executed by the City which required acknowledgment is by the City Manager.

NOW THEREFORE, the City Council of Yuba City does resolve as follows:

Section 1. An Easement Agreement by and between the City of Yuba City and TPA VII, LLC, a Delaware limited liability company, in the form presented, is hereby approved and authorized for execution.

Section 2. The City Manager of the City of Yuba City, Diana Langley, is hereby authorized to execute said Easement Agreement on behalf of the City of Yuba City.

Section 3. The City Manager of the City of Yuba City, Diana Langley, is hereby authorized to execute on behalf of the City of Yuba City, all closing documents required to close the transaction described in the Easement Agreement and the Letter of Intent.
This resolution shall become effective immediately.

The forgoing Resolution of the City Council of the City of Yuba City was duly introduced, passed and adopted at a regular meeting thereof held on the 17th day of September 2024.

AYES:

NOES:

ABSENT:

Shon Harris, Mayor

ATTEST:

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

Shannon Chaffin, Esq.
Aleshire & Wynder, LLP

ATTACHMENT 4

Record and Return to:
Joseph Mangus
TitleVest Agency, LLC
110 E. 42nd Street, 10th Floor
New York, NY 10017
TitleVest Title No.: TCA944819

Prepared by:
James Nothdurft
TPA VII, LLC
1170 Peachtree Street, Suite 1650
Atlanta, GA 30309

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

EASEMENT AGREEMENT

This telecommunication easement and lease assignment agreement ("Agreement") is made and shall be effective on the _____ day of _____, 2024 ("Effective Date"), by and between City of Yuba City, a municipal corporation ("Grantor") and TPA VII, LLC, a Delaware limited liability company ("Grantee").

1. **Grantor's Property and the Telecom Tenant Lease.** Grantor represents and warrants that it holds fee simple title to certain real property located at 806 Gray Avenue, Yuba City, California 95991, as more fully described in the legal description attached hereto as Exhibit A (the "Parent Property"). Grantor and Crown Castle, as successor in interest to Pacific Bell Mobile Services (the "Telecom Tenant") are parties to that certain lease agreement, including all amendments and modifications thereto, cited in Exhibit B and incorporated by reference herein (the "Telecom Tenant Lease").

2. **Grant of Easement.** For the sum of TEN AND NO/100 DOLLARS and other good and valuable consideration, the receipt and sufficiency of which the parties hereby acknowledge as paid on or about the Effective Date along with the purchase price pursuant to the settlement statement executed contemporaneously with this Agreement ("Purchase Price"), Grantor grants and conveys unto Grantee, its successors and assigns, an exclusive easement (subject to the Telecom Tenant Lease) for the Permitted Use defined herein, together with a non-exclusive access easement for ingress and egress to and from the exclusive easement, seven days per week, twenty-four hours per day and a non-exclusive utility easement to install, replace and maintain utilities servicing the exclusive easement, including, but not limited to the installation of power and telephone service cable, wires, switches, boxes and the like as may be required by the Permitted Use (collectively "Easement" as further described in Exhibit C). Grantor shall permit Grantee, Easement Tenant(s) (as hereinafter defined), and any of their affiliates, customers, tenants, subtenants, lessees, sublessees, licensees, successors and/or assigns together with any of the employees, contractors, consultants, and or agents of the foregoing to use the Easement for the installation, construction, operation, maintenance, repair, modification, relocation, replacement and removal of improvements and equipment ("Equipment") for the facilitation of

telecommunications uses, communications uses and other related uses, including, but not limited to, any uses permitted by the Telecom Tenant Lease ("Permitted Use"). Grantor represents that there is no pending or threatened action that would adversely affect Grantor's ability to enter into this Agreement or grant the Easement and that entering into this Agreement will not violate or conflict with any provision of Grantor's organizational documents (if Grantor is an organization) or conflict with the provisions of any agreement to which Grantor is a party. Grantor further represents and warrants that Grantee shall have peaceful and quiet possession and enjoyment of the Easement during the term of this Agreement without any disturbance of Grantee's possession or Permitted Use hereunder.

3. **Term.** Commencing on the Effective Date, the term of this Agreement and the Easement shall be for fifty (50) years (the "Term") and this Agreement and the Easement shall terminate on _____, 2074. Upon notice to Grantor as provided herein, Grantee may surrender the Easement to Grantor and execute such documents reasonably required to terminate the Agreement and the Easement. Grantor may not unilaterally terminate the Agreement or Easement, but if the Easement is not used for the Permitted Use for a period of five (5) years the Easement shall be deemed abandoned and shall terminate upon Grantor's notice of such default to Grantee as provided herein. **Sections 12 and 13** shall survive expiration or termination of this Agreement and shall remain in effect in perpetuity, subject to applicable law.

4. **Assignment of Lease, Renewal and Right of Replacement.** Grantor hereby assigns to Grantee all of Grantor's right, title and interest in the Telecom Tenant Lease for the Term, including the right to renew the Telecom Tenant Lease throughout the Term. Except as provided herein, Grantee agrees to assume all of Grantor's rights and obligations under the Telecom Tenant Lease. If Telecom Tenant is obligated under the Telecom Tenant Lease to pay to Grantor any fees (other than base rent and any escalations thereto) for the purpose of utility service or access or tax reimbursement, Grantor shall continue to be entitled to such fees, although Grantee may collect and distribute same to Grantor. Grantor shall continue to perform all obligations of the lessor under the Telecom Tenant Lease which relate to the use, ownership, and maintenance of the Parent Property so that Grantee may fulfill all the obligations under the Telecom Tenant Lease without breaching any provision therein, including, but not limited to, Grantor maintaining the Parent Property in a commercially reasonable condition to allow the Permitted Use of the Easement. Grantor represents and warrants that it has delivered to Grantee true and correct copies of the Telecom Tenant Lease and that Grantor owns 100% of the lessor/landlord's interest in the Telecom Tenant Lease, including the right to collect all rent thereunder. To the best of Grantor's knowledge, no party to the Telecom Tenant Lease has breached or is in default of their respective obligations under the Telecom Tenant Lease and **no party has requested or discussed a modification or termination of the Telecom Tenant Lease**. If during the Term the Telecom Tenant terminates the Telecom Tenant Lease or otherwise vacates the Parent Property, Grantee may lease all or a portion of the Easement to a replacement telecommunications tenant ("Replacement Telecom Tenant") on terms consistent with the Telecom Tenant Lease and such Replacement Telecom Tenant shall occupy the Easement rather than locating on other portions of the Parent Property ("Replacement Telecom Tenant Lease"). Additionally, Grantee shall use commercially reasonable efforts to also include the following provisions in any Replacement Telecom Tenant Lease to the extent including them does not materially impair Grantee's negotiation of any other term in such lease:

   i. Replacement Telecom Tenant shall have non-emergency access during normal business hours (9:00 am – 5:00 pm, Monday through Friday), subject to all applicable and reasonable Parent Property rules and security procedures; provided, in the event of an emergency, Grantor shall permit access twenty-four (24) hours per day, seven (7) days a week.

   ii. Replacement Telecom Tenant shall maintain Commercial General Liability Insurance in an amount of One Million and no/100 ($1,000,000.00) per occurrence, Two Million and no/100 ($2,000,000.00) aggregate with Grantor and Grantee included as an additional insured.

Grantee shall also use commercially reasonable efforts to include the foregoing Replacement Telecom Tenant Lease terms in any renewal or extension of the Telecom Tenant Lease

5. **Rent Sharing.** When a new telecommunications tenant ("Rent Share Tenant"), other than a Replacement Telecom Tenant, executes a lease for space within the Easement outside the Telecom Tenant or Replacement Telecom Tenant lease premises and commences rent payment, Grantee will collect such rent with Grantee retaining fifty percent (50%) of the rent collected and Grantee remitting fifty percent (50%) of the rent collected to Grantor. Notwithstanding the foregoing, Grantee shall be entitled to collect and retain rent from all telecommunications tenants within the Easement in an amount equal to the rent scheduled in the existing Telecom Tenant Lease and any Replacement Telecom Tenant Lease, including scheduled escalators ("Minimum Scheduled Rent"). Should the rent collected equal an amount less than the Minimum Scheduled Rent, such deficit ("Minimum Scheduled Rent Deficit") shall accrue and shall be applied against any and all future rents collected within the Easement, until collected rent payments fully offset the total Minimum Scheduled Rent Deficit. Grantee is permitted and authorized to enter into leases with Rent Share Tenants subject to the requirements for leasing to Replacement Telecom Tenants as set forth in **Section 4**.

6. **Right of First Refusal.** Grantor grants to Grantee the right to acquire through assignment, purchase, or other means any lease or similar conveyance for telecommunications purposes in which Grantor retains an interest outside the Easement ("Grantor's Lease"). Grantor shall deliver to Grantee, a copy of any offer to purchase an interest in Grantor's Lease. Grantee shall have thirty (30) business days to match the terms of any offer by delivering written notice of Grantee's intent to match the offer.

7. **Grantor Cooperation and Non-interference.** Grantor hereby agrees to cooperate with Grantee and/or Telecom Tenant, Replacement Telecom Tenant and Rent Share Tenant (collectively, "Easement Tenants") in obtaining all licenses, permits or authorizations from all applicable governmental and/or regulatory entities and in acquiring any necessary upgrades to or relocation of utility service to support the Permitted Use. In furtherance of the foregoing, Grantor hereby appoints Grantee as Grantor's attorney-in-fact to execute all land use applications, permits, licenses and other approvals on Grantor's behalf in connection with the Permitted Use. Grantor's cooperation shall be at no cost to Grantor and without requiring payment of additional rent or fees by Grantee or Easement Tenants. Grantor shall not interfere with any construction in the Easement so long as such construction is to support the Permitted Use and is proceeding pursuant to a building permit or other required municipal or governmental approvals. Grantor shall not, nor shall Grantor permit its lessees, licensees, employees, invitees or agents to, use any portion of the Parent Property or the Easement in a way which materially interferes with the operations of the Easement Tenants who shall have peaceful and quiet possession and enjoyment of the Easement. Grantor may not directly or indirectly induce, invite, or conspire to induce or invite any Easement Tenants to use or lease space in direct competition with the Easement. Notwithstanding any other provision of this Agreement, Grantee acknowledges and agrees that Grantor is a governmental agency, and that: (i) the Grantor reserves all of its police power and/or statutory or other legal powers or responsibilities; (ii) the Grantor reserves all of its authority to enact regulations; and (iii) this Agreement shall not be construed to limit the authority or obligation of the Grantor to hold necessary public hearings, to limit the discretion of the Grantor or any of its officers or officials with regard to rules, regulations, ordinances, laws, and entitlement of use which require the exercise of reasonable discretion by the Grantor or any of its officers or officials. This Agreement shall not be construed to limit the obligations of the Grantor to comply with any federal or state law

8. **Assignment.** Grantee may pledge, assign, mortgage, grant a security interest, or otherwise encumber its interest created by this Agreement. Grantee may freely assign this Agreement in part or in its entirety, and any or all of its rights hereunder, including the right to receive rent payments. Upon the absolute

assumption of such assignee of all of the obligations of Grantee under this Agreement, then Grantee will be relieved of all obligations and liabilities hereunder.

9. **Taxes and Other Obligations.** Except as provided for in the applicable Easement Tenant Lease or otherwise herein, all taxes and other obligations that are or could become liens against the Parent Property or any subdivision of the Parent Property containing the Easement, whether existing as of the Effective Date or hereafter created or imposed, shall be paid by Grantor prior to delinquency or default. Grantor shall be solely responsible for payment of all taxes and assessments now or hereafter levied, assessed or imposed upon the Parent Property, or imposed in connection with the execution, delivery, performance or recordation hereof, including without limitation any sales, income, documentary or other transfer taxes. If Grantor fails to pay when due any taxes or other obligations affecting the Parent Property, Grantee shall have the right but not the obligation to pay such and demand payment therefor from Grantor, which payment Grantor shall make within ten (10) days of such demand by Grantee. Grantee shall use commercially reasonable efforts to enforce the tax payment obligations of Easement Tenants as such may appear under the applicable Easement Tenant lease. Nothing herein shall diminish any right of Grantor for tax reimbursement directly from any Easement Tenant, as may be provided for in the applicable Easement Tenant Lease. Each new Easement Tenant Lease shall require the Easement Tenant to be responsible for all ad valorum taxes, non-ad valorum assessments and personal property taxes resulting from the Easement Tenant's lease. Notwithstanding anything here to the contrary, so long as the named Grantor City of Yuba City, California or any other tax-exempt agency shall be a party to this Agreement and shall be exempt from taxation, Grantor the City of Yuba City, California or any other tax-exempt agency shall have no obligation hereunder to pay any taxes or assessments on the Parent Parcel or this Easement and nothing herein shall be deemed a waiver of the City of Yuba City, California's or any other tax-exempt agency's tax-exempt status.

10. **Insurance.** During the Term, Easement Tenants shall maintain general liability insurance as required under their respective Easement Tenant lease and Grantee shall use commercially reasonable efforts to have Easement Tenant include Grantor as an additional insured on all such policies. Grantor shall maintain any insurance policies in place on the Parent Property or as required under the Telecom Tenant Lease. Should Grantee require entry on the Parent Property, Grantee shall maintain insurance coverage in the following amounts: Workers' Compensation Insurance in the applicable state statutory limits and commercial general liability insurance of $1,000,000 per occurrence $2,000,000 in the aggregate.

11. **Subordination and Non-Disturbance.** Grantee agrees to subordinate this Agreement to any existing or future mortgage, bond, or deed of trust on the Parent Property ("Security Instrument"), provided the beneficiary or secured party ("Secured Party") under the Security Instrument agrees for itself and its successors in interest and assigns that Grantee's rights under this Agreement and rights to the Easement shall remain in full force and effect and shall not be affected or disturbed by the Secured Party in the exercise of Secured Party's rights under the Security Instrument during the Term, including Grantee's right to collect and retain, in accordance with the terms of this Agreement, all rents, fees and other payments due from Easement Tenants. Such non-disturbance agreement must apply whether Secured Party exercises its rights under the Security Instrument, including foreclosure, sheriff's or trustee's sale under the power of sale contained in the Security Instrument, and any other transfer, sale or conveyance of Grantor's interest in the Parent Property under peril of foreclosure, including, without limitation to the generality of the foregoing, an assignment or sale in lieu of foreclosure.

12. **Mutual General Indemnification.** Grantor and Grantee shall each indemnify and hold harmless the other against any and all claims, damages, costs and expenses (including reasonable attorney's fees and disbursements) caused by or arising out of the indemnifying party's breach of this Agreement or the negligent acts or omissions or willful misconduct on the Parent Property by the indemnifying party or the employees, agents, or contractors of the indemnifying party.

13. Environmental Representations and Indemnification.

a. Grantor represents and warrants that, to the best of Grantor's knowledge, no pollutants or other toxic or hazardous substances, as defined under the Comprehensive Environmental Response, Compensation, and Liability Act ("CERCLA"), 42 U.S.C. 9601 et seq., or any other federal or state law, including any solid, liquid, gaseous, or thermal irritant or contaminant, such as smoke, vapor, soot, fumes, acids, alkalis, chemicals or waste (including materials to be recycled, reconditioned or reclaimed) (collectively, "Hazardous Substances") have been, or shall be discharged, disbursed, released, stored, treated, generated, disposed of, or allowed to escape or migrate (collectively referred to as the "Release") on or from the Parent Property. Neither Grantor nor Grantee shall introduce or use any Hazardous Substances on the Parent Property or the Easement in violation of any applicable federal, state or local environmental laws.

b. Grantor and Grantee each agree to defend, indemnify, and hold harmless the other from and against any and all administrative and judicial actions and rulings, claims, causes of action, demands and liability including, but not limited to, damages, costs, expenses, assessments, penalties, fines, cleanup, remedial, removal or restoration work required by any governmental authority, losses, judgments and reasonable attorneys' fees that the indemnified party may suffer or incur due to the existence or discovery of any Hazardous Substances on the Parent Property caused by the other party. Grantee shall not be responsible for and shall not defend, indemnify or hold harmless Grantor for any Release of Hazardous Substances on or before the Effective Date.

14. Dispute Resolution and Notice.

a. Jurisdiction and venue under this Agreement shall be in the state and county the Parent Property is located. The parties may enforce this Agreement and their rights under applicable law, and may seek specific performance, injunction, appointment of a receiver and any other equitable rights and remedies available under applicable law. Money damages may not be an adequate remedy for the harm caused to Grantee by a breach or default by Grantor hereunder, and Grantor waives the posting of a bond. Damages as against Grantee shall be limited to the amount of consideration received by Grantor under this Agreement, following any insurance settlement which may have effect. The prevailing party shall be entitled to an award of its reasonable attorneys' fees and costs. Neither party shall be liable to the other for consequential, indirect, speculative or punitive damages.

b. The non-defaulting party shall provide written notice of a default under this Agreement or under an Easement Tenants' lease, not more than thirty (30) days from discovery of the default. Grantor shall have thirty (30) days to cure the default. Grantee shall have thirty (30) days to commence cure of the default.

c. All communications shall be delivered by certified mail, return receipt requested or a nationally recognized overnight courier to the address beneath each party's signature block or such other address as advised to the other party pursuant to this Section. Notice shall be deemed given upon receipt if by certified mail, return receipt requested or one (1) business day following the date of sending, if sent by nationally recognized overnight courier service or upon attempted delivery if delivery is refused or if delivery is impossible because of failure to provide reasonable means for accomplishing delivery.

15. Miscellaneous.

a. The terms and conditions of the existing Telecom Tenant Lease shall govern over any conflicting term of this Agreement. Notwithstanding anything to the contrary contained in this Agreement, Grantor and Grantee acknowledge that this Agreement is subject and subordinate to the Telecom Tenant Lease.

b. Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the parties hereto and the successors and assigns of the parties to this Agreement. It is the intention of the parties hereto that all of the various rights, obligations, restrictions and easements created in this Agreement shall run with the Parent Property upon which the Easement is located and be binding upon all future owners and lessees of the Parent Property and all persons claiming under them for the Term.

c. Casualty and Condemnation. In the event of any casualty or condemnation of the Easement in whole or in part, Grantee shall be entitled to receive any insurance proceeds or condemnation award attributable to the value of the Easement.

d. Bankruptcy**.** Grantee does not consent to rejection in bankruptcy, and Grantor shall provide notice and a copy of any bankruptcy or related filing to Grantee and Grantee's Lender.

e. Severability. If any provision contained in this Agreement (or any portion of such provision) shall be held to be invalid, illegal, or unenforceable, such invalidity, illegality, or unenforceability shall not affect any other provision of this Agreement (or any portion of any such provision.)

f. Counterparts. This Agreement may be executed in separate counterparts with each counterpart deemed an original and all of which together shall constitute a single agreement.

g. Entire Agreement**.** This Agreement and any documents, certificates, instruments and agreements referred to herein constitute the entire agreement between Grantor and Grantee. Without limiting the generality of the foregoing, Grantor acknowledges that it has not received or relied upon any advice of Grantee or its representatives regarding the merits or tax consequences of this Agreement.

[Signature pages and exhibits follow]

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the date on page one above.

GRANTOR: CITY OF YUBA CITY

_____
Diana Langley, City Manager

Grantor Notice Address:
City of Yuba City
1201 Civic Center Boulevard
Administrative Services Department-Bus. License
Yuba City, California 95993

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of _____)

On _____ before me, _____
(insert name and title of the officer)

personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ **(Seal)**

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the date on page one above.

GRANTEE: TPA VII, LLC

_____
Jesse M. Wellner, Chief Executive Officer

Grantee Notice Address:
TPA VII, LLC
1170 Peachtree Street, Suite 1650
Atlanta, GA 30309
Attn: Chief Executive Officer

With a copy to:
TPA VII, LLC
1170 Peachtree Street, Suite 1650
Atlanta, GA 30309
Attn: General Counsel

STATE OF GEORGIA

COUNTY OF FULTON } ss.

On this _____ day of _____, 2024, before me, the undersigned notary public, personally appeared Jesse M. Wellner, and proved to me through satisfactory evidence of identification, which was personal knowledge/driver's license/passport/ _____ (circle one), to be the person whose name is signed on the preceding or attached document, and acknowledged to me that he/she signed it voluntarily for its stated purpose as Chief Executive Officer of TPA VII, LLC.

{affix notary seal or stamp}

_____
Notary Public
My Commission Expires:

EXHIBIT B

TELECOM TENANT LEASE

That certain Communications Site Lease Agreement dated November 10, 1997, by and between Pacific Bell Mobile Services, a California corporation and City of Yuba City, as evidenced by that certain Memorandum of Lease, aforesaid date and parties, recorded January 7, 1998 as Instrument No. 98-0021, Official Public Records of Sutter County, California.

EXHIBIT C

EASEMENT AREA DESCRIPTION

In the event of a discrepancy between the area actually occupied by the existing Telecom Tenant's equipment and the area described below, the described area shall be understood to also include any portion of the actual used area not captured by the description or as may have been granted to the existing Telecom Tenant that is currently outlined in each Telecom Tenant Lease referenced in Exhibit B. Grantor or Grantee may elect to engage a professional surveyor, the product of which may be substituted upon Grantor acceptance for the contents herein. The part of the Parent Property described in Exhibit A hereto, on which any equipment exists on the Effective Date together with the portion of the Parent Property used and leased by Grantor as the existing Telecom Tenant lease premises under the Telecom Tenant Lease including but not limited as follows:

Exclusive Easement Area:
That certain portion of the Parent Property located at what is commonly known as 806 Gray Avenue, Yuba City, California 95991, that is co-extensive with the area leased under each Telecom Tenant Lease referenced in Exhibit B attached hereto.

Expanded Easement Area for Additional Telecommunications Tenant(s)
That certain additional easement area for attachment of antennas to the exterior of the tower along with equipment ground space measuring the equivalent total of five hundred (500) square feet in a location to be determined by the telecommunications tenant(s) collocating on that certain tower supporting telecommunications equipment described above with such location approved by the Grantor, such approval not to be unreasonably withheld, conditioned or delayed.

NON-EXCLUSIVE UTILITY EASEMENT and NON-EXCLUSIVE ACCESS EASEMENT SPACE
The part of the Parent Property, described in Exhibit B hereto, on which any equipment exists on the Effective Date together with the portion of the Parent Property used by utility providers and leased by Landlord as the existing Telecom Tenant lease premises under each Telecom Tenant Lease including but not limited as follows:

Utilities and Telecommunications. Grantee is herein granted, consistent with the existing Telecom Tenant Lease, a non-exclusive easement in, to, under and over the portions of the Parent Property for ingress and egress to the Easement, shaft ways, chase ways, soffits, risers, columns, crawl spaces, rafters, or any other space for placement of cables, wiring, etc., which is necessary to install, operate and maintain the telecommunications equipment and/or personal property, together with the right to use such easement for the development, repair, maintenance and removal of utilities and/or cables providing service to the Easement and any related activities and uses.

Access. Grantee is herein granted, consistent with the existing Telecom Tenant Lease, all rights of ingress and egress to and from the Easement, across the Parent Property described in Exhibit A hereto, providing access to a publicly dedicated roadway, including but not limited to Gray Avenue, along with the right to use such access easement for the development, repair, maintenance and removal of utilities providing service to the Easement and any related activities and uses.

Record and Return to:
Name: Joseph Mangus
Address: TitleVest Agency, LLC
110 East 42nd Street, 10th Floor
New York, NY 10017
TitleVest Agency, LLC Title #: TCA944819

Prepared by:
James Nothdurft
TPA VII, LLC
1170 Peachtree Street, Suite 1650
Atlanta, GA 30309

ASSIGNMENT OF LEASE

To be effective on _____, 2024, and in consideration of One Dollar ($1) and other good and valuable consideration paid by the undersigned party hereto executing this instrument as assignee TPA VII, LLC, a Delaware limited liability company, with principal offices at 1170 Peachtree Street, Suite 1650, Atlanta, Georgia 30309 (hereinafter referred to as "Assignee") to the undersigned party hereto executing this instrument as assignor CITY OF YUBA CITY, a municipal corporation, with principal offices located at 1201 Civic Center Boulevard, Administrative Services Department-Bus License, Yuba City, California 95993 (hereinafter referred to as "Assignor"), the receipt and sufficiency thereof being hereby acknowledged, Assignor, subject to that certain Easement Agreement which is recorded contemporaneous to recording of this instrument, does hereby transfer, set over and assign to the Assignee all of Assignor's right, title and interest in and to the lease(s) and/or tenancy(ies) upon certain Property owned by Assignor (Legal Description attached as Exhibit A) referenced below and in Exhibit B attached hereto, in which the Assignor has any right, title and interest currently existing and relating to:

> That certain Communications Site Lease Agreement dated November 10, 1997, by and between Pacific Bell Mobile Services, a California corporation and City of Yuba City, as evidenced by that certain Memorandum of Lease, aforesaid date and parties, recorded January 7, 1998 as Instrument No. 98-0021, Official Public Records of Sutter County, California.

Assignor represents that Assignor has no knowledge of any default now outstanding by Assignor in his capacity as the landlord/lessor under the Tenancy.

Assignee hereby assumes and agrees to faithfully perform and discharge any and all obligations of the landlord/lessor in and to the hereby assigned lease(s) and/or tenancy(ies) subsequent to the date hereof, subject to that certain Easement Agreement.

Subject to that certain Easement Agreement, Assignee agrees to hold Assignor harmless and indemnified from any and all loss, cost, damage and expenses, which Assignor may incur on account of Assignee's failure to perform and discharge any and all obligations of lessor and landlord in and to the herein assigned lease and/or tenancy subsequent to the date hereof. Assignor agrees to hold Assignee harmless and indemnified from any and all loss, cost, damage and expenses, which Assignee may incur for claims related to activity prior to the date hereof.

The above shall be binding upon and inure to the benefit of Assignor and Assignee and their respective heirs, executors, legal representatives, successors and assigns.

SIGNATURES FOLLOW

IN WITNESS WHEREOF, Assignor has caused this instrument to be signed and sealed on its behalf this _____day of _____, 2024.

Assignor: CITY OF YUBA CITY

_____

Diana Langley
City Manager
1201 Civic Center Boulevard
Administration Services Department, Bus. License
Yuba City, California 95993

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of _____)

On _____ before me, _____
(insert name and title of the officer)

personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ **(Seal)**

IN WITNESS WHEREOF, Assignee has caused this instrument to be signed and sealed on its behalf this _____day of _____, 2024.

Assignee: TPA VII, LLC

_____

Jesse M. Wellner
Chief Executive Officer
1170 Peachtree Street, Suite 1650
Atlanta, Georgia 30309
678-775-0360
678-775-0361

STATE OF GEORGIA

COUNTY OF FULTON } ss.

On this _____ day of _____, 2024, before me, the undersigned notary public, personally appeared Jesse M. Wellner, and proved to me through satisfactory evidence of identification, which was personal knowledge/driver's license/passport/ _____ (circle one), to be the person whose name is signed on the preceding or attached document, and acknowledged to me that he/she signed it voluntarily for its stated purpose as Chief Executive Officer of TPA VII, LLC**.**

{affix notary seal or stamp}

_____
Notary Public
My Commission Expires:

Asset File #: CCG0172431

EXHIBIT A

LEGAL DESCRIPTION

Real property in the City of Yuba City, County of Sutter, State of California described as follows:

Parcel One:

All that portion of the West half of the Northwest quarter of Section 22, Township 15 North, Range 3 East, Mount Diablo Base and Meridian, and more particularly described as follows:

Beginning at a point in the Southerly line of Lot 3, as said Lot is laid down and delineated on that certain map entitled "Map of Subdivision of the West half of the Whyler Estate", filed in the office of the County Recorder of Sutter County, California, on January 6, 1902, in Book 1 of Surveys, page 21, distant thereon South 88° 30' 44" East, 554.27 feet from the Southwest corner of said Lot 3; thence from said point of beginning, North 1° 14' 16" East, a distance of 411.96 feet; thence South 88° 30' 44" East, a distance of 57.0 feet to a point in the East boundary line of the above described Lot 3; thence South 1° 14' 16" West, along said boundary line, a distance of 1.93 feet; thence South 88° 30' 44" East, a distance of 564.01 feet to a point in the Southwest boundary line of the Sacramento Northern Railroad; thence along said boundary line, South 65° 02' East, a distance of 144.17 feet to a point in the West boundary line of Gray Avenue; thence running Southerly along said boundary line, South 1° 40' 38" East, a distance of 356.43 feet to a point lying in the South boundary line of Lot 14, as said Lot is laid down and delineated on that certain map entitled "Map of Subdivision of the East half of the Whyler Estate", filed in the office of the County Recorder of Sutter County, California, on October 17, 1894, in Book 1 of Surveys, page 12, from which point the Southeast corner of said Lot 14 bears South 88° 30' 44" East, distant 50.08 feet; thence North 88° 30' 44" West along said boundary line of Lot 14, a distance of 714.12 feet to the Southwest corner of Lot 14; thence North 1° 14' 16" East, a distance of 3.30 feet to the Southeast corner of the previously described Lot 3 of the "Subdivision of the West half of the Whyler Estate", thence North 88° 30' 44" West along the South boundary line of said Lot 3, a distance of 57.0 feet to the point of beginning.

Parcel Two:

Being a portion of the Northwest one-quarter Section 22, Township 15 North, Range 3 East, Mount Diablo Base and Meridian, more particularly described as follows:

Beginning at a point on the Westerly line of Lot 13, as said lot is shown on that certain map entitled "Map of Subdivision of the East half of the Whyler Estate" filed in the office of the County Recorder, Sutter County, California, on October 17, 1894 in Book 1 of Surveys, Page 12, said point bears North 83.33 feet from the Northwest corner of Lot 14 of the said Whyler Estate; thence Easterly and parallel with the South line of said Lot 13, North 88° 30' 44" East, a distance of 509.67 feet to a point; thence Southeasterly 204.34 feet in a direct line to the Southeast corner of said Lot 13 as shown on the aforesaid map; thence North 22.92 feet and along the East line of

EXHIBIT A (continued)

LEGAL DESCRIPTION

said lot to the South line of the right-of-way of the Sacramento Northern Railroad; thence Northwesterly 788.23 feet, following the South line of said Sacramento Northern Railroad to a point where said South line intersects the West line of Lot 13; thence South 245.46 feet and along the West line of said Lot 13 to the point of beginning.

APN: 052-030-010-000

EXHIBIT B

DESCRIPTION OF TELECOM TENANT LEASE(S)

That certain Communications Site Lease Agreement dated November 10, 1997, by and between Pacific Bell Mobile Services, a California corporation and City of Yuba City, as evidenced by that certain Memorandum of Lease, aforesaid date and parties, recorded January 7, 1998 as Instrument No. 98-0021, Official Public Records of Sutter County, California.

THIS ESCROW AGREEMENT made and entered into this _____ day of _____, 2024, by and between CITY OF YUBA CITY (hereinafter referred to as "Seller"); TPA VII, LLC (hereinafter referred to as "Purchaser"); (Seller and Purchaser are sometimes hereinafter referred to jointly as “Parties and individually as “Party”) and TitleVest Agency, LLC (hereinafter referred to as "Escrow/Settlement Agent");

WITNESSETH

WHEREAS, Seller and Purchaser have entered into an agreement for the purchase and sale of an easement to a portion of that certain property more particularly described on attached "EXHIBIT A" attached hereto (hereinafter referred to as the "Property"); and

WHEREAS, Purchaser and Seller desire to have Escrow/Settlement Agent receive original executed documents, receive proceeds from Purchaser and disburse said proceeds according the instructions set forth below.

NOW, THEREFORE, in consideration of the premises and of good and valuable consideration the receipt and sufficiency whereof is hereby acknowledged, the parties hereto hereby covenant and agree as follows:

1. Purchaser and Seller hereby appoint TitleVest Agency, LLC as Escrow/Settlement Agent hereunder.
2. Purchaser shall deliver to Escrow/Settlement Agent the Purchaser’s Closing Costs, as set forth on the Purchaser’s Settlement Statement, in the form of a wire transfer to an account so designated by Escrow/Settlement Agent. Said account shall have immediate availability to funds as to not delay funding of Seller’s proceeds.
3. The Escrow/Settlement Agent agrees to hold and disburse said funds, in accordance with the executed Settlement Statement, as hereinafter provided.
4. Upon receipt of the required “Closing Documents” as noted on Closing Instruction Letter attached hereto as Exhibit “B” and the Purchaser’s closing costs as noted in Item #2 above, Escrow/Settlement Agent shall timely deliver the Seller’s Proceeds to Seller, as directed by Seller pursuant to the Seller Disbursement Authorization on Exhibit ‘C’. Escrow/Settlement Agent is specifically given permission to withhold a reserve to pay and/or secure evidence of payment of delinquent taxes, interest and penalties, if any.
5. Upon funding of the Seller’s Proceeds, Escrow/Settlement Agent will forward the appropriate original documents for recordation in the appropriate jurisdiction and title to the estate purchased shall be considered vested in Purchaser and the document shall be considered binding and enforceable.
6. In the event that the contemplated sale shall not take place, upon written notification from both Purchaser and Seller the Escrow/Settlement Agent shall deliver any funds received to Purchaser or as otherwise instructed by the parties hereto. Original documents shall be returned or destroyed as instructed by the parties hereto.
7. The Parties hereto covenant and agree that in performing any of its duties under this Agreement, Escrow/Settlement Agent shall be reimbursed by the responsible party for any loss or damage (including reasonable in-house or outside attorney’s fees and expenses) which it may incur as a result of serving as Escrow/Settlement Agent hereunder, except for any loss, costs or damage arising out of its willful default or gross negligence. Accordingly, Escrow/Settlement Agent shall not incur any liability with respect to any action taken or omitted to be taken in reliance upon any document, including any written notice of instruction provided for in the Escrow Agreement, not only as to its due execution and the validity and effectiveness of its provisions, but also to the truth and accuracy of any information contained therein, which Escrow/Settlement Agent shall in good faith believe (a) to be genuine, (b) to

have been signed or presented by a proper person or persons, and/or (c) to conform with the provisions of this Escrow Agreement. In no event shall Escrow/Settlement Agent's liability exceed the amount of its fee for acting as Escrow/Settlement Agent.

8. In the event of a dispute between any of the parties hereto sufficient in the sole discretion of Escrow/Settlement Agent to justify its doing so, Escrow/Settlement Agent shall be entitled to tender unto the registry or custody of any court of competent jurisdiction all money or property in its hands held under the terms of this Escrow Agreement, together with such legal pleading as it deems appropriate, and thereupon be discharged. Escrow/Settlement Agent shall be reimbursed for all costs and fees incurred, including reasonable attorney fees, from the unsuccessful Party or out of the escrow if no judicial determination is made.

9. With regard to any transfer taxes or title related charges which are required to be paid by the responsible party for payment in connection with this transaction, the responsible party for payment hereby agrees to pay to TitleVest Agency, LLC ("Title Company") promptly upon demand, any shortfall in any such transfer taxes or charges that should have been charged and collected from the responsible party for payment but were not for whatever reason including a County Clerk's, Recorder's or Registry's clerical error or oversight in collecting said transfer taxes or title related charges. The Parties further agree, if requested by the Title Company, to promptly and fully cooperate and adjust any clerical error, correction or omission of any document, if deemed necessary or desirable by the Title Company. Excess transfer taxes, if any, shall be held by the Title Company for up to six (6) months following the closing, pending possible assessment or re-assessment by the taxing authority.

10. This document may be executed in counterparts and said counter parted signatures shall be considered as a whole. Facsimile signature of this Escrow Agreement, and any instructions, directions or requests, made among the parties hereto shall be deemed to be reliable, binding and enforceable upon said parties.

11. In the event any of the original executed documents deposited in escrow misstate or inaccurately reflect information contained therein, and said misstatement or inaccuracy is due to a mistake on the part of clerical error, then in such event Purchaser or Seller shall, upon request by the other and in order to correct such misstatement or inaccuracy, execute such new documents as may be deemed necessary to remedy said inaccuracy or mistake, or slip sheet pages of documents to remedy said inaccuracy or mistake upon receipt of written approval by the parties to the original executed document. Further, Purchaser and Seller agree that in such event they will provide joint direction to Escrow Agent to revise the documents accordingly.

IN WITNESS WHEREOF, the undersigned have caused this instrument to be duly executed and its seal to be affixed thereto as of the day and year first above written.

SELLER: CITY OF YUBA CITY

BY: _____
Diana Langley, City Manager

ADDRESS: 1201 Civic Center Boulevard
Administration Services Department, Bus. License
Yuba City, California 95993

PHONE: (530) 822-4638

IN WITNESS WHEREOF, the undersigned have caused this instrument to be duly executed and its seal to be affixed thereto as of the day and year first above written.

PURCHASER: TPA VII, LLC

BY: _____
NAME: JESSE M. WELLNER
TITLE: CHIEF EXECUTIVE OFFICER

ADDRESS: 1170 PEACHTREE STREET, SUITE 1650
ATLANTA, GEORGIA 30309

PHONE: 678-775-0360
FAX: 678-775-0361

IN WITNESS WHEREOF, the undersigned have caused this instrument to be duly executed and its seal to be affixed thereto as of the day and year first above written.

ESCROW AGENT: TITLEVEST AGENCY, LLC

BY: _____
NAME: Joseph Mangus
TITLE: Escrow Agent

ADDRESS: 110 East 42nd Street, 10th Floor
New York, NY 10017

PHONE: 646-429-3125 (direct)
FAX: 212-757-0466 (fax)
EMAIL: joseph.mangus@titlevest.com
telecom@titlevest.com

EXHIBIT A

Real property in the City of Yuba City, County of Sutter, State of California described as follows:

Parcel One:

All that portion of the West half of the Northwest quarter of Section 22, Township 15 North, Range 3 East, Mount Diablo Base and Meridian, and more particularly described as follows:

Beginning at a point in the Southerly line of Lot 3, as said Lot is laid down and delineated on that certain map entitled "Map of Subdivision of the West half of the Whyler Estate", filed in the office of the County Recorder of Sutter County, California, on January 6, 1902, in Book 1 of Surveys, page 21, distant thereon South 88° 30' 44" East, 554.27 feet from the Southwest corner of said Lot 3; thence from said point of beginning, North 1° 14' 16" East, a distance of 411.96 feet; thence South 88° 30' 44" East, a distance of 57.0 feet to a point in the East boundary line of the above described Lot 3; thence South 1° 14' 16" West, along said boundary line, a distance of 1.93 feet; thence South 88° 30' 44" East, a distance of 564.01 feet to a point in the Southwest boundary line of the Sacramento Northern Railroad; thence along said boundary line, South 65° 02' East, a distance of 144.17 feet to a point in the West boundary line of Gray Avenue; thence running Southerly along said boundary line, South 1° 40' 38" East, a distance of 356.43 feet to a point lying in the South boundary line of Lot 14, as said Lot is laid down and delineated on that certain map entitled "Map of Subdivision of the East half of the Whyler Estate", filed in the office of the County Recorder of Sutter County, California, on October 17, 1894, in Book 1 of Surveys, page 12, from which point the Southeast corner of said Lot 14 bears South 88° 30' 44" East, distant 50.08 feet; thence North 88° 30' 44" West along said boundary line of Lot 14, a distance of 714.12 feet to the Southwest corner of Lot 14; thence North 1° 14' 16" East, a distance of 3.30 feet to the Southeast corner of the previously described Lot 3 of the "Subdivision of the West half of the Whyler Estate", thence North 88° 30' 44" West along the South boundary line of said Lot 3, a distance of 57.0 feet to the point of beginning.

Parcel Two:

Being a portion of the Northwest one-quarter Section 22, Township 15 North, Range 3 East, Mount Diablo Base and Meridian, more particularly described as follows:

Beginning at a point on the Westerly line of Lot 13, as said lot is shown on that certain map entitled "Map of Subdivision of the East half of the Whyler Estate" filed in the office of the County Recorder, Sutter County, California, on October 17, 1894 in Book 1 of Surveys, Page 12, said point bears North 83.33 feet from the Northwest corner of Lot 14 of the said Whyler Estate; thence Easterly and parallel with the South line of said Lot 13, North 88° 30' 44" East, a distance of 509.67 feet to a point; thence Southeasterly 204.34 feet in a direct line to the Southeast corner of said Lot 13 as shown on the aforesaid map; thence North 22.92 feet and along the East line of said lot to the South line of the right-of-way of the Sacramento Northern Railroad; thence Northwesterly 788.23 feet, following the South line of said Sacramento Northern Railroad to a point where said South line intersects the West line of Lot 13; thence South 245.46 feet and along the West line of said Lot 13 to the point of beginning.

APN: 052-030-010-000

EXHIBIT 'B'

Closing Instruction Letter

1) ☐ Seller and Purchaser to execute in Counterpart this Escrow Agreement. Facsimile or Originals to be provided to TitleVest Agency, LLC (1 Copy or Original)

2) ☐ Seller and Purchaser to Execute, Notarize and Witness the Easement Agreement and other required documents in form for recording/filing, together with recording/filing fees and transfer taxes. Original fully executed document to be forwarded to TitleVest Agency, LLC (2 Originals)

3) ☐ Seller and Purchaser to execute the Settlement Statement and forward originals to TitleVest Agency, LLC (1 Original or Copy-with 1 Original to be received within 2 business days of closing)

4) ☐ Seller to provide Owners Affidavit executed and notarized by all Sellers. (1 Original)

5) ☐ Seller to provide Corporate Resolution executed. (1 Original or Copy).

6) ☐ Seller to complete Exhibit 'C' of this Escrow Agreement. In the event the Seller Disbursement Authorization is not completed as enclosed the Escrow Agent shall forward Sellers Proceeds via standard U.S. Mail to the address for Seller as set forth with its signature above.

7) ☐ If there is one or more mortgages on this property the Seller is to provide a fully executed Subordination Non-Disturbance and Attornment Agreement from all Lender's listed as Mortgagee's on the Mortgage Schedule of the Title Report.

8) ☐ If Seller is an LLC, then the following must be provided prior to closing:

   a. Proof of due formation:

      i. Proof of filing of the Articles of Organization with the Secretary of State;

      ii. Proof of publication of the Article of Organization (or a notice containing the substance of the articles).

   b. Articles of Organization and Operating Agreement must be produced and reviewed; additional exceptions may be raised upon review of same.

   c. Proof is required that there has been no change in the make-up or composition of the organization, and that there have been no amendments to the Articles of Organization or Operating Agreement. Proof is required that the party or parties executing instruments on behalf of the organization have authority to act.

EXHIBIT C

SELLER DISBURSEMENT AUTHORIZATION

RE: 806 Gray Avenue, Yuba City, California 95993 Escrow No.: **TCA944819**

PROCEEDS/FUNDS DISBURSEMENT INSTRUCTIONS: The undersigned directs that the proceeds/funds due will be disbursed in the following manner:

[ ] Held for pick up at this office (ID will be required) [ ] Sent via overnight delivery

[ ] Mail to: _____

[ ] Other: _____

[ ] Sent via wire transfer

(if checked, ***Attach wiring instructions of receiving bank or fill in below. With cyber fraud on the increase, we suggest you mail, use an overnight service or hand-deliver any items containing banking or other private information and not send via email.)***

Please Note: **Modified or amended disbursement instructions must be signed** by the parties at an office of TitleVest Agency, LLC. Proof of identity will be required.

Funds disbursed to other than record owner must be in writing with authorized approval by TitleVest Agency, LLC and possibly buyer/borrower's lender on a TILA-RESPA Integrated Disclosure (TRID) regulated loan.

Receiving Banks may impose a charge for the receipt of any wire transfers.

Escrow Holder is not responsible for delays in wiring caused by time restrictions of the Federal Reserve Board or late confirmation of recording.

When funds are sent to a bank outside the United States, Escrow Holder shall not be responsible or liable for any loss or expense incurred as a result of currency exchange rates, delays in availability of funds, or delays due to the U.S. bank or foreign bank requiring additional information. Escrow Holder shall have no liability or responsibility after properly initiating the outgoing wire transfer. For best results on an outgoing international wire transfer, the international bank should provide written wire instructions.

Bank Name: _____

Name on Acct: _____

Account No.: _____

FEDWIRE Routing No.: _____

Any further instructions: _____

Date: _____

SELLER: CITY OF YUBA CITY

BY: _____

Diana Langley, City Manager

Best Phone No: _____

Forwarding Address: _____

_____

NOTICE OF ASSIGNMENT OF LEASE AND REDIRECTION OF RENT PAYMENTS

_____, 2024

Crown Castle
2000 Corporate Drive
Canonsburg, PA 15317
Attn: Real Estate Administration Dept.

Re: Cell Site
Telecommunications Site Lease ("Lease")
Site No: 827152
Site Name: SA177 Yuba City
Site Address: 806 Gray Avenue, Yuba City, California 95993
Property Owner ("Landlord"): City of Yuba City

Dear Sir or Madam:

Effective _____, 2024, all rights of the undersigned Landlord in and to the Lease were assigned to TPA VII, LLC. The Landlord will continue to own the premises. Please find enclosed an executed Assignment of Lease which will be recorded evidencing the transfer of the Landlord's interest.

Any amounts payable by you to Landlord under the Lease, other than property tax reimbursements, should now be made payable to "TPA VII, LLC." However, payments of real or personal property taxes, assessments and utilities, should continue to be paid as provided since commencement of the lease. Payments made by you to taxing authorities should continue without interruption. Reimbursements by you to Landlord for real or personal property taxes and utility reimbursement should continue without interruption.

PAYMENTS TO BE SENT TO:

TPA VII, LLC
P. O. Box 31114
Tampa, FL 33631-3114

This notice is subject to further information you may receive from TPA VII, LLC. All future correspondence regarding the lease or any other issue related to your use of the property should be delivered to:

TPA VII, LLC
c/o TowerPoint Capital, LLC
1170 Peachtree Street, Suite 1650
Atlanta, Georgia 30309

If you would like to make payments electronically or if you have any questions about the foregoing, please contact Jenni Ling, whose phone number is 678-775-0375, and fax number is 678-775-0361.

Thank you very much,

CITY OF YUBA CITY

By: _____
Name: Diana Langley, City Manager

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of _____)

On _____ before me, _____
(insert name and title of the officer)

personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ **(Seal)**

OWNER'S AFFIDAVIT OF TITLE AND GAP INDEMNITY AGREEMENT

STATE OF _____)

COUNTY OF _____} SS: FILE NO.: TCA944819

BEFORE ME, the undersigned, personally appeared Diana Langley ("Affiant"), who first being duly sworn, deposes and says:

1. Affiant is the City Manager of City of Yuba City ("the "Owner") and is duly authorized to make this Affidavit of Title and Gap Indemnity Agreement ("Agreement") on behalf of Owner and to bind Owner as Indemnitor to TitleVest Agency, LLC individually and as agent for First American Title Insurance Company ("First American"), under all representations and agreements stated herein.

2. Owner is the titleholder of that certain real property described in the above-referenced Title Commitment or as identified on Exhibit A attached hereto (the Property).

3. Affiant has no knowledge of any unrecorded easements, or claims of easements affecting the Property, except as shown in commitments issued and surveys provided for the Property.

4. No proceedings in bankruptcy or receivership have been instituted by or against the Owner within the last 10 years, and that the Owner has never made an assignment for the benefit of creditors within the last 10 years.

5. Affiant is not aware of any boundary line disputes or discrepancies affecting the Property, or any material encroachments of improvements located on the Property, other than described on surveys provided or described in commitments issued on said Property.

6. Owner has not entered into any written agreement, nor is the Owner aware of anyone else entering into any written agreement with any real estate broker, nor is Owner aware of anyone who has provided licensed services that resulted in the procuring of a person or entity for the purpose of buying, selling, or otherwise conveying or acquiring any interest in the Property.

7. All real estate taxes, special assessments, water and sewer charges, and management fees, if any, are fully paid, except for those real estate taxes to be paid at closing.

8. There are no unrecorded options or contracts to purchase, rights of first refusal, contracts for deed or mortgage commitments, or unrecorded deeds, easements or rights-of-way for users or adverse interest with respect to the Property, except as referenced in the title commitment or in Exhibit B attached hereto (if applicable).

9. There are no unrecorded existing tenancies, leases or other occupancies affecting the Property, except as referenced in the title commitment or in Exhibit B attached hereto (if applicable), and that such unrecorded leases or other occupancies, if any, contain no options to purchase the Property or rights of first refusal, except as referenced in the title commitment or in Exhibit B attached hereto (if applicable).

10. There is no action or proceeding, including, but not limited to, bankruptcy, which is now pending against Owner in any State or Federal Court, nor is there any attachment, judgment or other encumbrance which may now constitute a lien upon the Property, nor are there any claims or pending claims against Owner which may be satisfied through a lien or attachment against the Property.

11. Owner has received no written notice (except as may have been disclosed in the public records of the applicable jurisdiction) of an officially proposed or pending special assessment or a pending taking of any portion of the Property by any governmental body; and to the undersigned's knowledge, there has been no work done on the Property, nor notice received that work is to be done on the Property by the municipality (county, city, borough or township), or at its discretion, including but not limited to the installation of water or sewer lines or of other utilities, or for water or sewer lines or of other utilities, or for improvements such as paving or repaving of streets or alleys, or the installation of curbs and sidewalks.

12. That there are no unrecorded labor, mechanics' or materialmen's liens against the Property, and no material has been furnished to or labor performed upon the Property except such that have been paid for in full.

For and in consideration of First American and its agents issuing the policies to be issued under the Title Commitment without taking exception to or making requirements to remedy the effect of (i) interests in the Property described in the affidavit portion of this Agreement ("Affidavit Matters") or (ii) interests created by instruments first appearing of record after the effective date of the Title Commitment and prior to the effective date of the policies of title insurance to be issued under the Title Commitment ("Gap Matters"), Owner hereby agrees (a) to promptly defend, remove, bond or otherwise dispose of any Affidavit Matter or any Gap Matter that is the result of any act or omission of the Owner and (b) to hold and save First American and its agents harmless, and to protect and indemnify First American and its agents, from and against any and all liabilities or claims of liability, losses, costs, charges, expenses and damages of any kind or character whatsoever, including, but not limited to reasonable attorney's fees, incurred or sustained, directly or indirectly, by First American and its agents by reason of or arising out of any Affidavit Matter or any Gap Matter that is the result of any act or omission of Owner.

[Signature page follows.]

Affiant makes this Affidavit under the penalty of perjury.

_____
Name: Diane Langley
Title: City Manager

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of _____)

On _____ before me, _____
(insert name and title of the officer)

personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ **(Seal)**

EXHIBIT A

Real property in the City of Yuba City, County of Sutter, State of California described as follows:

Parcel One:

All that portion of the West half of the Northwest quarter of Section 22, Township 15 North, Range 3 East, Mount Diablo Base and Meridian, and more particularly described as follows:

Beginning at a point in the Southerly line of Lot 3, as said Lot is laid down and delineated on that certain map entitled "Map of Subdivision of the West half of the Whyler Estate", filed in the office of the County Recorder of Sutter County, California, on January 6, 1902, in Book 1 of Surveys, page 21, distant thereon South 88° 30' 44" East, 554.27 feet from the Southwest corner of said Lot 3; thence from said point of beginning, North 1° 14' 16" East, a distance of 411.96 feet; thence South 88° 30' 44" East, a distance of 57.0 feet to a point in the East boundary line of the above described Lot 3; thence South 1° 14' 16" West, along said boundary line, a distance of 1.93 feet; thence South 88° 30' 44" East, a distance of 564.01 feet to a point in the Southwest boundary line of the Sacramento Northern Railroad; thence along said boundary line, South 65° 02' East, a distance of 144.17 feet to a point in the West boundary line of Gray Avenue; thence running Southerly along said boundary line, South 1° 40' 38" East, a distance of 356.43 feet to a point lying in the South boundary line of Lot 14, as said Lot is laid down and delineated on that certain map entitled "Map of Subdivision of the East half of the Whyler Estate", filed in the office of the County Recorder of Sutter County, California, on October 17, 1894, in Book 1 of Surveys, page 12, from which point the Southeast corner of said Lot 14 bears South 88° 30' 44" East, distant 50.08 feet; thence North 88° 30' 44" West along said boundary line of Lot 14, a distance of 714.12 feet to the Southwest corner of Lot 14; thence North 1° 14' 16" East, a distance of 3.30 feet to the Southeast corner of the previously described Lot 3 of the "Subdivision of the West half of the Whyler Estate", thence North 88° 30' 44" West along the South boundary line of said Lot 3, a distance of 57.0 feet to the point of beginning.

Parcel Two:

Being a portion of the Northwest one-quarter Section 22, Township 15 North, Range 3 East, Mount Diablo Base and Meridian, more particularly described as follows:

Beginning at a point on the Westerly line of Lot 13, as said lot is shown on that certain map entitled "Map of Subdivision of the East half of the Whyler Estate" filed in the office of the County Recorder, Sutter County, California, on October 17, 1894 in Book 1 of Surveys, Page 12, said point bears North 83.33 feet from the Northwest corner of Lot 14 of the said Whyler Estate; thence Easterly and parallel with the South line of said Lot 13, North 88° 30' 44" East, a distance of 509.67 feet to a point; thence Southeasterly 204.34 feet in a direct line to the Southeast corner of said Lot 13 as shown on the aforesaid map; thence North 22.92 feet and along the East line of said lot to the South line of the right-of-way of the Sacramento Northern Railroad; thence Northwesterly 788.23 feet, following the South line of said Sacramento Northern Railroad to a point where said South line intersects the West line of Lot 13; thence South 245.46 feet and along the West line of said Lot 13 to the point of beginning.

APN: 052-030-010-000

CERTIFICATE OF NON FOREIGN STATUS

Section 1445 of the Internal Revenue Code provides that a transferee (buyer) of a U.S. real property interest must withhold tax if the transferor (seller) is a foreign person. To inform TPA VII, LLC (the "Transferee") that withholding of tax is not required upon the disposition of a U.S. real property interest by CITY OF YUBA CITY (the "Transferor"), the undersigned hereby certifies the following on behalf of the Transferor:

1. That the Transferor is the owner of the following described property, to wit:
   Block/lot:
   Parcel ID: 052-030-010-000
   County: Sutter
   Address: 806 Gray Avenue, Yuba City, California 95993
2. The Transferor is not a non-resident alien for purposes of the U.S. income taxation (as such term is defined in the Internal Revenue Code and Income Tax Regulations).
3. The Transferor's U.S. taxpayer identification number is: 94-6000460.
4. The Transferor's address is 1201 Civic Center Boulevard, Administration Services Department, Bus. License Yuba City, California 95993.
5. The Transferor has presented to the Notary Public, as proof of identity, a valid state/U.S. government issued Photo ID to establish and verify that the Transferor is the same party involved in the subject transaction.

   ID Type: _____
   Issued in the State of: _____
   Number: _____
   Date of Birth: _____
6. The Transferor understands that this certification will be disclosed to the Internal Revenue Service by the Transferee and that any false statement contained herein could be punished by fine, imprisonment or both.

[Signature page follows.]

UNDER PENALTIES OF PERJURY, I DECLARE THAT I HAVE EXAMINED THIS CERTIFICATION AND TO THE BEST OF MY KNOWLEDGE AND BELIEVE IT IS TRUE, CORRECT AND COMPLETE, AND I FURTHER DECLARE THAT I HAVE AUTHORITY TO SIGN THIS DOCUMENT ON BEHALF OF THE TRANSFEROR.

DATED: _____

BY: CITY OF YUBA CITY

_____
NAME: Diana Langley
TITLE: City Manager

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of _____)

On _____ before me, _____
(insert name and title of the officer)

personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ **(Seal)**

ATTACHMENT 5

June 11, 2024

City of Yuba CA ("Landlord")
1201 Civic Center Blvd Admin Svcs Dept-Bus Lic
Yuba City, CA 95993

Re: Letter of Intent to Purchase Interest in Wireless Site ("LOI")

Dear Landlord,

In consideration of ten dollars ($10), the receipt and sufficiency of which is hereby acknowledged, your signature below grants to TowerPoint Acquisitions, LLC and its successors and assigns (including its asset holding company TPA VI, LLC) ("TowerPoint") exclusivity to purchase your interest in the Lease(s)("Lease(s)" as further described in Exhibit A) through an assignment of the Lease and the grant of an underlying telecommunications easement pursuant to the terms herein (the "Transaction"). TowerPoint may close on the Transaction no later than fourteen (14) days after the Closing Contingencies listed in Exhibit A are met. The basic terms of the transaction are as follows:

Summary of Terms	
PURCHASE PRICE	$1,085,000.00
LEGAL STRUCTURE	Telecommunications Easement
TERM LENGTH	50 Years
REVENUE SHARING	**806 Gray Ave, Yuba City, California 95993 site:** New Tenant Rent: 50% split with Landlord (New Tenant Rent will be generated from tenants collocation on available space on or across water/tower structure and from an additional 500 sq ft of ground space outside the existing Lease areas.) **1545 Poole Blvd, Yuba City, California 95993 site:** 50% split with Landlord of additional revenue generated under TowerPoint Site Management Agreement.

- Purchase Price shall be pro-rated at closing based on interim monthly or annual rent payments with TowerPoint retaining from the Purchase Price rent paid by the tenant for any period of time from and after the date of Closing.
- Landlord shall only retain rent checks from Tenant for pro-rated periods and during the rent redirection period[1].
- TowerPoint pays for due diligence costs, the title insurance policy, and standard closing costs. Each party bears its own legal expenses. Landlord pays transfer/stamp or other tax (if any) and recording fees.

From the date you execute this LOI through the date which is thirty (30) days from the date the Closing Contingencies are met, you agree not to directly or indirectly solicit, initiate or participate in any discussions or negotiations with, or encourage or respond to any inquiries or proposals by, any persons, company or group other than TowerPoint concerning your Lease. You agree to promptly notify TowerPoint if any person, company or group seeks to initiate any discussions regarding your Lease. You further agree to work in good faith with TowerPoint to close this Transaction. The terms of this LOI are confidential and may not be disclosed without the prior written consent of TowerPoint, except to professionals engaged to evaluate and conduct the Transaction on your behalf. You acknowledge that TowerPoint has given you no tax or legal advice in evaluating the Transaction.

To the extent the terms of this LOI represent an offer by TowerPoint, the terms herein are subject to change by TowerPoint after June 30, 2024 if this LOI is not mutually executed. TowerPoint reserves the right to change the terms of this LOI following expiration.

Sincerely,
TowerPoint Acquisitions, LLC

Jesse M. Wellner, Chief Executive Officer
June 11, 2024

Accepted and Agreed:
City of Yuba CA

Landlord's Signature Date

Print Name:

Title:

[1]Tenants delay rent redirection from the Landlord to TowerPoint by several months while the closing documents are recorded and the redirection is processed. Therefore, the Settlement Statement will show a rent credit to TowerPoint in the amount of the two (2) months following closing.)

Exhibit A

Site Location and Lease Terms

Site Location: 806 Gray Ave, Yuba City, California 95993

Wireless Tenants	Current Rent	Rent Payment Frequency	Escalation (CPI, % or $)	Escalation Frequency	Date of Next Escalation
CCI/T-Mobile	$1,581.73	Monthly	CPI	Annual	12/01/2024

Site Location: 1545 Poole Blvd, Yuba City, California 95993

Wireless Tenants	Current Rent	Rent Payment Frequency	Escalation (CPI, % or $)	Escalation Frequency	Date of Next Escalation
T-Mobile	$2,700.00	Monthly	CPI	Annual	02/01/2025

Pricing is based on the Lease Terms above and is subject to confirmatory due diligence of the Lease Terms.

Closing Contingencies

1. receipt of the due diligence items listed in Exhibit B;
2. receipt of a title commitment from TitleVest Agency, LLC (a subsidiary of First American Title Insurance Company) as the escrow/closing agent showing title clear of any liens, encumbrances, outstanding taxes which are otherwise due and payable, or other unsatisfied title closing requirements necessary for an insured closing with marketable title;
3. your approval of the Easement Agreement in a mutually agreeable form;
4. proper documentation of the Lease and rents, including your affirmation that you have not received any written or verbal notice of termination, modification or other correspondence from the tenant related to the Lease;
5. compliance with any tenant right of first refusal or consent requirement, if applicable, related to Landlord's assignment of the Lease; and
6. TowerPoint's desktop environmental database search returns a determination of "Low" or "Moderate" risk.

Initial Here:

Exhibit B

Required Due Diligence Items

1. Executed Lease including any and all Amendments thereto (as well as any lease commencement letters, notices, or other correspondence regarding the Lease)
2. Proof of Rent Payments under the Lease (minimum of 3 months received in the last 6 months); e.g.: copies of rent checks/stubs and/or direct deposit statements.
3. Completed Landlord Request for Information (RFI) attached hereto as Exhibit C.
4. Landlord's comments or Landlord's counsel's comments, if any, to the Easement Agreement ("Easement") to be provided under separate cover (to be finalized in a mutually agreeable Easement) or return the Easement with each page initialed showing approval of the form Easement.
5. If an existing mortgage is in place on the property: A Mortgage Statement and Lender contact information for obtaining a non-disturbance agreement from Lender (required only if the property is encumbered by a Mortgage, Deed of Trust, Line of Credit or similar instrument).
6. Legal entity organizational documents (including any Amendments thereto) showing proof of authority, as applicable below, for all entities owning an interest in the Property:

Corporations	LLCs	General Partnership	Ltd. Partnerships	Condo Assoc's	Coop Corp (i.e.: Housing Co-op)	Trust
Articles of Incorporation	Articles of Organization	Certificate of Partnership	Certificate of Limited Partnership	Condominium Declaration	Articles of Incorporation	Trust Agreement
Signed Corporate Bylaws	Signed Operating Agreement	Signed General Partnership Agreement	Signed Limited Partnership Agreement	Signed Condominium Bylaws	Signed Corporate Bylaws	Certificate of Trust

Within 10 days of signing this LOI, I agree to provide to TowerPoint the Required Due Diligence Items listed above to facilitate a timely close under the terms of this LOI.

Initial Here:

Exhibit C

Landlord Request for Information

EIN for Landlord (if an entity): _____

If Landlord is a natural person, then please circle marital status: **Single *or* Married**

(Please note: if Landlord is a natural person, we will collect their taxpayer identification number prior to closing to include in the closing documents.)

Access Contact for Site Inspection		Attorney Contact Information	
Name:	_____	Name:	_____
Title:	_____	Phone:	_____
Phone:	_____	Email:	_____
Mobile Phone:	_____		
Email:			

Mortgage/Line of Credit (if none, please indicate below)			
Please check here if there is no mortgage and no line of credit:_____			
Primary Mortgage		Secondary Mortgage (if applicable)	
Lender Name:	_____	Lender Name:	_____
Lender Contact:	_____	Lender Contact:	_____
Lender Contact Title:	_____	Lender Contact Title:	_____
Phone:	_____	Phone:	_____
Fax:	_____	Fax:	_____
Email:	_____	Email:	_____
Line of Credit			
Lender Name:	_____		
Lender Contact:	_____		
Lender Contact Title:	_____		
Phone:	_____		
Fax:	_____		
Email:			

Submitted by: Cullen Ka, Ph: +18583559695, Email: cullen.ka@towerpoint.com

ATTACHMENT 6

Record and Return to:
Name: Joseph Mangus
Address: TitleVest Agency, LLC
110 East 42nd Street, 10th Floor
New York, NY 10017
TitleVest Title #: TCA944822

Prepared by:
James Nothdurft
TPA VII, LLC
1170 Peachtree Street, Suite 1650
Atlanta, GA 30309

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

SITE MANAGEMENT AGREEMENT

This SITE MANAGEMENT AGREEMENT ("SMA") is made and shall be effective on the _____ day of _____, 2024 ("Effective Date"), by and between CITY OF YUBA CITY ("Owner") and TPA VII, LLC, a Delaware limited liability company, its successors and assigns ("Owner Advocate").

RECITALS:

A. Owner has granted an easement interest in Owner's property located at 1545 Poole Boulevard, Yuba City, California 95993 (the "Property" as further described in Exhibit A) to TPA VII, LLC, a Delaware limited liability company ("Buyer"), including the assignment of one or more telecommunication leases, pursuant to that certain Easement Agreement ("Easement") dated _____, 2024, to be recorded contemporaneously with this SMA.

B. Owner desires Owner Advocate perform the Scope of Services (hereinafter defined) to manage Owner's telecommunication interests in the Property.

NOW, THEREFORE, for the sum of TEN AND NO/100 DOLLARS and other good and valuable consideration, the receipt and sufficiency of which the parties hereby acknowledge as paid on or about the Effective Date, Owner and Owner Advocate agree as follows:

1. **Appointment of Owner Advocate.** Owner hereby appoints Owner Advocate as Owner's representative and authorized agent for all telecommunication matters on the Property that have not otherwise been reserved to Buyer pursuant to the Easement. Owner Advocate hereby accepts such appointment. Owner Advocate shall be appointed for an initial term of five (5) years commencing on the Effective Date hereof. The appointment shall automatically extend for additional terms of one (1) year each unless one party gives the other party written notice of their intention not to renew the appointment at least thirty (30) days prior to the expiration of the then-current term. In exchange for Owner Advocate's continuing service to Owner, Owner Advocate shall retain fifty percent (50%) of the rent due to Owner from any lease or similar conveyance for telecommunications purposes on the Property outside the easement area conveyed in the Easement from which Owner is due any rent or

other payments ("Owner's Lease"). All communications regarding the Owner's Lease shall be delivered by each tenant under each Owner's Lease ("Tenant") to Owner Advocate at Owner Advocate's notice address herein. All rent payments due Owner related to any Owner's Lease shall be delivered by each Tenant to Owner Advocates lock box at the following address:

TPA VII, LLC
P. O. Box 31114
Tampa, FL 33631-3114

2. **Scope of Services.** For so long as this SMA remains in effect, Owner Advocate agrees to exercise commercially reasonable efforts and resources to perform the "Scope of Services" listed below:

   a. New and Existing Telecommunication Tenants. Owner Advocate shall review new telecommunication tenant leases as well as upgrade proposals, amendments, proposed modifications of utility and access easements, and construction plans on behalf of Owner.
   b. Collocation, Lease and Revenue Share Rent Servicing and Audits. For any revenue stream related to each Tenant lease under which Owner is due any rent, Owner Advocate shall collect such rent and analyze rent rolls and leasing cash flows to confirm proper payment when an underpayment is suspected and periodically as part of a general revenue review.
   c. Record Keeping. Owner Advocate shall retain and shall make available to Owner copies of telecommunication leases, amendments and other telecommunication tenant documents related to the Property that Owner and third parties (such as wireless carriers) have provided to Owner Advocate.
   d. Decommissioning, Rent Reduction and Lease Extension Consultation. Owner Advocate shall assist Owner in reviewing decommissioning letters and proposing best practices for developing and/or assessing a decommissioning strategy. Owner Advocate shall also assist Owner in reviewing rent reduction and lease extension proposals.

   In furtherance of the foregoing Scope of Services, Owner hereby authorizes and directs each Tenant on the Property to pay to Owner Advocate all rents due under Owner's Lease. Owner agrees to provide and hereby authorizes and directs each Tenant on the Property to provide Owner Advocate with copies of all leases, amendments, proposals for modifications, rent reductions and all other communications regarding the Scope of Services. Owner agrees that Owner Advocate may charge third parties fees for document review and other services performed pursuant to this SMA. Owner agrees these fees are to defray Owner Advocates operational expenses and shall not be offset or deducted from any rent payments.

3. **Right of First Refusal**. Owner grants to Owner Advocate the right to acquire through assignment, purchase, or other means any lease or similar conveyance for telecommunications purposes in which Owner retains an interest outside the easement area conveyed in the Easement. Owner shall deliver to Owner Advocate, a written copy of any offer to purchase Owner's Lease. Owner Advocate shall have fifteen (15) business days to match the terms of any offer by delivering written notice of Owner Advocate's intent to match the offer.

4. **Miscellaneous**.

   a. Non-Interference. Owner and Owner Advocate agree that the exercise of the obligations contained herein shall not interfere with Buyer's then-existing operations on Owner's Property.
   b. Owner acknowledges and understands that Owner Advocate, its subsidiaries and/or its affiliates are in the business of owning, operating and leasing wireless telecommunications facilities. OWNER HEREBY WAIVES ANY CONFLICT OF INTEREST THAT MAY ARISE UNDER THIS SMA AND HEREBY RELEASES AND HOLDS HARMLESS OWNER

ADVOCATE FROM ANY AND ALL CLAIMS, INJURIES, DAMAGES OR LOSSES SUSTAINED BY OWNER ARISING HEREUNDER, EXCEPT FOR THE GROSS NEGLIGENCE OR WILLFULL MISCONDUCT OF OWNER ADVOCATE. This obligation shall survive the expiration or earlier termination of this SMA.

c. Counterparts. This SMA may be executed in separate counterparts with each counterpart deemed an original and all of which together shall constitute a single agreement.
d. Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the parties hereto and the successors and assigns of the parties to this SMA. It is the intention of the parties hereto that this SMA shall run with the Property, be freely assignable and binding upon all future owners and lessees of the Property and all persons claiming under them for the Term of this SMA. Upon the absolute assumption of all of the obligations under this SMA, the assignor will be relieved of all obligations and liabilities hereunder.
e. Severability. If any provision contained in this SMA (or any portion of such provision) shall be held to be invalid, illegal, or unenforceable, such invalidity, illegality, or unenforceability shall not affect any other provision of this SMA (or any portion of any such provision.)
f. Entire Agreement**.** This SMA and any documents, certificates, instruments and agreements referred to herein constitute the entire agreement between Owner and Owner Advocate. Without limiting the generality of the foregoing, Owner acknowledges that it has not received or relied upon any advice of Owner Advocate or its representatives regarding the merits or tax consequences of this SMA.

[Signature pages and exhibits follow]

IN WITNESS WHEREOF the parties hereto have executed this Site Management Agreement as of the date on page one above.

OWNER: CITY OF YUBA CITY

_____

Diane Langley

Owner Notice Address:
City of Yuba City
1201 Civic Center Boulevard
Admin Services Department-Bus License
Yuba City, California 95993

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of _____)

On _____ before me, _____
(insert name and title of the officer)

personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ **(Seal)**

IN WITNESS WHEREOF the parties hereto have executed this Site Management Agreement as of the date on page one above.

OWNER ADVOCATE: TPA VII, LLC

_____
Jesse M. Wellner, Chief Executive Officer

Owner Advocate Notice Address:
TPA VII, LLC
1170 Peachtree Street, Suite 1650
Atlanta, GA 30309
Attn: TowerPoint Sites

Sites@TowerPoint.com
Toll Free: 866-574-2355

STATE OF GEORGIA

COUNTY OF FULTON } ss.

On this _____ day of _____, 2024, before me, the undersigned notary public, personally appeared Jesse M. Wellner, and proved to me through satisfactory evidence of identification, which was personal knowledge/driver's license/passport/ _____ (circle one), to be the person whose name is signed on the preceding or attached document, and acknowledged to me that he/she signed it voluntarily for its stated purpose as Chief Executive Officer of TPA VII, LLC.

{affix notary seal or stamp}

_____
Notary Public
My Commission Expires:

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

Real property in the City of Yuba, County of Sutter, State of California described as follows:

PARCEL 1:

ALL THAT PORTION OF PARCEL 2 AS SHOWN ON PARCEL MAP NO. 269 FILED IN THE OFFICE OF THE SUTTER COUNTY RECORDER IN BOOK 2 OF PARCEL MAPS, AT PAGE 19, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID PARCEL 2, THENCE NORTH 0 DEGREES 30’ 13" WEST ALONG THE EASTERLY LINE OF SAID PARCEL 2 A DISTANCE OF 38.01 FEET MORE, OR LESS, TO THE POINT OF BEGINNING; THENCE FROM SAID POINT OF BEGINNING SOUTH 89 DEGREES 36’ 09" WEST ON A LINE NORTHERLY OF, PARALLEL WITH AND 38.0 FEET MEASURED AT. RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID PARCEL 2 A DISTANCE OF 322.00 FEET; THENCE NORTH 0 DEGREES 31’ 13" WEST PARALLEL TO THE EASTERLY LINE OF SAID PARCEL 2 A DISTANCE OF 338.00 FEET; THENCE NORTH 89 DEGREES 36’ 09" EAST PARALLEL TO THE SOUTHERLY LINE OF SAID PARCEL 2 A DISTANCE OF 322.00 FEET TO THE EASTERLY, LINE OF SAID PARCEL 2; THENCE SOUTH 0 DEGREES 31’ 13" EAST ALONG SAID LINE A DISTANCE OF 338.00 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

THE EASTERLY 50.00 FEET OF PARCEL 2, AS SHOWN ON PARCEL MAP NO. 971, FILED FEBRUARY 15, 2000 IN BOOK 6 OF PARCEL MAPS, PAGE 51 AND 51A, SUTTER COUNTY RECORDS.

PARCEL 3:

ALL THAT PORTION OF PARCEL 2 AS SHOWN ON PARCEL MAP NO. 814 FILED IN THE OFFICE OF THE SUTTER COUNTY RECORDER IN BOOK 5 OF PARCEL MAPS, AT PAGE 24, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL 2, THENCE SOUTH 89° 36’ 09” WEST ALONG THE SOUTHERLY LINE OF SAID PARCEL 2 A DISTANCE OF 215 FEET; THENCE NORTH 0° 32’ 07” WEST PARALLEL WITH THE EASTERLY LINE OF SAID PARCEL 2 A DISTANCE OF 20 FEET; THENCE NORTH 89° 36’ 09” EAST PARALLEL WITH THE SOUTHERLY LINE OF SAID PARCEL 2 A DISTANCE OF 215 FEET TO THE EASTERLY LINE OF SAID PARCEL 2; THENCE SOUTH 0°32’07” EAST ALONG SAID EASTERLY LINE A DISTANCE OF 20 FEET TO THE POINT OF BEGINNING.

APN: 059-010-047-000

Agenda Item **7**

CITY OF YUBA CITY
STAFF REPORT

Date: September 17, 2024

To: Honorable Mayor & Members of the City Council;

From: Development Services Department

Presentation By: Doug Libby, Deputy Director of Development Services

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Summary

Subject: Development Plan 24-01 and Rezone 24-02: Sutter County Schools Career Training and Conference Center

Recommendation: A. Conduct a Public Hearing; then

B. Adopt a Resolution of the City Council of the City of Yuba City approving Environmental Assessment (EA) 24-02 by adopting a Mitigated Negative Declaration, subject to the Conditions of Approval and Mitigation Measures, and approval of Development Plan 24-01 for the Sutter County Schools Career Training Center and Conference Center, located at the southeast corner of Harter Parkway and an extension of Spirit Way (Assessor's Parcel Number: 63-010-146 and -147).

C. Introduce an Ordinance of the City Council of the City of Yuba City to adopt Rezone 24-02 for the Sutter County Schools Career Training and Conference Center project located at the southeast corner of Harter Parkway and an extension of Spirit Way (Assessor's Parcel Number: 63-010-146 and -147) by title only and waive the first reading.

Fiscal Impact: The cost for processing land use entitlements is funded by the project applicant through the payment of application fees.

Purpose:

To consider Development Plan (DP) 24-01 and Rezone (RZ) 24-02 for approximately 2.5 acres, located on the southeast corner of Harter Parkway and an extension of Spirit Way.

Council's Strategic Goal:

This item implements the Council's goal of Business Friendly.

Background:

The applicant, Sutter County Superintendent of Schools, filed applications for DP 24-01 and RZ 24-02 in February 2024.

The project includes a development plan to construct a new approximately 38,000 square foot, two

story office building to be utilized by Sutter County Schools as an administrative and educational facility. The proposed facility will accommodate 21 classrooms, conference rooms and office space. A staff of 60 is anticipated to serve a population of 305 students. There will be 171 student and teacher parking spaces and appropriate landscaping.

The X_{19} Combining Zone District was originally applied to this area to ensure that needed street intersection signalization would occur as the area is developed. The X_{19} Combining Zone District provides requirements for development to pay its fair share of improvements to the Walton Avenue/Lassen Blvd. intersection, the Tharp Road/Lassen Blvd. intersection, and dedication of the appropriate right-of-way. Since that time, other programs have been established, making the X_{19} District unnecessary. This includes the 2007 Yuba City Update of the AB 1600 Fee Justification Study, 2020 Traffic Model Update, 2021 City of Yuba City Cumulative Traffic Forecasts and Operations Analysis, El Margarita Master Plan studies and various site-specific traffic studies performed in the area. Since there are now programs in place requiring those intersection improvements be timely made as part of developing these properties, and also that there is a mitigation measure applied to this project that refers to improvements to other nearby intersections (discussed below), the X_{19} Combining District is no longer necessary.

It should be noted the X_{19} District was similarly removed in early 2023 from the Spirit Drive Parcel Map project (TPM 22-04, GPA 22-06 and RZ 22-08) located at the southeast corner of State Route 20 and El Margarita Road, which is immediately west of John L. Sullivan dealership.

On August 28, 2024, the Yuba City Planning Commission conducted a public hearing, where no people spoke in opposition to the project, and the Planning Commission unanimously:

1. Adopted a Resolution recommending the City Council of the City of Yuba City approve Environmental Assessment (EA) 24-02, by adopting a Mitigated Negative Declaration, subject to the Conditions of Approval and Mitigation Measures, approve DP 24-01 for the proposed Sutter County Schools Career Training and Conference Center, and adopt an ordinance approving RZ 24-02, for 2.5 acres, located at the southeast corner of Harter Parkway and an extension of Spirit Way.

Analysis:

The proposed 38,000 square foot building is a permitted use in the Commercial Office District but was considered by the Planning Commission due to the size. Section 8-5.7001 of the Zoning Regulations requires office buildings over 35,000 square feet up to 100,000 square feet to be considered by the Planning Commission. When multiple entitlements are processed concurrently, the decision on all project applications shall be made by the highest level of review authority required for any of the applications.

Compatibility with Neighboring Uses

Bordering Land Uses:

North	Vacant
South	Three-story office building
East	County Schools office and classroom facilities
West	River Valley High School and an auto dealership

River Valley High School is across Harter Parkway to the west and Sutter County Schools educational offices are to the east. These are considered compatible uses. The three-story office building to the south is also considered a compatible use as office uses typically do not generate any significant noise

or other types of incompatibilities. The vacant parcel on the project's north side is also zoned for commercial offices.

Traffic

DP 24-01: A traffic study titled "Transportation Impact Study for the Harter Parkway Career Technical Building" ("Traffic Study") was prepared for this project by W-Trans (a copy of that report is provided as Appendix A to the attached environmental document). Its conclusions are as follows:

The traffic related impacts from the proposed 38,000± square foot educational facility was analyzed. As the property fronts onto Harter Parkway, the Project will be accessed primarily from an extension of Spirit Way on the east side of Harter Parkway with secondary access through the existing Sutter County Schools property onto Klamath Lane, and a possible (future) third access onto Lassen Boulevard, also through the existing Sutter County Schools facility.

Per the traffic study, the project will generate an estimated 643 vehicle trips per day (a trip is one-way). The Traffic Study disaggregates those trips by assuming that the largest percentage of new traffic will utilize the Spirit Way access (68%), followed by Lassen Boulevard (20%) and Klamath Lane (18%).

Regarding policies and programs for roadways, Yuba City General Plan Policy 5.2-1-12 (Traffic Level of Service or LOS) was reviewed to see whether the project is consistent with that policy. This policy requires that most City streets that are identified in the General Plan as a collector or larger should operate at LOS D or better. In general, any degradation in service by a project that would cause the intersection to worsen lower than LOS D would be considered to be inconsistent with the General Plan. The Traffic Study concludes that, on a long-term cumulative basis, the Project will worsen the impacts at Harter Parkway/Spirit Drive and Walton Avenue/Lassen Boulevard intersections to worse than an LOS D. Both intersections will be in need of signalization. A condition is proposed that requires this project pay its fair share for those improvements.

RZ 24-02: The X_{19} Combining Zone District was established to ensure that as certain properties develop, they will be responsible for paying their fair share of local transportation needs. Specifically, the X_{19} District identifies several intersections, including Walton Avenue/Lassen Boulevard and Tharp Road/Lassen Boulevard. At that time, the improvements needed for these intersections to support local growth were not in place. The X_{19} District was added to provide an interim solution to address that concern.

Design Review:

The primary public view of the project will be from Harter Parkway.

Lot coverage: The proposed use fits the property. Because the proposal is for a two-story building the site is efficiently utilized. The Floor-Area-Ratio (FAR) (building square footage compared to lot size) is almost 35 percent, which is higher than most Yuba City offices, which tend to be single story and about 20 percent FAR. There is space for adequate parking and landscaping.

Site Design: The proposal will place the building mid-property, approximately 200 feet from Harter Parkway with parking on both the west and east sides. The passersby view of the nicely designed building will not be significant with the maturity of the parking lot trees. But the trees are necessary to soften what would otherwise be a sparce-looking parking lot. Moving the building closer to Harter Parkway would provide a more pronounced view of the building, but it is understood that the separation of student and staff parking is important. Overall, this will be a very nicely designed facility.

Building Design: The building is a contemporary design. Even though the primary public view of the

building will be from the west, all four sides have design enhancements. The two-story building offers a significant amount of horizontal and vertical articulation, with several tower features. The stairways are interior. There will be a combination of building materials utilized for the building siding, including metal, faux wood, and concrete with various scoring patterns, and a generous number of windows, most with decorative awnings that add interest to the building. It is unclear where the air conditioning and other utilities are located, so a condition is included that if roof mounted, the utility units are not visible from a public location (Harter Parkway and the parking lots). It is staff's opinion that, with the Conditions of Approval, the proposed building is very nicely designed and meets the City's design standards and will complement other buildings in the vicinity.

Landscape Design: The proposed landscaping plan includes a variety of shrubbery types and a number of tree species including of Zelkovas, Valley Oaks, Chinese Pistache and the smaller but flowery Crape Myrtles. A condition has been added that landscaping strips along Harter Parkway should match the adjacent property to the south, including shade trees and landscaping, or as approved by the Development Services Director.

Availability of City Services

City water and wastewater as well as stormwater drainage are available to the property.

Environmental Determination:

An environmental assessment was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines. This process included the distribution of requests for comment from other responsible or affected agencies and interested organizations.

Based upon the attached environmental assessment, including the proposed mitigation measures, staff has determined that with the mitigation measures proposed there is no evidence in the record that the project may generate any new significant effects on the environment and recommends adoption of a mitigated negative declaration for this project. The findings of the mitigated negative declaration are that, with the proposed mitigation measures for Greenhouse Gases, Geology and Soils, Transportation and Traffic, and Tribal Cultural Resources, the proposed Development Plan will not create any significant impacts to the neighborhood or vicinity. As a result, the filing of a mitigated negative declaration is appropriate in accordance with the provisions of CEQA. The proposed mitigations are included with the project conditions of approval.

Fiscal Impact:

The cost for processing land use entitlements is funded by the project applicant through the payment of application fees.

Alternatives:

1. Deny the application to establish Rezone 24-02 and Development Plan 24-01.
2. Provide staff with alternate direction.

Recommendation:

A. Conduct a Public Hearing; then

B. Adopt a Resolution of the City Council of the City of Yuba City approving Environmental Assessment (EA) 24-02 by adopting a Mitigated Negative Declaration, subject to the Conditions of Approval and Mitigation Measures, and approval of Development Plan 24-01 for the Sutter County

Schools Career Training Center and Conference Center, located at the Southeast Corner of Harter Parkway and an extension of Spirit Way (Assessor's Parcel Number: 63-010-146 and -147).

C. Introduce an Ordinance of the City Council of the City of Yuba City to adopt Rezone 24-02 for the Sutter County Schools Career Training and Conference Center project located at the southeast corner of Harter Parkway and an extension of Spirit Way (Assessor's Parcel Number: 63-010-146 and -147) by title only and waive the first reading.

Attachments:

1. Resolution Approving DP 24-01
2. Exhibit A - SCSOS Plans v2
3. Exhibit B - Conditions of Approval and Mitigation Measures
4. Ordinance RZ 24-02
5. Exhibit A - SCSOS RZ24-02 Map
6. Exhibit B - X 19 District
7. Environmental Assessment 24-02

Prepared By:	Submitted By:
Jaspreet Kaur	Diana Langley
Associate Planner	City Manager

ATTACHMENT 1

RESOLUTION NO. ____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY APPROVING ENVIRONMENTAL ASSESSMENT (EA) 24-02 BY ADOPTING A MITIGATED NEGATIVE DECLARATION, SUBJECT TO THE CONDITIONS OF APPROVAL AND MITIGATION MEASURES, AND APPROVAL OF DEVELOPMENT PLAN 24-01 FOR THE SUTTER COUNTY SCHOOLS CAREER TRAINING CENTER AND CONFERENCE CENTER, LOCATED AT THE SOUTHEAST CORNER OF HARTER PARKWAY AND AN EXTENSION OF SPIRIT WAY (ASSESSOR'S PARCEL NUMBERS 63-010-146 AND -147).

WHEREAS, the City received an application in October 2023 for Development Plan (DP) 24-01 and Rezoning (RZ) 24-02. DP 24-01 proposes to construct the approximately 38,000 square foot Sutter County Schools Career Training and Conference Center and associated parking and landscaping. RZ 24-02 for the same property is to delete the X_{19} Combining Zone District from the existing Commercial-Office Zoning; and

WHEREAS, pursuant to the authority and criteria contained in the California Environmental Quality Act of 1970 ("CEQA"), the City, as the Lead Agency, has analyzed the proposed Project and has prepared an Initial Study and Mitigated Negative Declaration (Environmental Assessment 22-15) for the Project; and

WHEREAS, on August 28, 2024, the Planning Commission concurrently conducted a duly noticed public hearing on the Project, at which time it received input from City Staff and the applicant; public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission, after which public testimony was closed; and

WHEREAS, after deliberation and consideration of all relevant items, the Planning Commission contingently approved the Development Plan 24-01 and contingently adopted Environmental Assessment (EA) 24-02; and

WHEREAS, on September 17, 2024, the Yuba City Council conducted a Public Hearing to consider the Project and received both oral testimony and written information presented at the hearing regarding the General Plan Amendment and Rezone; and

WHEREAS, the City Council of Yuba City considered said recommendations of the Planning Commission on the matter and after review and consideration of the Environmental Assessment, the City Council now desires to find that Environmental Assessment (EA) 24-02 prepared for the project is in conformance with State and local environmental guidelines; and

NOW, THEREFORE, BE IT RESOLVED the City Council of the City of Yuba City resolves and orders as follows:

1. Recitals: The City Council finds that the recitals are true and correct, and incorporates the same herein as if set forth in full.

2. CEQA Finding: The City Council finds and determines there is no substantial evidence in the record that Development Plan 24-01 and Rezone 24-02, may have a significant effect on the environment as identified by the MND prepared in Environmental Assessment 24-02. Additionally, the City Council find and determine that an environmental assessment/initial

study was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines and reflects the City Council's independent judgment and analysis. The process included the distribution of requests for comments from other responsible or affected agencies and interested organizations. Preparation of Environmental Assessment 24-02 necessitated a thorough review of the proposed project and relevant environmental issues and considered previously prepared environmental and technical studies. While the proposed project could have a potentially significant effect on the environment, based on its independent judgment and analysis the City Council find that feasible mitigation measures or alternatives have been incorporated into the project in order to avoid the effects to a point where clearly no significant effect on the environment will occur, and there is no substantial evidence in the record that this project may have any direct, indirect or cumulative effects on the environment that are potentially significant or adverse. The proposed project will not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the State CEQA Guidelines. The project-specific mitigation measures included in the project to avoid potentially significant effects are set forth in the attached Initial Study/Mitigated Negative Declaration and accompanying Mitigation Monitoring and Reporting Program. With the project specific mitigations imposed, there is no substantial evidence in the record that this project may have significant direct, indirect, or cumulative effects on the environment. As such, the City Council also find and determine that in light of the entire administrative record and the substantial evidence before it, the project has been adequately environmentally assessed as required by CEQA per Environmental Assessment 24-02.

3. Adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program: Based on the foregoing, the City Council adopt the Mitigated Negative Declaration (EA 24-02) prepared for the project, including the associated Mitigation Monitoring and Reporting Program, with the proposed mitigations the project will not result in any significant, adverse environmental impacts. The Yuba City Development Services Department is located at 1201 Civic Center Boulevard, Yuba City, CA 95993, and is recommended to be designated as the custodian of the documents and other materials that constitute the record of the proceedings upon which the decision is based. The City Council authorize the Director, or designee, to execute and file with the Sutter County Clerk, as appropriate, a Notice of Determination for approval of the project that complies with the CEQA Guidelines.

4. Development Plan Findings. Based upon analysis of the Development Permit application and subject to the applicant's compliance with the conditions of approval and mitigation measures, the following required findings of Section 8-5.7001(c)(4) of the Municipal Code can be made:

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

   Evidence: The proposal consists of a two-story, approximately 38,000 square foot educational/office type building, with adequate parking, landscaping, and lighting. This facility will be located on a 2.50-acre parcel that will also accommodate all of the required parking, landscaping, and lighting required by City ordinance. The educational facility will primarily be accessed by a driveway onto by Harter Parkway as well as a driveway through the existing Sutter County Schools facility. A traffic analysis prepared for the Project concluded that vehicle and pedestrian access to the site is safe and reasonable. As such, the site is of adequate size and shape and has good public access.

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

Evidence: The site is primarily accessed via Harter Parkway, which is designated as four-lane Parkway in the General Plan. Based on the Traffic Study prepared for the project, with the proposed mitigation measure to pay a fair share to signalize nearby intersections, the proposal is within the City adopted acceptable Level of Service (LOS) D and there will be adequate street capacity to accommodate this project.

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

Evidence: The educational/office building is subject to the City adopted Design Guidelines. The analysis of the building design concluded that, the proposal meets City design criteria. Regarding the scale of the proposal the new building will be two-story, and that the site is within a larger office, educational/ commercial area for which the building design, parking and landscaping of this proposal will complement other nearby uses.

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

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

5. Design Review: As required by the City adopted Design Guidelines, based on the review of the submitted plans and the staff review and recommendation, and with the conditions of approval, the Planning Commission has recommended to the City Council approval of the design of the proposed Sutter County Schools Career Training Center and Conference Center.

6. Approval of the Development Plan: The City Council, based on Environmental Assessment 24-02 and the list of identified mitigation measures, determines the Project will not have a significant impact on the environment, approval of DP 24-01, Sutter County Schools Career Training and Conference Center, as shown in Exhibit A, subject to the conditions of approval and mitigation measures as provided in Exhibit B, which approvals are contingent upon the following:

   a. The approval of DP 24-01 shall become final and effective immediately only after the City Council of the City of Yuba City approves RZ 24-02 and said decision becomes final ("Council Approval"). If all of the Council Approval is not made within 180 days of the adoption of this Resolution, then both DP 24-01 shall be returned to the City Council for further consideration and a final decision.

7. Effective Date of Resolution: This Resolution shall become final and effective upon Council Approval as noted in item six.

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 17th day of September 2024.

Ayes:

Noes:

Absent:

Recused:

_____
Shon Harris, Mayor

ATTEST:

_____
Ciara Wakefield, Deputy City Clerk

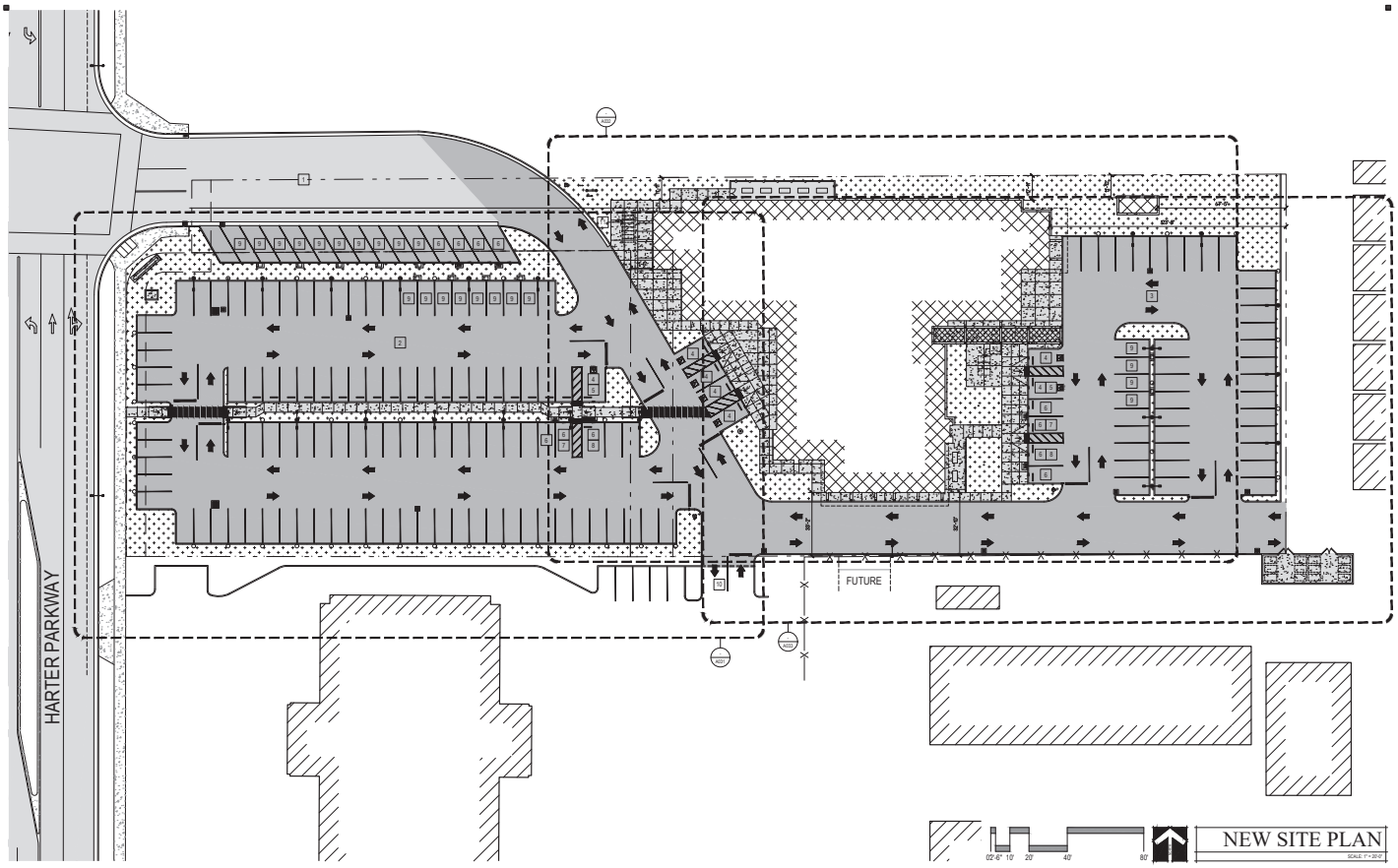
APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

_____
Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Attachments:

Exhibit A: DP 24-01 Site Plan and building elevations
Exhibit B: DP 24-01 Mitigation Measures and Conditions of Approval

EXHIBIT A



NEW SITE PLAN

SCALE: 1" = 20'-0"

GENERAL NOTES

A. SEE G200 FOR SITE ACCESSIBILITY AND PATH OF TRAVEL NOTES.

B. AN ENCROACHMENT PERMIT IS REQUIRED FROM THE CITY OF YUBA CITY PUBLIC WORKS DEPARTMENT PRIOR TO THE START OF ANY WORK IN THE PUBLIC RIGHT-OF-WAY.

C. ALL WORK IN THE PUBLIC RIGHT-OF-WAY SHALL MEET THE REQUIREMENTS OF THE LATEST EDITION OF THE CITY OF YUBA CITY PUBLIC WORKS CONSTRUCTION STANDARDS.

D. REFER TO SHEET G003 AND STRUCTURAL, MECHANICAL, & ELECTRICAL DRAWINGS FOR ADDITIONAL GENERAL NOTES.

E. PROVIDE TEMPORARY BARRIERS WHERE NECESSARY TO PREVENT STUDENT AND STAFF MEMBERS FROM ACCESS TO AREAS OF DEMOLITION AND NEW CONSTRUCTION UNTIL WORK IS COMPLETE.

PARKING CALCULATIONS

STUDENT PARKING LOT

TOTAL PARKING SPACES = 124

REQUIRED ACCESSIBLE PARKING SPACES (PER 2022 CBC, TABLE 11B-208.2) = 5
PROVIDED ACCESSIBLE PARKING SPACES = 5 — 5 | 5 **OKAY**

REQUIRED VAN ACCESSIBLE PARKING SPACES (PER 2022 CBC, SECTION 11B-208.2.4) = 1
PROVIDED VAN ACCESSIBLE PARKING SPACES = 1 — 1 | 1 **OKAY**

REQUIRED ELECTRICAL VEHICLE CHARGING STATION PARKING SPACES
(PER 2022 CGBC, TABLE 5.106.5.3.1) = 6
PROVIDED ELECTRICAL VEHICLE CHARGING STATION PARKING SPACES = 7 — 7 | 6 **OKAY**

REQUIRED STANDARD ACCESSIBLE EVCS PARKING SPACES (PER 2022 CBC, TABLE 11B-228.3.2.1) = 1
REQUIRED VAN ACCESSIBLE EVCS PARKING SPACES (PER 2022 CBC, TABLE 11B-228.3.2.1) = 1
REQUIRED AMBULATORY EVCS PARKING SPACES (PER 2022 CBC, TABLE 11B-228.3.2.1) = 0

PROVIDED STANDARD ACCESSIBLE EVCS PARKING SPACES = 1 — 1 | 1 **OKAY**
PROVIDED VAN ACCESSIBLE EVCS PARKING SPACES = 1 — 1 | 1 **OKAY**
PROVIDED AMBULATORY ACCESSIBLE EVCS PARKING SPACES = 0 — 0 | 0 **OKAY**

REQUIRED ELECTRICAL VEHICLE CAPABLE PARKING SPACES (PER 2022 CGBC, TABLE 5.106.5.3.1) = 35
REQUIRED EV CAPABLE - PROVIDED EVCS =
MINIMUM PROVIDED CAPABLE SPACES = 35 - 7 = 18
PROVIDED ELECTRICAL VEHICLE CAPABLE PARKING SPACES = 18 — 18 | 18 **OKAY**

REQUIRED BICYCLE PARKING (PER 2022 CGBC, SECTION 5.106.4.2.1) = 4 TWO BIKE CAPACITY RACKS
REQUIRED BICYCLE PARKING (PER YUBA CITY CODE OF ORDINANCES, SECTION 8-5.6108) =
10% OF AUTO PARKING = 124 x 10% = 13 (OR 7 TWO BIKE CAPACITY RACKS)
PROVIDED BICYCLE PARKING = 8 TWO BIKE CAPACITY RACKS — 8 | 7 **OKAY**

STAFF PARKING LOT

TOTAL PARKING SPACES = 47

REQUIRED ACCESSIBLE PARKING SPACES (PER 2022 CBC, TABLE 11B-208.2) = 2
PROVIDED ACCESSIBLE PARKING SPACES = 2 — 2 | 2 **OKAY**

REQUIRED VAN ACCESSIBLE PARKING SPACES (PER 2022 CBC, SECTION 11B-208.2.4) = 1
PROVIDED VAN ACCESSIBLE PARKING SPACES = 1 — 1 | 1 **OKAY**

REQUIRED ELECTRICAL VEHICLE CHARGING STATION PARKING SPACES
(PER 2022 CGBC, TABLE 5.106.5.3.1) = 2
PROVIDED ELECTRICAL VEHICLE CHARGING STATION PARKING SPACES = 4 — 4 | 2 **OKAY**

REQUIRED STANDARD ACCESSIBLE EVCS PARKING SPACES (PER 2022 CBC, TABLE 11B-228.3.2.1) = 0
REQUIRED VAN ACCESSIBLE EVCS PARKING SPACES (PER 2022 CBC, TABLE 11B-228.3.2.1) = 1
REQUIRED AMBULATORY EVCS PARKING SPACES (PER 2022 CBC, TABLE 11B-228.3.2.1) = 0

PROVIDED STANDARD ACCESSIBLE EVCS PARKING SPACES = 1 — 1 | 0 **OKAY**
PROVIDED VAN ACCESSIBLE EVCS PARKING SPACES = 1 — 1 | 1 **OKAY**

REQUIRED ELECTRICAL VEHICLE CAPABLE PARKING SPACES (PER 2022 CGBC, TABLE 5.106.5.3.1) = 8
REQUIRED EV CAPABLE - PROVIDED EVCS =
MINIMUM PROVIDED CAPABLE SPACES = 8 - 4 = 4
PROVIDED ELECTRICAL VEHICLE CAPABLE PARKING SPACES = 4 — 4 | 4 **OKAY**

REQUIRED BICYCLE PARKING (PER 2022 CGBC, SECTION 5.106.4.2.2) = 1 TWO BIKE CAPACITY LOCKER
REQUIRED BICYCLE PARKING (PER YUBA CITY CODE OF ORDINANCES, SECTION 8-5.6108) =
10% OF AUTO PARKING = 47 X 10% = 5 (OR 2 TWO BIKE CAPACITY LOCKERS)
PROVIDED BICYCLE PARKING = 3 TWO BIKE CAPACITY LOCKERS — 3 | 3 **OKAY**

SHEET NOTES

1. NEW PUBLIC WAY - SEE CIVIL DRAWINGS
2. STUDENT PARKING LOT WITH 124 PARKING SPACES
3. STAFF PARKING LOT WITH 47 PARKING SPACES
4. ACCESSIBLE PARKING SPACE - SEE ENLARGED PLAN INDICATED FOR MORE INFORMATION
5. VAN ACCESSIBLE PARKING SPACE - SEE ENLARGED PLAN INDICATED FOR MORE INFORMATION
6. ELECTRICAL VEHICLE CHARGING STATION PARKING SPACE - SEE ENLARGED PLAN INDICATED FOR MORE INFORMATION
7. STANDARD ACCESSIBLE ELECTRICAL VEHICLE CHARGING STATION PARKING SPACE - SEE ENLARGED PLAN INDICATED FOR MORE INFORMATION
8. VAN ACCESSIBLE ELECTRICAL VEHICLE CHARGING STATION PARKING SPACE - SEE ENLARGED PLAN INDICATED FOR MORE INFORMATION
9. ELECTRICAL VEHICLE CAPABLE PARKING SPACE - SEE ENLARGED PLAN INDICATED FOR MORE INFORMATION
10. VEHICULAR CONNECTION TO NEIGHBORING PARKING LOT - SEE CIVIL DRAWINGS
11. STUDENT BIKE RACK, 2 BIKE CAPACITY - SEE SA5B0, TYPICAL OF 8
12. STAFF BIKE LOCKER, 2 BIKE CAPACITY - SEE 10/A5B0, TYPICAL OF 3

LEGEND

- PROPERTY LINE
- EXISTING CONCRETE SIDEWALK AT PUBLIC WAY TO REMAIN - PROTECT IN PLACE THROUGHOUT CONSTRUCTION, U.O.N.
- EXISTING ASPHALT PAVING AT PUBLIC WAY TO REMAIN
- EXISTING BUILDINGS TO REMAIN
- EXISTING FENCE TO REMAIN
- NEW CONCRETE SIDEWALK WITH 2% MAX. SLOPE IN ANY DIRECTION - SEE XA5B0 AND CIVIL DRAWINGS FOR MORE INFORMATION
- NEW LANDSCAPE TURF AND VEGETATION AREA
- NEW CLASSROOM BUILDING - SEE SHEET A200 SERIES FOR OVERALL FLOOR PLANS

DSA NO. XX-XXXXXX

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LICENSE STAMPS

CONSULTANT

REVISIONS

Delta	Description	Date

If drawing is not 42" x 30" it is a reduced print

PROJECT NAME

A PROPOSED
CAREER TRAINING CENTER
FOR
BUTTE COUNTY Superintendent of Schools
875 HARTER PARKWAY
YUBA CITY, CALIFORNIA 95993

SHEET TITLE

OVERALL
NEW SITE PLAN

DRAWING STATUS

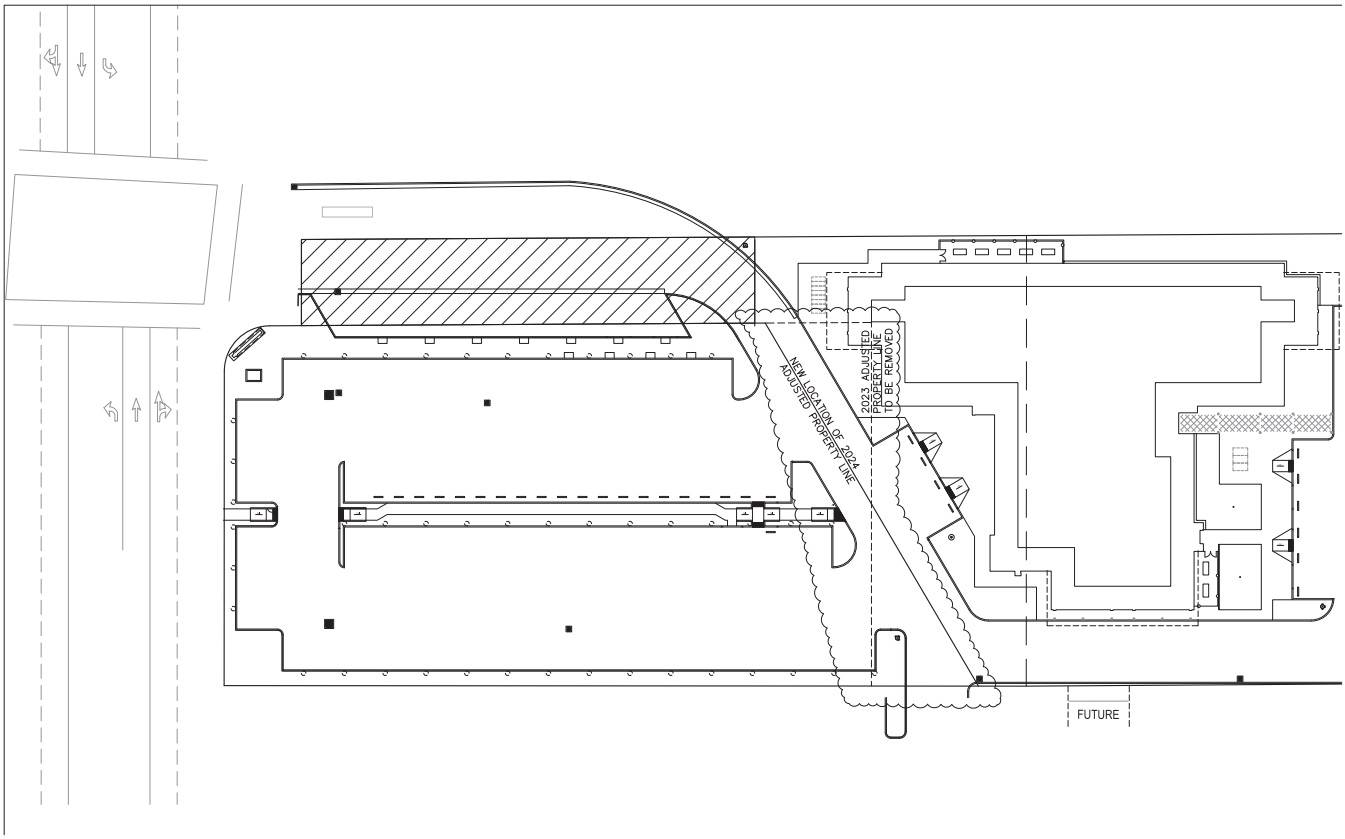
95% CONSTRUCTION DOCUMENTS
NOT FOR CONSTRUCTION

Drawn By	KRR/DAR/CSL
Date Issued	2024/01/18
Scale	1" = 20'-0"
Project No.	23-2029

SHEET No.

A010

Left Date Stamp:
Plot Date: January 18, 2024 - 10:01 am
Plot By: Chris Lamb (CHRISTOPHER.LAMB@NMRDESIGN.COM)
Drawing: G:\PL\23-2029 BCOE Career Center\23-2029 A-Architect\1-PW\CD\A-SITE_PLAN.dwg
Layout: A010, 1-SHEET, 1-SHEET, 1=20'


NEW LOCATION OF 2024
ADJUSTED PROPERTY LINE
2023 ADJUSTED
PROPERTY LINE
TO BE REMOVED
FUTURE

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NICHOLS MELBURG & ROSSETTO
ARCHITECTS • ENGINEERS

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http://www.nmrdesign.com

CONSULTANTS

LICENSE STAMPS

PROJECT NAME

A PROPOSED CAREER TRAINING CENTER

FOR

SUTTER COUNTY Superintendent of Schools

HARTER PARKWAY
YUBA CITY, CALIFORNIA

SHEET TITLE

OVERALL SITE PLAN

DRAWING STATUS

RFP SUBMITTAL

NOT FOR CONSTRUCTION

REVISIONS

Sym.	Description	Date

Drawn By:	DAR
Date Issued	01/09/23
Scale	1/8" = 1'-0"
Project No.	22-2XXX

SHEET No.

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CONSULTANTS

LICENSE STAMPS

PROJECT NAME

A PROPOSED CAREER TRAINING CENTER

FOR

SUTTER COUNTY Superintendent of Schools

HARTER PARKWAY
YUBA CITY, CALIFORNIA

SHEET TITLE

OVERALL SITE PLAN

DRAWING STATUS

RFP SUBMITTAL

NOT FOR CONSTRUCTION

REVISIONS

Sym.	Description	Date

Drawn By	DAR
Date Issued	01/09/23
Scale	1/8" = 1'-0"
Project No.	22-2XXX

SHEET No.

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CONSULTANTS

LICENSE STAMPS

PROJECT NAME

A PROPOSED CAREER TRAINING CENTER

FOR

SUTTER COUNTY Superintendent of Schools

HARTER PARKWAY
YUBA CITY, CALIFORNIA

SHEET TITLE

OVERALL SITE PLAN

DRAWING STATUS

RFP SUBMITTAL

NOT FOR CONSTRUCTION

REVISIONS

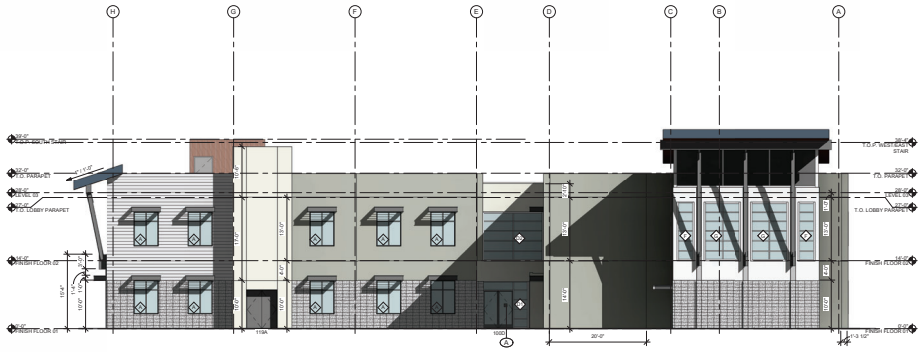
Sym.	Description	Date

Drawn By	DAR
Date Issued	01/09/23
Scale	1/8" = 1'-0"
Project No.	22-2XXX

SHEET No.

1 NORTH ELEVATION

SCALE: 1/8" = 1'-0"



2 EAST ELEVATION

SCALE: 1/8" = 1'-0"

GENERAL SHEET NOTES

A. ALL DIMENSIONS SHOWN ARE FROM SURFACE FINISH.

B. SEE MECHANICAL DRAWINGS FOR ALL MECHANICAL UNIT AND LOUVER INFORMATION.

C. SEE ELECTRICAL DRAWINGS FOR ALL POWER AND LIGHTING INFORMATION.

D. SEE SHEET XXXX FOR EXTERIOR DETAILS.

SHEET NOTES

EXTERIOR ELEVATION LEGEND

- SIGNAGE TAG - SEE SIGNAGE PLAN, SHEET A271
- ##X DOOR TAG - SEE SCHEDULE, SHEET A710
- WINDOW TAG - SEE SCHEDULE, SHEET A720
- LOUVER TAG - SEE SCHEDULE, SHEET A730

- STANDING SEAM METAL ROOFING - SEE SHEET AXXX CLASS A
- TRIM, GUTTERS, AND DOWNSPOUTS TO MATCH ROOF COLOR
- CEMENT PLASTER - SEE SHEET AXXX, WITH EXPANSION JOINT LOCATIONS AS SHOWN ON ELEVATIONS
- 8x16 CONCRETE BLOCK MASONRY VENEER, SMOOTH FACE - SEE SHEET AXXX
- FAUX WOOD VERTICAL FACADE CLADDING, COLOR AND FINISH TO MATCH SOFFIT ABOVE AND INTERIOR FAUX WOOD CLADDING AND SOFFIT - SEE SHEET AXXX
- HORIZONTAL METAL PANELS WITH CONCEALED FASTENERS - SEE SHEET AXXX

DSA APP #02-XXXXXX

NICHOLS MELBURG & ROSSETTO
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Chico, CA. 95928
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IN PARTNERSHIP WITH

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www.hilbersinc.com

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LICENSE STAMPS

CONSULTANT

REVISIONS

Delta	Description	Date

If drawing is not 42" x 30" it is a reduced print

PROJECT NAME

A PROPOSED

CAREER TRAINING CENTER

FOR

SUTTER COUNTY Superintendent of Schools

875 HARTER PARKWAY
YUBA CITY, CALIFORNIA 95993

SHEET TITLE

EXTERIOR ELEVATIONS

DRAWING STATUS

50% CONSTRUCTION DOCUMENTS

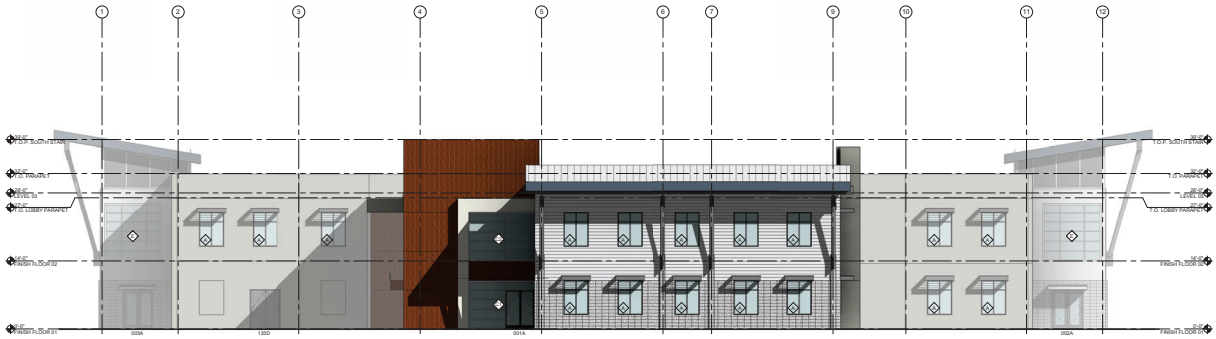
NOT FOR CONSTRUCTION

Drawn By	CSL
Date Issued	2023/10/19
Scale	As indicated
Project No.	23-2029

SHEET No.

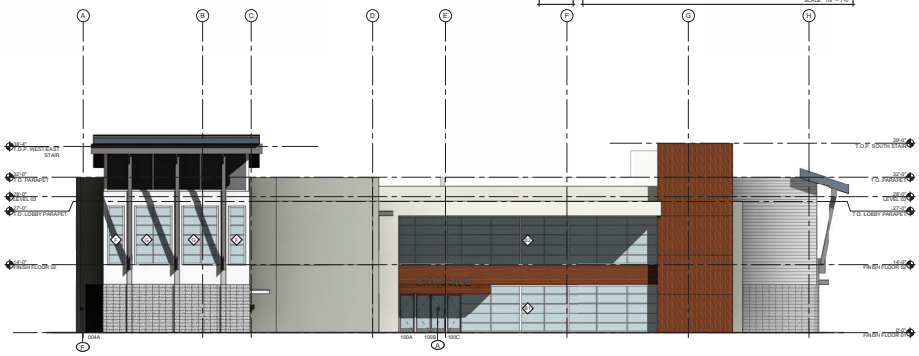
A300

Plot Date: 10/6/2023 10:03:03 AM
File Name: Autodesk Docs://SCOE Career Training Center/23-2029_A_SCOECTC.rvt



1 SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



2 WEST ELEVATION

SCALE: 1/8" = 1'-0"

GENERAL SHEET NOTES

A. ALL DIMENSIONS SHOWN ARE FROM SURFACE FINISH.

B. SEE MECHANICAL DRAWINGS FOR ALL MECHANICAL UNIT AND LOUVER INFORMATION.

C. SEE ELECTRICAL DRAWINGS FOR ALL POWER AND LIGHTING INFORMATION.

D. SEE SHEET XXXX FOR EXTERIOR DETAILS.

SHEET NOTES

EXTERIOR ELEVATION LEGEND

SIGNAGE TAG - SEE SIGNAGE PLAN, SHEET A271

##X DOOR TAG - SEE SCHEDULE, SHEET A710

WINDOW TAG - SEE SCHEDULE, SHEET A720

LOUVER TAG - SEE SCHEDULE, SHEET A730

STANDING SEAM METAL ROOFING - SEE SHEET AXXX CLASS A

TRIM, GUTTERS, AND DOWNSPOUTS TO MATCH ROOF COLOR

CEMENT PLASTER - SEE SHEET AXXX, WITH EXPANSION JOINT LOCATIONS AS SHOWN ON ELEVATIONS

8x16 CONCRETE BLOCK MASONRY VENEER, SMOOTH FACE - SEE SHEET AXXX

FAUX WOOD VERTICAL FACADE CLADDING, COLOR AND FINISH TO MATCH SOFFIT ABOVE AND INTERIOR FAUX WOOD CLADDING AND SOFFIT - SEE SHEET AXXX

HORIZONTAL METAL PANELS WITH CONCEALED FASTENERS - SEE SHEET AXXX

DSA APP #02-XXXXXX

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LICENSE STAMPS

CONSULTANT

REVISIONS

Delta	Description	Date

If drawing is not 42" x 30" it is a reduced print

PROJECT NAME

A PROPOSED

CAREER TRAINING CENTER

FOR

SUTTER COUNTY Superintendent of Schools

875 HARTER PARKWAY
YUBA CITY, CALIFORNIA 95993

SHEET TITLE

EXTERIOR ELEVATIONS

DRAWING STATUS

50% CONSTRUCTION DOCUMENTS

NOT FOR CONSTRUCTION

Drawn By	Author
Date Issued	2023/10/19
Scale	As indicated
Project No.	23-2029

SHEET No.

A301

Plot Date: 10/6/2023 10:00:40 AM
File Name: Autodesk Docs://SCOE Career Training Center/23-2029_A_SCOECTC.rvt

PLANTING NOTES:

A. TREES PLANTED WITHIN TEN (8'-0") FEET OF A STREET, SIDEWALK, PAVED TRAIL, OR WALKWAY SHALL BE A DEEP-ROOTED SPECIES OR SHALL BE SEPARATED FROM HARDSCAPES BY A ROOT BARRIER TO PREVENT PHYSICAL DAMAGE TO PUBLIC IMPROVEMENTS.

B. SOIL PREPARATION AND AMENDING:

1) AFTER ROUGH GRADING OPERATIONS, THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING A SOILS REPORT THAT PROVIDES AN ANALYSIS OF THE EXISTING SOIL THAT STATES WHAT SOIL AMENDMENTS ARE REQUIRED FOR OPTIMUM PLANTING GROWTH. THE CONTRACTOR SHALL INCORPORATE THE RECOMMENDED QUANTITIES BY THOROUGHLY CULTIVATING ALL PLANTING AREAS TO A DEPTH OF EIGHT (8) INCHES. ROUGH FINISH GRADE ALL AREAS.

2) PRIOR TO THE PLANTING OF ANY MATERIALS, COMPACTED SOILS SHALL BE TRANSFORMED TO A FRIABLE CONDITION. ON ENGINEERED SLOPES, ONLY AMENDED PLANTING HOLES NEED MEET THIS REQUIREMENT.

3) BROADCAST THE FOLLOWING SOIL AMENDMENTS. QUANTITIES GIVEN ARE PER 1,000 SQUARE FEET OF AREA.
- NITROGEN STABILIZED AND IRON FORTIFIED COMPOST PER SOIL ANALYSIS RECOMMENDATIONS, OR 4 CY MINIMUM FOR BID PURPOSES
- PELLETIZED FERTILIZER (2-8-4) 14LBS. OR AS PER SOIL ANALYSIS RECOMMENDATIONS
- SOIL SULFUR PER SOIL ANALYSIS RECOMMENDATIONS
- GYPSUM 10# LBS

4) CULTIVATE AND THOROUGHLY INCORPORATE THE AMENDMENTS INTO THE TOP EIGHT (8) INCHES OF SOIL.

5) DE-ROCK AREA TO BE PLANTED BY USING A MECHANICAL ROCK PICKER. ALL ROCKS LARGER THAN 1 INCH IN DIAMETER ARE TO BE REMOVED.

C. FINISH GRADING SHALL BE DONE BY THE LANDSCAPE CONTRACTOR FOLLOWING THE CIVIL ENGINEER RIM ELEVATIONS FOR DRAINS. REFER TO THE CIVIL ENGINEERING PLANS. ALL FINISH GRADING SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM ALL BUILDINGS AND TOWARDS DRAIN LOCATIONS AS INDICATED ON THE CIVIL PLANS. IF ANY DISCREPANCIES ARE PRESENT, CONTACT THE PROJECT SUPERINTENDENT, OR LANDSCAPE ARCHITECT.

D. INSTALL WEED BARRIER FILTER FABRIC OVER DRIP IRRIGATION COMPONENTS, MANUFACTURED OF POLYPROPYLENE, 28 MIL THICKNESS, AND 2.6 OUNCES PER SQUARE YARD. "DEWITT PRO-5", OR EQUAL. SECURE FABRIC SEGMENTS, TO SOIL WITH 6"X6"X6" STEEL U SHAPE PINS. OVERLAP ADJACENT FABRIC SEGMENTS A MINIMUM OF SIX (6) INCHES AND SECURE WITH PINS AT TWENTY FOUR (24) INCHES ON CENTER.

E. INSTALL A MINIMUM THREE INCH (3") DEPTH FIR BARK MULCH OVER THE FILTER FABRIC. A (3") LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT IN TURF AREAS, GENERAL LEAF LITTER, OR OTHER DECORATIVE, OR DIRECT SEEDING APPLICATIONS UNLESS SPECIFICALLY CONTRAINDICATED ON ALL SHRUB AND GROUND COVER PLANTING AREAS. BARK MULCH SHALL BE WOOD RESIDUAL DERIVED AND MANUFACTURED FROM PINE, WHITE AND/OR RED FIR TREE BARK. THE MATERIAL SHALL BE EQUAL TO THAT REFERRED TO AS "WALK ON BARK" IN THE TRADE.

NOTE: ORGANIC MULCH MATERIALS MADE FROM RECYCLED OR POST-CONSUMER SHALL TAKE PRECEDENCE OVER INORGANIC MATERIALS OR VIRGIN FOREST PRODUCTS UNLESS THE RECYCLED POST-CONSUMER ORGANIC PRODUCTS ARE NOT LOCALLY AVAILABLE. ORGANIC MULCHES ARE NOT REQUIRED WHERE PROHIBITED BY LOCAL FUEL MODIFICATION PLAN GUIDELINES OR OTHER APPLICABLE LOCAL ORDINANCES.

F. A CERTIFICATE OF COMPLETION SHALL BE OBTAINED FROM THE CITY AND THE PROJECT APPLICANT SHALL FILL OUT THE CERTIFICATE TO THE SATISFACTION OF THE CITY UPON COMPLETION OF THE LANDSCAPE PROJECT.

F. THE INSTALLING LANDSCAPE CONTRACTOR SHALL MAINTAIN THE NEW LANDSCAPE AREAS FOR A (160) NINETY DAY PERIOD.

PLANT SCHEDULE

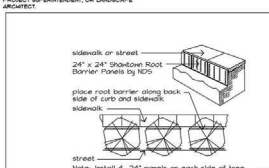
3823-11-06 09:15

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	CANOPY	QTY
TREES						
	GINKGO BILOBA 'PRINCETON SENTRY'	PRINCETON SENTRY GINKGO	24"		20'	10
	LAGERSTROEMIA X 'NATCHEZ'	CRAPE MYRTLE	15 GAL	STANDARD	20'	3
	NYSSA SYLVATICA	TUPELO	15 GAL		25'	5
	PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	24"		30'	18
	PLATANUS X ACERIFOLIA 'COLUMBIA'	COLUMBIA LONDON PLANE TREE	15 GAL		35'	12
	QUERCUS LOBATA	VALLEY OAK	15 GAL		35'	4
	ZELKOVA SERRATA 'GREEN VASE'	SAWLEAF ZELKOVA	15 GAL		30'	6

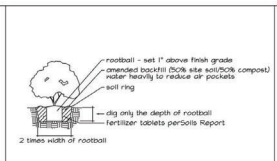
PLANT SCHEDULE

3823-11-06 09:14

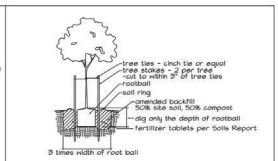
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QTY
SHRUBS					
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	5 GAL	36" O.C.	28
	CALLISTEMON VIMINALIS 'LITTLE JOHN'	DWARF WEEPING BOTTLEBRUSH	5 GAL	60" O.C.	18
	CISTUS SALVIFOLIUS 'PROSTRATUS'	SAGELEAF ROCKROSE	5 GAL	60" O.C.	35
	CISTUS X PURPUREUS	ORCHID ROCKROSE	5 GAL	48" O.C.	16
	DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAFED HOPSEED BUSH	5 GAL	36" O.C.	12
	MAHONIA REPENS	CREEPING MAHONA	1 GAL	36" O.C.	76
	NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL	48" O.C.	38
	PRUNUS CAROLINIANA 'BRIGHT 'N TIGHT' TM	BRIGHT 'N TIGHT CAROLINA LAUREL	5 GAL	60" O.C.	12
	RHAPHOLEPIS INDICA 'JACK EVANS'	JACK EVANS INDIAN HAWTHORN	5 GAL	60" O.C.	101
	RHAPHOLEPIS UMBELLATA 'MINOR'	DWARF YEDDA HAWTHORN	5 GAL	48" O.C.	39
	ROSMARINUS OFFICINALIS 'PROSTRATUS'	DWARF ROSEMARY	1 GAL	60" O.C.	75
	TEUCRIUM X LUCIDRYS 'PROSTRATUM	GERMANDER	1 GAL	36" O.C.	32
	XYLOSMA CONGESTUM 'COMPACTA'	COMPACT XYLOSMA	5 GAL	60" O.C.	8
PERENNIALS					
	SALVIA GREGGII 'RED'	AUTUMN SAGE	5 GAL	48" O.C.	6
	DIETES VEGETA	AFRICAN IRIS	1 GAL	48" O.C.	34
	PHORMIUM TENAX 'PINK STRIPE'	NEW ZEALAND FLAX	5 GAL	60" O.C.	4
	TULBAGHIA VIOLACEA 'VARIEGATA'	STRIPED CAPE GARLIC	1 GAL	36" O.C.	55
MATERIALS					
	DECOMPOSED GRANITE 4" DEPTH PLACE IN TWO 2" DEPTH COMPACTED LIFTS. SLOPE 2% TO DRAIN	DG	---		6954 SF



TREE ROOT BARRIER



SHRUB PLANTING



TREE PLANTING

DSA NO. XX-XXXXXX

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LICENSE STAMPS

CONSULTANT

DOUGLAS BECKWITH LANDSCAPE ARCHITECTS
STEVEN P. PHILLIPS
No. 2117
LICENSED
LANDSCAPE ARCHITECT
STATE OF CALIFORNIA

REVISIONS

Delta	Description	Date

If drawing is not 42" x 30" it is a reduced print.

PROJECT NAME

A PROPOSED
CAREER TRAINING CENTER
FOR
BUTTE COUNTY Superintendent of Schools
875 HARTER PARKWAY
YUBA CITY, CALIFORNIA 95993

SHEET TITLE

PLANTING PLAN

DRAWING STATUS

50% CONSTRUCTION DOCUMENTS
NOT FOR CONSTRUCTION

Drawn By	
Date Issued	2023/11/07
Scale	
Project No.	23-2029

SHEET No.

L1

PLANTING NOTES:

A. TREES PLANTED WITHIN TEN (10'-0") FEET OF A STREET, SIDEWALK, PAVED TRAIL OR WALKWAY SHALL BE A DEEP-ROOTED SPECIES OR SHALL BE SEPARATED FROM HARDSCAPES BY A ROOT BARRIER TO PREVENT PHYSICAL DAMAGE TO PUBLIC IMPROVEMENTS.

B. SOIL PREPARATION AND AMENDING

1) AFTER ROUGH GRADING OPERATIONS, THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING A SOILS REPORT THAT PROVIDES AN ANALYSIS OF THE EXISTING SOIL THAT STATES WHAT SOIL AMENDMENTS ARE NEEDED TO ENSURE PLANT HEALTH AND GROWTH. THE CONTRACTOR SHALL INCORPORATE THE RECOMMENDED QUANTITIES BY THOROUGHLY CULTIVATING ALL PLANTING AREAS TO A DEPTH OF EIGHT (8) INCHES. ROUGH FINISH GRADE ALL AREAS.

2) PRIOR TO THE PLANTING OF ANY MATERIALS, COMPACTED SOILS SHALL BE TRANSFORMED TO A FRIABLE CONDITION. ON ENGINEERED SLOPES, ONLY AMENDED PLANTING HOLES NEED MEET THIS REQUIREMENT

3) BROADCAST THE FOLLOWING SOIL AMENDMENTS. QUANTITIES GIVEN ARE PER 1,000 SQUARE FEET OF AREA
- NITROGEN STABILIZED AND IRON FORTIFIED COMPOST-PER SOIL ANALYSIS RECOMMENDATIONS, OR A CY MINIMUM FOR BID PURPOSES
- PELLETIZED FERTILIZER (2-0-0) (8LBS., OR AS PER SOIL ANALYSIS RECOMMENDATIONS
- SOIL SULFUR-PER SOIL ANALYSIS RECOMMENDATIONS
- GYPSUM (40 LBS)

4) CULTIVATE AND THOROUGHLY INCORPORATE THE AMENDMENTS INTO THE TOP EIGHT (8) INCHES OF SOIL.

5) DE-ROCK AREA TO BE PLANTED BY USING A MECHANICAL ROCK PICKER. ALL ROCKS LARGER THAN 1 INCH IN DIAMETER ARE TO BE REMOVED.

C. FINISH GRADING SHALL BE DONE BY THE LANDSCAPE CONTRACTOR FOLLOWING THE CIVIL ENGINEER RIM ELEVATIONS FOR DRAINS. REFER TO THE CIVIL ENGINEERING PLANS.

ALL FINISH GRADING SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM ALL BUILDINGS AND TOWARDS DRAIN LOCATIONS AS INDICATED ON THE CIVIL PLANS. IF ANY DISCREPANCIES ARE PRESENT, CONTACT THE PROJECT SUPERINTENDENT, OR LANDSCAPE ARCHITECT

D. INSTALL WEED BARRIER FILTER FABRIC OVER DRIP IRRIGATION COMPONENTS. MANUFACTURED OF POLYPROPYLENE, 28 MIL THICKNESS, AND 2.6 OUNCES PER SQUARE YARD. DEBUTT PRO-5, OR EQUAL. SECURE FABRIC SEGMENTS TO SOIL WITH 4"X"48" STEEL U SHAPE PINS. OVERLAP ADJACENT FABRIC SEGMENTS A MINIMUM OF SIX (6) INCHES AND SECURE WITH PINS AT TWENTY FOUR (24) INCHES ON CENTER.

E. INSTALL A MINIMUM THREE INCH (3") DEPTH FIR BARK MULCH OVER THE FILTER FABRIC. A (3") LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT IN TURF AREAS, CREEPING OR ROOTING GROUND COVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED ON ALL SHRUB AND GROUND COVER PLANTING AREAS. BARK MULCH SHALL BE WOOD RESIDUAL DERIVED AND MANUFACTURED FROM PINE, WHITE AND/OR RED FIR. TREE BARK. THE MATERIAL SHALL BE EQUAL TO THAT REFERRED TO AS 'WALK ON BARK' IN THE TRADE

NOTE: ORGANIC MULCH MATERIALS MADE FROM RECYCLED OR POST-CONSUMER SHALL TAKE PRECEDENCE OVER INORGANIC MATERIALS OR VIRGIN FOREST PRODUCTS UNLESS THE RECYCLED POST-CONSUMER ORGANIC PRODUCTS ARE NOT LOCALLY AVAILABLE. ORGANIC MULCHES ARE NOT REQUIRED WHERE PROHIBITED BY LOCAL FUEL MODIFICATION PLAN GUIDELINES OR OTHER APPLICABLE LOCAL ORDINANCES

F. A CERTIFICATE OF COMPLETION SHALL BE OBTAINED FROM THE CITY AND THE PROJECT LANDSCAPE ARCHITECT TO CERTIFY COMPLIANCE TO THE DATE SPECIFIED, OR TO THE DATE OF COMPLETION OF THE LANDSCAPE PROJECT.

F. THE INSTALLING LANDSCAPE CONTRACTOR SHALL MAINTAIN THE NEW LANDSCAPE AREAS FOR A THIRTY NINETY DAY PERIOD.

PLANT SCHEDULE

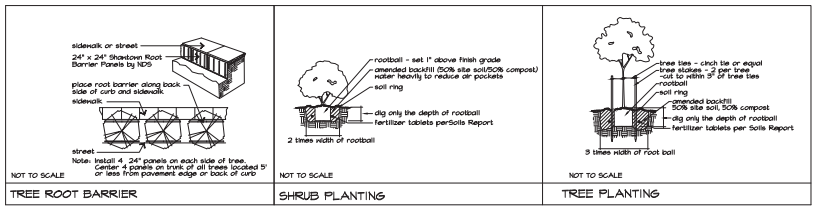
2023-11-29 18:43

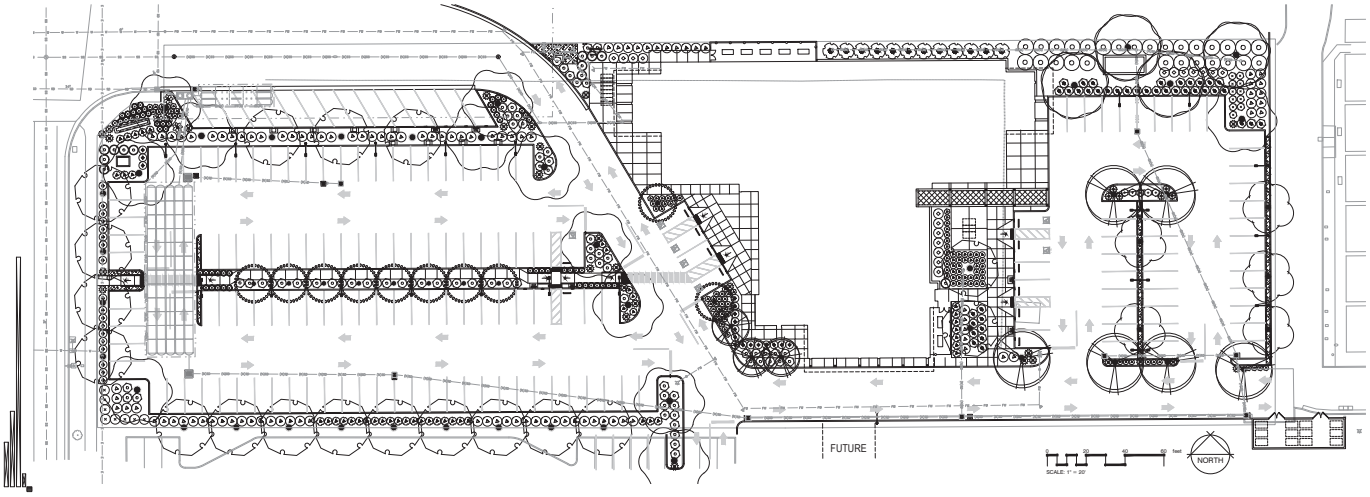
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	CANOPY
TREES					
	GINKGO BILOBA 'PRINCETON SENTRY'	PRINCETON SENTRY GINKGO	24"		20'
	LAGERSTROEMIA X 'NATCHEZ'	CRAPE MYRTLE	15 GAL	STANDARD	20'
	NYSSA SYLVATICA	TUPELO	15 GAL		25'
	PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	24"		30'
	PLATANUS X ACERIFOLIA 'COLUMBIA'	COLUMBIA LONDON PLANE TREE	15 GAL		35'
	QUERCUS LOBATA	VALLEY OAK	15 GAL		35'
	ZELKOVA SERRATA 'GREEN VASE'	SAWLEAF ZELKOVA	15 GAL		30'

PLANT SCHEDULE

2023-11-29 18:43

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QTY
SHRUBS						
		ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	5 GAL	36" O.C.	28
		CALLISTEMON VIMINALIS 'LITTLE JOHN'	DWARF WEEPING BOTTLEBRUSH	5 GAL	60" O.C.	18
		CISTUS SALVIFOLIUS 'PROSTRATUS'	SAGELEAF ROCKROSE	5 GAL	60" O.C.	35
		CISTUS X PURPUREUS	ORCHID ROCKROSE	5 GAL	48" O.C.	16
		DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAFED HOPSEED BUSH	5 GAL	36" O.C.	12
		MAHONIA REPENS	CREEPING MAHONIA	1 GAL	36" O.C.	149
		NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL	48" O.C.	38
		PRUNUS CAROLINIANA 'BRIGHT 'N TIGHT' TM	BRIGHT 'N TIGHT CAROLINA LAUREL	5 GAL	60" O.C.	12
		RHAPHOLEPIS INDICA 'JACK EVANS'	JACK EVANS INDIAN HAWTHORN	5 GAL	60" O.C.	101
		RHAPHOLEPIS UMBELLATA 'MINOR'	DWARF YEDDA HAWTHORN	5 GAL	48" O.C.	35
		ROSMARINUS OFFICINALIS 'PROSTRATUS'	DWARF ROSEMARY	1 GAL	60" O.C.	15
		TEUCRIUM X LUCIDRYS PROSTRATUM	GERMANDER	1 GAL	36" O.C.	32
		XYLOSMA CONGESTUM 'COMPACTA'	COMPACT XYLOSMA	5 GAL	60" O.C.	8
PERENNIALS						
		SALVIA GREGGII 'RED'	AUTUMN SAGE	5 GAL	48" O.C.	6
		DIETES VEGETA	AFRICAN IRIS	1 GAL	48" O.C.	34
		PHORMIUM TENAX 'PINK STRIPE'	NEW ZEALAND FLAX	5 GAL	60" O.C.	4
		TULBAGHIA VIOLACEA 'VARIEGATA'	STRIPED CAPE GARLIC	1 GAL	36" O.C.	55
MATERIALS						
		DECOMPOSED GRANITE 4" DEPTH PLACE IN TWO 2" DEPTH COMPACTED LIFTS. SLOPE 2% TO DRAIN	DG		----	654 SF





DSA NO. XX-XXXXXX

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LICENSE STAMPS

CONSULTANT

REVISIONS

Delta	Description	Date

If drawing is not 42" x 30" it is a reduced print

PROJECT NAME

A PROPOSED
CAREER TRAINING CENTER
FOR
BUTTE COUNTY Superintendent of Schools
875 HARTER PARKWAY
YUBA CITY, CALIFORNIA 95993

SHEET TITLE

PLANTING PLAN

DRAWING STATUS

75% CONSTRUCTION DOCUMENTS
NOT FOR CONSTRUCTION

Drawn By	
Date Issued	2023/11/30
Scale	
Project No.	23-2029

SHEET No.

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EXHIBIT B

CITY OF YUBA CITY
CONDITIONS OF APPROVAL
DEVELOPMENT PLAN 24-01
SEPTEMBER 17, 2024

SUTTER COUNTY SUPERINTENDENT OF SCHOOLS
DEVELOPMENT PLAN 24-01

NOTICE TO PROJECT APPLICANT

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

IMPORTANT: PLEASE READ CAREFULLY

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

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

Approval of this development plan may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this development plan, the zoning ordinance, and all City standards and specifications. This development plan is granted, and the conditions imposed, based upon the application submittal provided by the applicant, including any operational statement. The application is material to the issuance of this development plan. Unless the conditions of approval specifically require operation inconsistent with the application, a new or revised development plan is required if the operation of this establishment changes or becomes inconsistent with the application. Failure to operate in accordance with the conditions and requirements imposed may result in revocation of the development plan or any other enforcement remedy available under the law. The City shall not assume responsibility for any deletions or omissions resulting from the development plan review process or for additions or alterations to any construction or building plans not specifically submitted and reviewed and approved pursuant to this development plan or subsequent amendments or revisions. These conditions are conditions imposed solely upon the development plan, and are not conditions imposed on the City or any third party. Likewise, imposition of conditions to ensure compliance with federal, state, or local laws and regulations does not preclude any other type of compliance enforcement.

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

CONDITIONS OF APPROVAL

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

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

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

2. The development and operation of the project shall comply with Development Plan 24-01 as approved by the City Council on September 17, 2024, unless otherwise approved by the Development Services Director.

3. Approval of Development Plan (DP) 24-01 shall be null and void without further action if either 1) the project has not been substantially commenced within two years of the approval date of the development plan or 2) that a request for an extension of time, pursuant to Section 8-5.7106 of the Yuba City Municipal Code has not been submitted to the City.

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

    a. The Developer's Contractor shall obtain an Encroachment Permit from the City prior to performing any work within public rights of way.

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

6. Applicant shall pay its fair share to install future traffic signals at the Harter Parkway/Spirit Drive and Lassen Blvd/Walton Avenue intersections. Fair share shall be determined for the Cumulative Plus Project condition, or as approved by the Public Works Director.

7. All City adopted Development Impact Fees and other applicable fees shall be paid pursuant to the Yuba City Municipal Code unless it can be demonstrated in writing the facility is exempt from fee collection.

8. The landscaping strips along Harter Parkway shall match the adjacent property to the south, including shade trees and landscaping, or as approved by the Development Services Director.

9. A lot line adjustment shall be completed prior to construction occurring.

10. The development of the subject property shall include all measures required to ensure that no drainage runoff resulting from the development of the property flow onto the adjacent lands or that the development impede the drainage from those properties. If retaining walls are required, they shall be constructed of concrete or masonry block.

11. Sidewalks and driveways, along the proposed development frontages, shall be constructed in accordance with City Standards, or as determined by the Public Works Director.

12. Development shall comply with Yuba City's stormwater requirements and Post-Construction Standards Plan. The Post Construction Statement of Responsibility shall be recorded at the Sutter County Recorder's Office. The Post Construction information can be found online by visiting this website: https://www.yubacity.net/city_hall/departments/public_works/engineering/stormwater_management

13. Required Improvement Plan Notes:

a. "Any excess materials shall be considered the property of the contractor/owner and shall be disposed of away from the job site in accordance with applicable local, state and federal regulations."
b. "During construction, the Contractor shall be responsible for controlling noise, odors, dust and debris to minimize impacts on surrounding properties and roadways. The Contractor shall be responsible that all construction equipment is equipped with manufacturers approved muffler baffles. Failure to do so may result in the issuance of an order to stop work."
c. "If any hazardous waste is encountered during the construction of this project, all work shall be immediately stopped and the Sutter County Environmental Health Department, the Fire Department, the Police Department, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies."
d. "The Contractor(s) shall be required to maintain traffic flow on affected roadways during non-working hours, and to minimize traffic restriction during construction. The Contractor shall be required to follow traffic safety measures in accordance with the Caltrans "Manual of Traffic Safety Controls for Construction and Maintenance Work Zones." The City of Yuba City emergency service providers shall be notified, at least two working days in advance, of proposed construction scheduled by the contractor(s)."
e. "Soil shall not be treated with lime or other cementitious material without prior express permission by the Public Works Department."
f. "Where an excavation for a trench and/or structure is five (5) feet deep or more, the contractor shall conform to O.S.H.A. requirements. The contractor shall provide a copy of the approved O.S.H.A. permit, and shoring details and calculations prepared by California licensed structural engineer to the Public Works Department, prior to beginning construction."

14. The contractor shall maintain record drawings of the improvements in the City's right of way and keep them on site at all times. When the project is complete, the contractor shall deliver a marked set of plans to the Engineer of Record. The Engineer of Record shall update the improvement plans with the record information. Once the changes have been added to the plans, the Engineer of Record shall submit both an electronic copy (Civil 3D version 2017 or newer) and a hard copy to the City.

Impact	Mitigation Measure	Responsible Party	Monitoring Party	Timing
3.7 Geology and Soils	**Paleontological Mitigation Measure 1:** This Mitigation Measure shall be placed as a note on the Demolition and Grading Plans. If paleontological resources are found, the construction manager shall halt all activity and immediately contact the Development Services Department at 530-822-4700. Mitigation shall be conducted as follows: 1. Identify and evaluate paleontological resources by intense field survey where impacts are considered high; 2. Assess effects on identified sites; 3. Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that are slated to be impacted; 4. Obtain comments from the researchers; 5. Comply with researchers' recommendations to address any significant adverse effects were determined by the City to be feasible. In considering any suggested mitigation proposed by the consulting paleontologist, the City's Community Development Department Staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, Specific or General Plan policies and land use	Developer	Public Works Dept., Development Services Dept.	During construction phase

	assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.			
3.8. Greenhouse Gases	**Greenhouse Gas Mitigation 1:** The site grading and construction of the self-storage facility shall comply with the GHG Reduction Measures provided in the adopted Yuba City Resource Efficiency Plan.	Developer	Development Services Dept.	Prior to issuance of building permits.
3.17. Transportation and Traffic	**Transportation/Traffic Mitigation 1:** Prior to certificate of occupancy, the applicant shall pay its fair share to install future traffic signals at the Harter Parkway/Spirit Drive and Lassen Boulevard/Walton Avenue intersections. Fair share shall be determined for the cumulative-plus-project conditions, or as approved by the Public Works Director.	Developer	Public Works Dept.	Prior to issuance of the Certificate of Occupancy
3.18. Tribal Cultural Resources	**Tribal Cultural Resources Mitigation 1: Unanticipated Discoveries:** If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American Tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC 21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary. Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in	Developer	Public Works Dept., Development Services Dept.	During construction phase

	place, including through project redesign. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, returning objects to a location within the project area where they will not be subject to future impacts. The Tribe does not consider curation of TCR's to be appropriate or respectful and request that materials not be permanently curated, unless approved by the Tribe. The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including but limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a Tribal Cultural Resource may include Tribal monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil. Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of CEQA, including AB 523 has been satisfied.			

ATTACHMENT 2

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUBA CITY TO ADOPT REZONE 24-02 FOR THE SUTTER COUNTY SCHOOLS CAREER TRAINING CENTER AND CONFERENCE CENTER PROJECT LOCATED ON AT THE SOUTHEAST CORNER OF HARTER PARKWAY AND AN EXTENSION OF SPIRIT WAY (ASSESSOR'S PARCEL NUMBERS 63-010-146 AND -147).

WHEREAS, the City received an application in October 2023 for Development Plan (DP) 24-01 and Rezoning (RZ) 24-02. DP 24-01 proposes to construct the approximately 38,000 square foot Sutter County Schools Career Training and Conference Center and associated parking and landscaping. RZ 24-02 for the same property is to delete the X19 Combining Zone District from the existing Commercial-Office Zoning; and

WHEREAS, as a result the following entitlements are being considered for approval by the City:

- *Rezone (RZ) 24-02:* which proposes to amend the zone district of the same 2.5 acres from a Office-Commercial Zone District combined with the X_{19} Zone District (C-O X_{19}) to Office-Commercial (C-O) Zone District.
- *Development Plan (DP) 24-01:* which proposes construct an approximately 38,000 square foot Sutter County Schools Career Training and Conference Center.
- *Environmental Assessment (EA) 24-02.*

(collectively "Project"); and

WHEREAS, pursuant to the authority and criteria contained in the California Environmental Quality Act of 1970 ("CEQA"), the City, as the Lead Agency, has analyzed the proposed Project and has prepared an Initial Study and Mitigated Negative Declaration (Environmental Assessment 24-02) for the Project; and

WHEREAS, on August 28, 2024, the Planning Commission concurrently conducted a duly noticed public hearing on the Project, at which time it received input from City Staff and the applicant; public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission, after which public testimony was closed; and

WHEREAS, after deliberation and consideration of all relevant items, the Planning Commission recommended the City Council adopt Environmental Assessment 24-02 and adopt an Ordinance to approve Rezone 24-02; and

WHEREAS, on September 17, 2024, the Yuba the City Council conducted a duly noticed public hearing on the project, at which time it received input from City Staff, public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the City Council, after which public testimony was closed and this ordinance introduced.

WHEREAS, the City Council of Yuba City considered said recommendations of the Planning Commission on the matter and after review and consideration of the Environmental Assessment, the City Council desires to find that Environmental Assessment (EA) 24-02 prepared for the project is in conformance with State and local environmental guidelines; and

WHEREAS, the City Council desires to approve RZ 24-02;

NOW, THEREFORE, the City Council of the City of Yuba City does ordain as follows:

1. Recitals. The City Council finds that the recitals are true and correct, and incorporates the same herein as if set forth in full.

2. CEQA Findings: The City Council of the City of Yuba City has concurrently approved EA 24-02 by adopting an Initial Study/Mitigated Negative Declaration and accompanying Mitigation Monitoring and Reporting Program for the project. With the project specific mitigations imposed, there is no substantial evidence in the record that this project may have significant direct, indirect, or cumulative effects on the environment. No further CEQA is required, as CEQA has been completed for this project.

3. Rezone Findings. The City Council finds that Rezone 24-02 is consistent with the General Plan. The City Council finds that Rezone 24-02 i) is consistent with the General Plan goals and policies; ii) is consistent with the purpose of the zoning ordinance to promote and protect the public's health, safety, peace, comfort, convenience and general welfare; iii) the project would provide open space, light, air, privacy, convenience, access, aesthetic values, protection of environmental values, and protection of public and private improvements; and iv) the project will allow for the creation of quality economic growth and development for the City.

4. Approval of RZ 24-02. Based on the information provided above, the City Council of Yuba City adopts an Ordinance approving RZ 24-02 and reclassify the zone districts for those districts on the zoning map of the City of Yuba City from Office-Commercial with X19 Overlay District (C-O X19) to Office-Commercial (C-O), and associated refinements of existing zoned district map boundaries as depicted for approximately 2.5 acres as shown in Exhibit A.

5. Severability. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions thereof may be declared invalid or unconstitutional.

6. Publication. The City Clerk shall certify to the adoption of this Ordinance and cause it to be published, in accordance with Government Code, Section 36933, or as otherwise required by law.

7. Effective Date of Ordinance. This ordinance shall take effect and be in full force and effect from and after thirty (30) days after its final passage and adoption.

I HEREBY CERTIFY that the foregoing Ordinance was introduced by the City Council after waiving reading, except by Title, at a regular meeting thereof held on the 17th day of September 2024, and adopted the Ordinance after the second reading at a regular meeting held on the _____day of _____2024, by the following roll call vote:

Ayes:

Noes:

Absent:

Recused:

CITY OF YUBA CITY

_____
Shon Harris, Mayor

ATTEST:

_____
Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

_____
Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

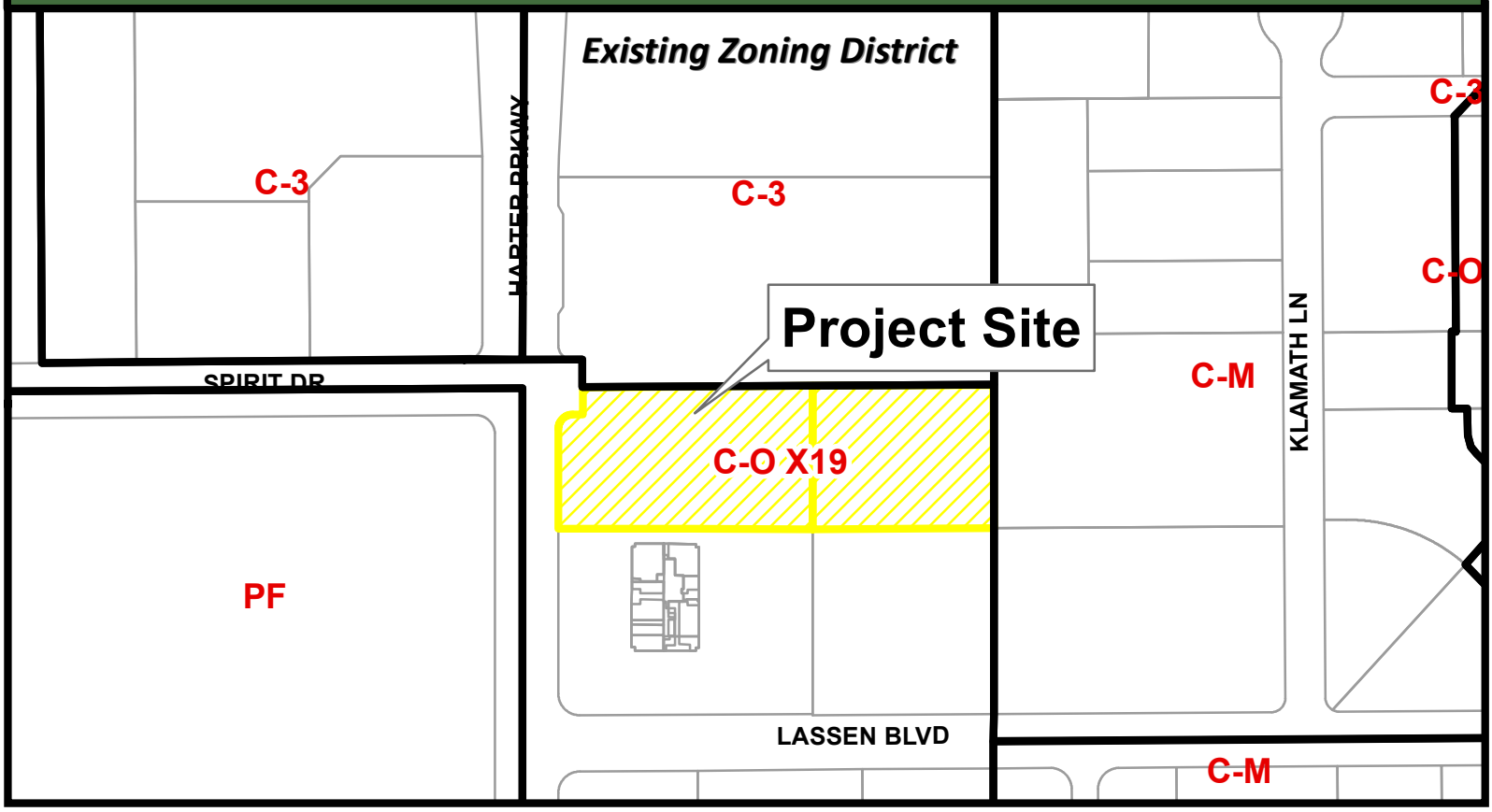
Exhibit A: Zoning Map, Rezone 24-02
Exhibit B: X19 Zone District Description

I, _____, Deputy City Clerk of the City of Yuba City, California, DO HEREBY CERTIFY that the foregoing is a true and accurate copy of the Ordinance passed and adopted by the City Council of the City of Yuba City on the date and by the vote indicated herein.

EXHIBIT A

Sutter County Superintendent of Schools Training Facility

RZ 24-02, DP 24-01, EA 24-02 | Rezone Map



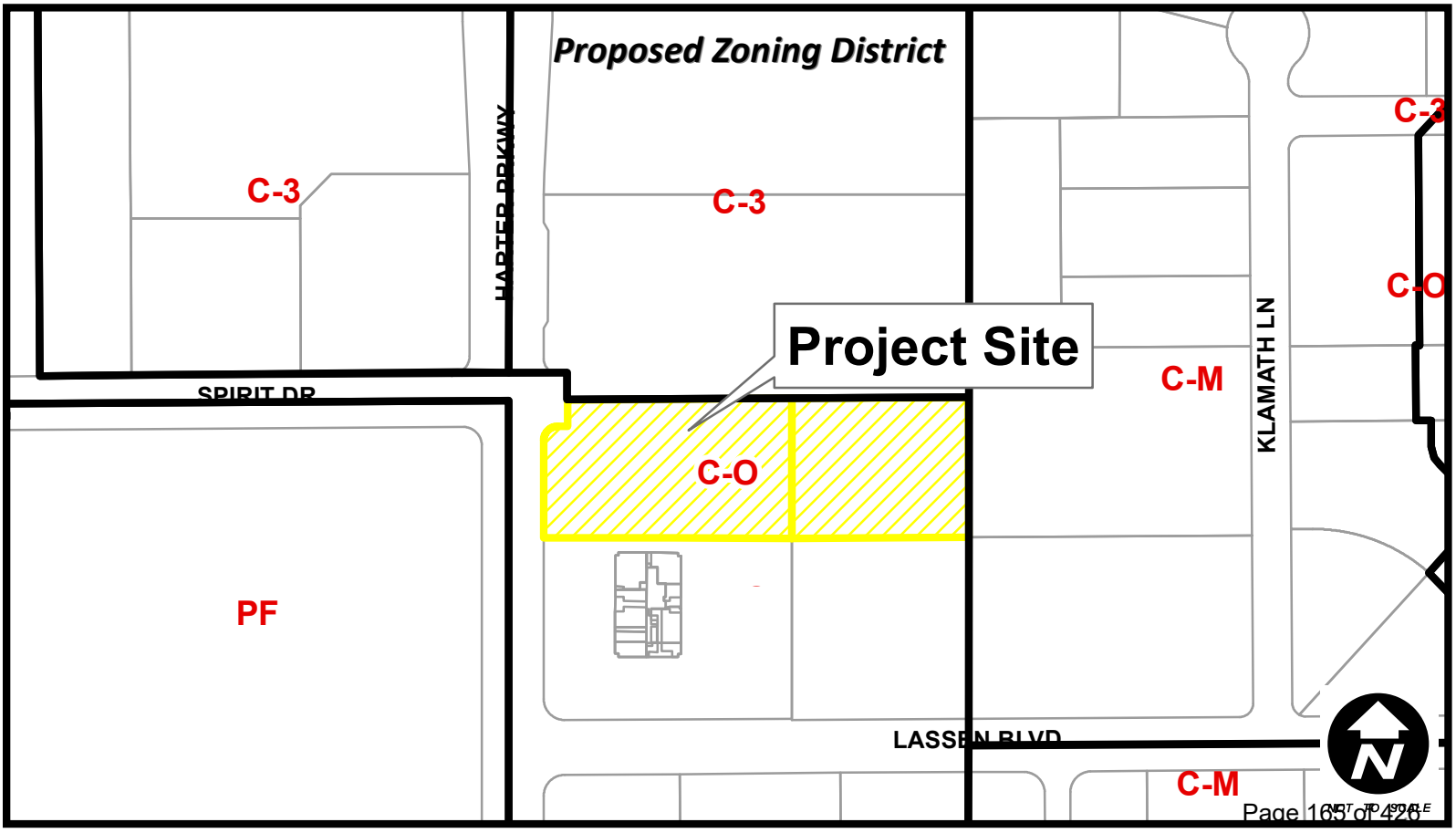


EXHIBIT B

X_{19} Area: Southeast corner of Colusa Ave. & El Margarita Rd.

Reason: To ensure the future provision for transportation needs: 1) a fair share of fees will be paid for traffic signal improvements at Walton Avenue/Lassen Blvd./Tharp Road intersection are made, 2) a fair share will be paid for the improvements cost of highway road improvements based on an AB 1600 study in effect at the time of issuance of building permits and 3) that Harter Road and Lassen Blvd. are improved to city standards and extended across this property along with El Margarita Road.

Criteria of Development

1) To mitigate the impacts from the project on the intersection of Walton Avenue and Lassen Blvd., the developer shall contribute 45 percent of the total cost for the installation a traffic signal prior to the issuance of building permits.

2) To mitigate the impacts from the project on the intersection of Tharp Road and Lassen Blvd., the developer shall contribute 70 percent of the total cost for the installation a traffic signal prior to issuance of building permits.

3) Sufficient right-of-way shall be set aside through this property from the current terminus of Lassen Blvd to El Margarita Road for a road connection between these points and for the southerly extension of Harter Road from the highway to the south end of this property. Improvements along these right-of-ways shall be completed as development occurs along these streets to city standards by the property developers.

4) Should artifacts or unusual amounts of some bone or shell be uncovered during the demolition or construction activity, work shall be stopped and a qualified archeologist shall be contacted for on-site consultation. If the bone appears to be human, California law mandates that the Sutter county Coroner and the Native American Heritage Commission be contacted.

ATTACHMENT 3

Environmental Assessment 24-02

Initial Study and Mitigated Negative Declaration for the proposed Sutter County Schools Career Training and Conference Center consisting of Development Plan 24-01 and Rezoning 24-02. The proposed Development Plan 24-01 is for an approximately 38,000 square foot, two-story education center as well as a 171-space parking lot for students and faculty, and appropriate landscaping. Rezoning 24-02 for the approximately 2.5- acre property would delete the X_{19} Combining Zone District. The site is located on the east side of Harter Parkway, south of Spirit Drive.

Prepared for:

City of Yuba City
1201 Civic Center Blvd.
Yuba City, CA 95993

Prepared By:

Denis Cook
Land Use Planning Consultant

and

City of Yuba City
Development Services Department
Planning Division

August 2024

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CITY OF YUBA CITY
Development Services Department
Planning Division
1201 Civic Center Blvd. Yuba City, CA 95993 Phone (530) 822-4700

1. Introduction

1.1. Introduction

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to identify any potential environmental impacts in the City of Yuba City, California (City) from the proposed Sutter County Schools Career Training and Conference Center. The proposal consists of Development Plan (DP) 24-01 and Rezoning (RZ) 24-02. The 2.5-acre site is located on the east side of Harter Parkway just south of Spirit Drive.

DP 24-01 is a request to construct an approximately 38,000 square feet, two story, office building to be utilized by the Sutter County Schools as an administrative and educational facility. The proposed facility will accommodate 21 classrooms, conference rooms and office space. A staff of 60 is anticipated to serve a population of 305 students. There will be 171 student and teacher parking spaces and appropriate landscaping.

RZ 24-02 application requests the removal of the X_{19} Combining Zone District from the existing Office Commercial Zone District combined with the X_{19} Zone District (C-O X_{19}). The X_{19} District provides several criteria for new development to fund improvements to Lassen Avenue intersections with Harter Parkway, Tharp Road, and Walton Avenue. More recent changes to the citywide development impact fee program as well as the proposed traffic mitigation measure to signalize nearby intersections have replaced the need for this zoning. DP 24-01 and RZ 24-02 are collectively the "Project."

The property has full City services available to it. For public access, the property will primarily be served from the Harter Parkway/Spirit Way intersection, with a second driveway entrance through the abutting Sutter County School property onto Klamath Lane, and a potential third access also through the existing Sutter County Schools property onto Lassen Boulevard.

The DP/RZ is considered a project under the California Environmental Quality Act (CEQA), as the City has discretionary authority over the Project. The Project requires discretionary review and decision by the Planning Commission for DP 24-01 and for RZ 24-02 a recommendation by the Planning Commission to the City Council, and review and decision by the City Council.

This IS/MND has been prepared in conformance with CEQA Guidelines Section 15070. The purpose of the IS/MND is to determine the potential significant impacts associated with the proposed school/office building and rezoning and provide an environmental assessment for consideration by the Planning Commission and City Council. In addition, this document is intended to provide the basis for input from public agencies, organizations, and interested members of the public.

1.2. Regulatory Information

An Initial Study (IS) is an environmental assessment document prepared by a lead agency to determine if a project may have a significant effect on the environment. In accordance with the California Code of

Regulations Title 14 (Chapter 3, §15000 et seq.), commonly referred to as the CEQA Guidelines - Section 15064(a)(1) states an environmental impact report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less than significant. A negative declaration may be prepared instead; if the lead agency finds that there is no substantial evidence, in light of the whole record that the project may have a significant effect on the environment. A negative declaration is a written statement describing the reasons why a proposed project, not exempt from CEQA pursuant to §15300 et seq. of Article 19 of the Guidelines, would not have a significant effect on the environment and, therefore, why it would not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

a) The IS shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or

b) The IS identified potentially significant effects, but:

    a. Revisions in the Project plans or proposals made by or agreed to by the applicant before the proposed negative declaration and initial study is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and

    b. There is no substantial evidence, in light of the whole record before the agency, that the proposed Project as revised may have a significant effect on the environment. If revisions are adopted by the Lead Agency into the proposed Project in accordance with the CEQA Guidelines Section 15070(b), a Mitigated Negative Declaration (MND) is prepared.

1.3. Document Format

This IS/MND contains four chapters, and a technical appendix. Chapter 1, Introduction, provides an overview of the proposed Project and the CEQA environmental documentation process. Chapter 2, Project Description, provides a detailed description of proposed Project objectives and components. Chapter 3, Impact Analysis, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible measures. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why the impacts will be less than significant. If the proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Chapter 4, List of Preparers, provides a list of key personnel involved in the preparation of the IS/MND.

1.4. Purpose of Document

The proposed DP/RZ will undergo a public review process by the Planning Commission deciding the development plan and providing a recommendation to the City Council regarding the rezoning, followed by a Council decision on the rezoning. Planning Commission approval of the development plan would

result in the construction of a 38,000 square foot office/education facility being constructed on the property. This public review process is needed to assure that the Project will be compatible with existing or expected neighboring uses and that adequate public facilities are available to serve the Project.

This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 et seq.) and the State CEQA Guidelines (Title 14 CCR §15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

The initial study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to use a previously prepared EIR and supplement that EIR, or prepare a subsequent EIR to analyze at hand. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a negative declaration shall be prepared. If in the course of the analysis, it is recognized that the project may have a significant impact on the environment, but that with specific recommended mitigation measures incorporated into the project, these impacts shall be reduced to less than significant, a mitigated negative declaration shall be prepared.

In reviewing all of the available information for the above referenced project, the City of Yuba City Planning Division has analyzed the potential environmental impacts created by this Project and a mitigated negative declaration has been prepared.

1.5. Intended Uses of this Document

In accordance with CEQA, a good-faith effort has been made during preparation of this IS/MND to contact affected public agencies, organizations, and persons who may have an interest in the proposed Project. In reviewing the Draft IS/MND, affected and interested parties should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the effects of the proposed Project would be avoided or mitigated.

The Draft IS/ND and associated appendices will be available for review on the City of Yuba City website at http://www.yubacity.net. The Draft IS/MND and associated appendix also will be available for review during regular business hours at the City of Yuba City Development Services Department (1201 Civic Center Boulevard, Yuba City, California 95993). The 20-day review period will commence on August 8, 2024, and end on August 28, 2024 at the conclusion of the Planning Commission hearing.

Written comments on the Draft IS/MND should be sent to the following address:

City of Yuba City
Development Services Department
1201 Civic Center Boulevard
Yuba City, CA 95993
e-mail: developmentservices@yubacity.net
Phone: 530.822.4700

2. Project Description

2.1. Project Title

Sutter County Schools Development Plan (DP) 24-01 Rezoning (RZ) 24-02.

2.2. Lead Agency Name and Address

City of Yuba City
Development Services Department, Planning Division
1201 Civic Center Blvd.
Yuba City, CA 95993

2.3. Contact Person and Phone Number

Doug Libby, AICP
Deputy Director of Development Services
(530) 822-3231
developmentservices@yubacity.net

2.4. Project Location

The 2.5 acres are located on the east side of Harter Parkway and south of the extension of Spirit Way. The Project includes Assessor's Parcel Numbers (APNs) 63-010-146 and -147

2.5. Project Applicant

Sutter County Superintendent of Schools
970 Klamath Lane
Yuba City, CA 95993

2.6. Property Owner

Sutter County Board of Education
970 Klamath Lane
Yuba City, CA 95993

2.7. General Plan Designation

Office and Office Park (O) land use designation.

2.8. Zoning

The Project is within the Office Commercial Zone District combined with the X_{19} Zone District (C-O X_{19}). The X_{19} Zone District was applied to several properties in the Lassen Way vicinity to help pay for

improvements at several Lassen Boulevard intersections with Harter Parkway, Tharp Road and Walton Avenue. The proposed rezoning would eliminate the X_{19} as it is deemed no longer needed due to recent updates in the citywide development impact fee program and a mitigation measure that is part of this study.

2.9. Project Description

The proposed Sutter County Schools Career Training and Conference Center consists of Development Plan (DP) 24-01 and Rezoning (RZ) 24-02.

DP 24-01 is a request to construct an approximately 38,000 square feet, two story, office building to be utilized by the Sutter County Schools administrative and educational facility. The proposed facility will accommodate 21 classrooms, conference rooms and office space. A staff of 60 is anticipated to serve a population of 305 students. There will be 171 student and teacher parking spaces and appropriate landscaping.

RZ 24-02 application requests the removal of the X_{19} Combining Zone District. The X_{19} Zone District provides several criteria for new development to fund improvements to Lassen Avenue intersections with Harter Parkway, Tharp Road, and Walton Avenue. More recent changes to the citywide development impact fee program have replaced the need for this zoning (the DP and RZ are collectively the "Project").

The property has full City services available to it. Access to the property is primarily served from the Harter Parkway/Spirit Way intersection with a second driveway entrance through the abutting Sutter County School property onto Klamath Lane, and a potential third access is also through the existing Sutter County Schools property onto Lassen Boulevard.

2.10. Surrounding Land Uses and Setting

Setting: The 2.5-acre vacant property is flat and located within the urban area, with street improvements and sidewalks previously installed. The site is surrounded by River Valley High School, a three-story office building and other Sutter County Schools facilities. The north side is bordered by a vacant regional commercial designated property.

Table 1: Bordering Uses	
North:	A vacant Regional Commercial designated parcel.
South:	Three-story office building and parking and a portion is bordered by Sutter County Schools facilities.
East:	Sutter County Schools facilities.
West:	Harter Parkway with River Valley High School across the street.

Figure 1: Location Map

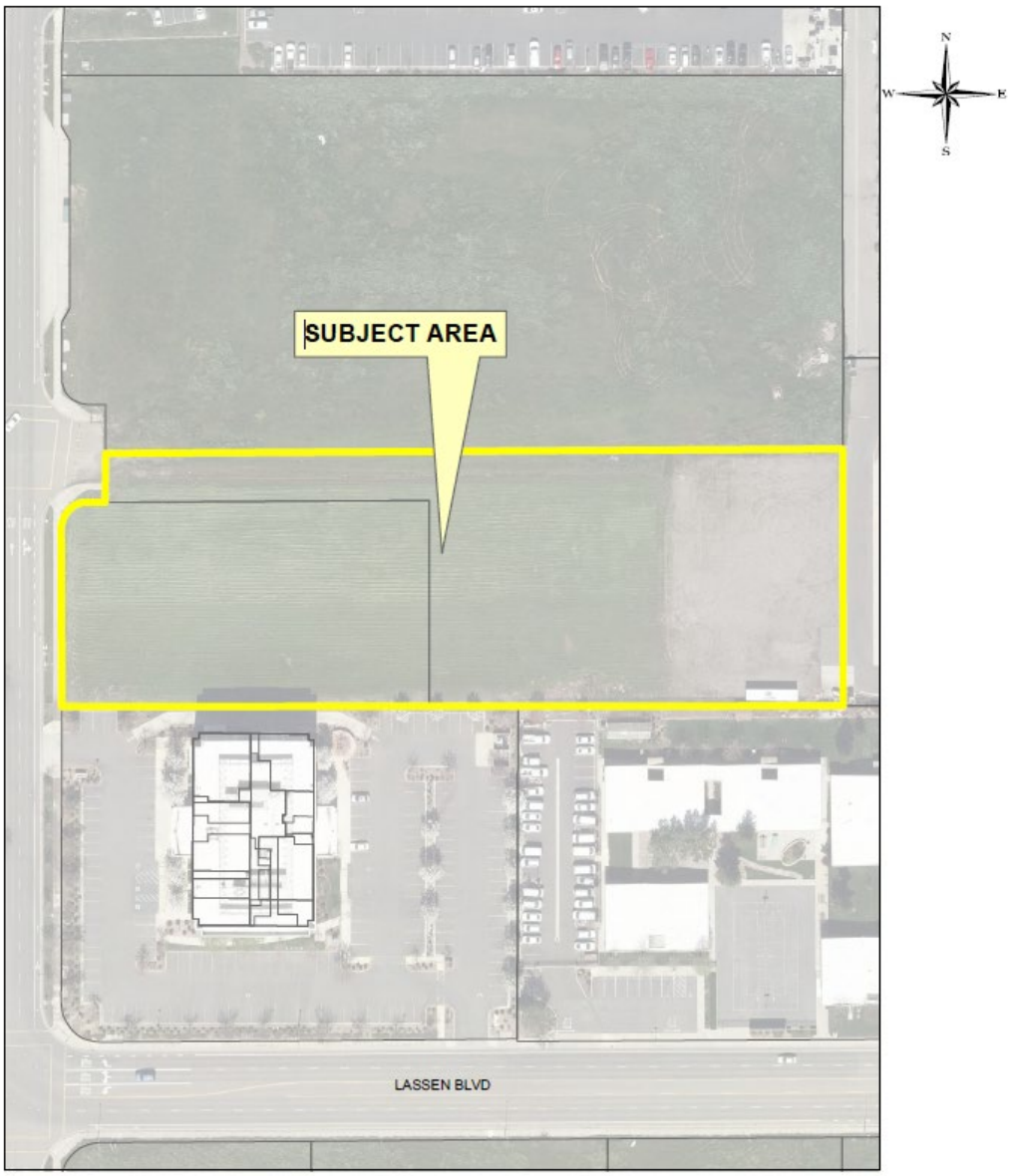


Figure 2: DP 24-01 Site Plan

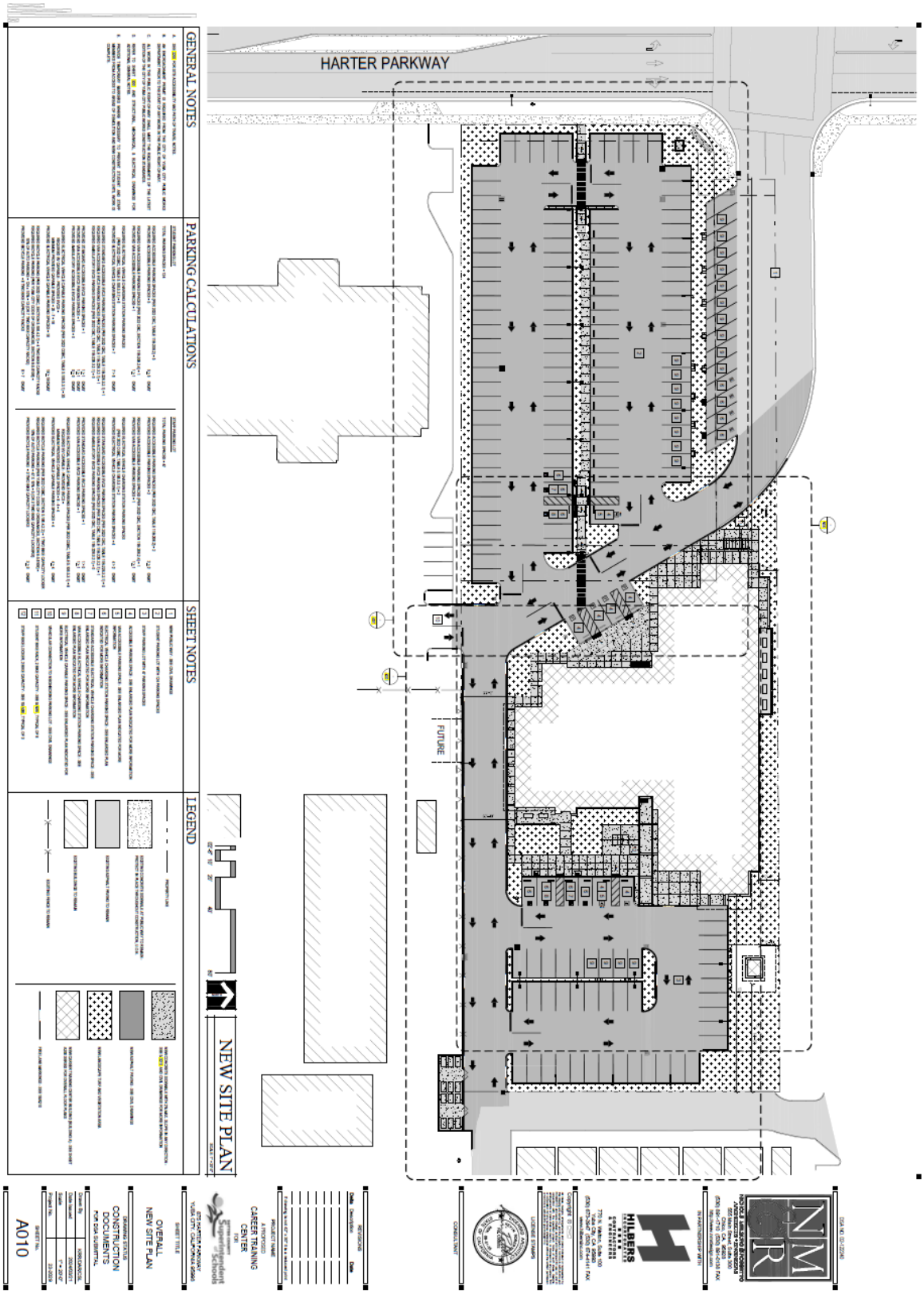
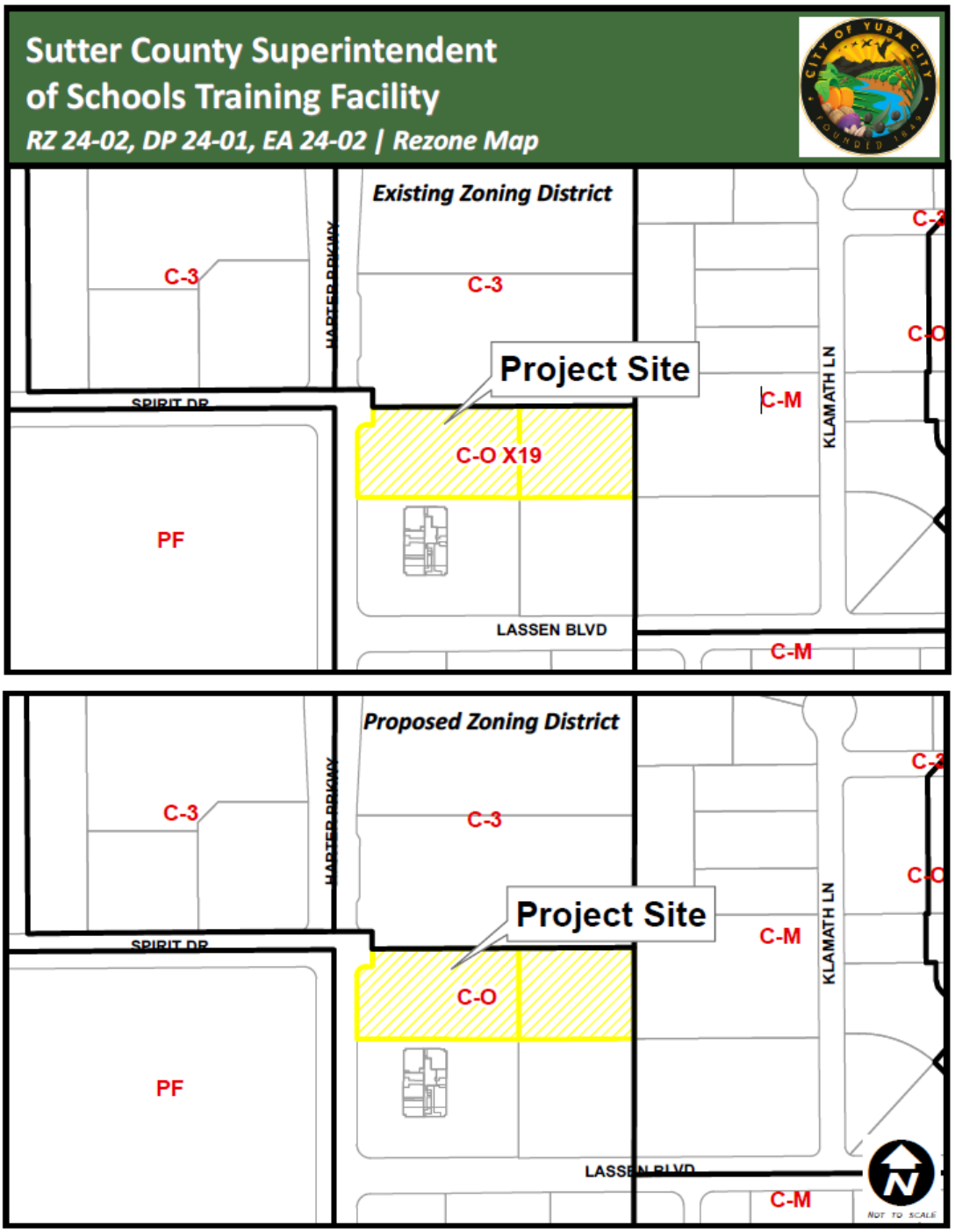


Figure 3: Rezoning 24-02: Existing and proposed zoning maps



2.11. Other Public Agencies Whose Approval May be Required

Feather River Air Quality Management District, Dust Control Plan, Indirect Source Review.
Sutter County Water Agency (Live Oak Canal).

2.12. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

All geographically relevant Native American tribes were timely notified of the Project, and consultation was not requested.

2.13 Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and subsequent discussion on the following pages.

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

Determination: On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because 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 on 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.

Doug Libby
Signature

[August 7,] 2024
Date

Doug Libby, AICP, Deputy Director of Development Services
Printed Name/Position

2.14 Evaluation of Environmental Impacts:

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on Project-specific factors as well as general standards (e.g., the Project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

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.

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, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

"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 Analysis," as described below, may be cross referenced). A Mitigated Negative Declaration also requires preparation and adoption of a Mitigation Monitoring and Reporting Program (MMRP)

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. In this case, a brief discussion should identify the following:

Earlier Analysis Used. Identify and state where they are available for review.

Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they addressed site-specific conditions for the project.

Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts. Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

3. Environmental Checklist and Impact Evaluation

The following section presents the initial study checklist recommended by the California Environmental Quality Act (CEQA; Appendix G) to determine potential impacts of a project. Explanations of all answers are provided following each question, as necessary.

3.1. Aesthetics

Table 3-1: Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.			X	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X	

3.1.1. Environmental Setting/Affected Environment

Background views are generally considered to be long-range views in excess of 3 to 5 miles from a vantage point. Background views surrounding the Project site are limited due to the flat nature of the site and the surrounding urban landscape. Overall, the vast majority of Sutter County is relatively flat, with the Sutter Buttes being the exception. The Sutter Buttes, located approximately 7 miles northwest of the project site, are visible from much of Yuba City and Sutter County. The Sutter Buttes comprise the long-range views to the northwest and are visible from the much of the City, except in areas where trees or intervening structures block views of the mountain range.

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

The following principles and policies are applicable:

- Maintain the identity of Yuba City as a small-town community, commercial hub, and residential community, surrounded by agricultural land and convey, through land uses and design amenities, Yuba City's character and place in the Sacramento Valley.

- Recognizing the livability and beauty of peer communities with highly designed visual landscapes, commit to a focus on the visual landscape of Yuba City.
- Maintain, develop, and enhance connections between existing and planned neighborhoods.
- Create and build upon a structured open space and parks network.
- Strive for lush, landscaped public areas marked by extensive tree plantings.
- Design commercial and industrial centers to be visually appealing, to serve both pedestrians and automobiles, and to integrate into the adjacent urban fabric.

In addition to the City's General Plan, the City provides Design Guidelines. The goal of the City's design guidelines is to ensure the highest quality of building design: designs that are aesthetically pleasing; designs that are compatible with the surroundings in terms of scale, mass, detailing, and building patterns; designs that accommodate the pedestrian, automobile, bicycle, and transit circulation; and designs that consider public safety, public interaction, and historic resources. The design guidelines apply to all commercial and office building development, including this proposed building.

Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on aesthetics as it involves only methods of financing street improvements, so it is not further discussed in this section.

3.1.2. Federal Regulatory Setting

Federal regulations relating to aesthetics include Organic Administration Act (1897), Multiple Use – Sustained Yield Act (1960), Wilderness Act (1964), Federal Lands Policy and Management Act (1976), Wild and Scenic Rivers Act. The proposed Project is not subject to these regulations since there are no federally designated lands or rivers in the vicinity.

3.1.3. State Regulatory Setting

The California State Scenic Highway Program was created by the California Legislature in 1963 to preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code.

A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. A scenic corridor is the land generally adjacent to and visible from the highway. A scenic corridor is identified using a motorist's line of vision. A reasonable boundary is selected when the view extends to the distant horizon. The corridor protection program does not preclude development but seeks to encourage quality development that does not degrade the scenic value of the corridor. Jurisdictional boundaries of the nominating agency are also considered. The agency must also adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances make up the scenic corridor protection program. County roads can also become part of the Scenic Highway System. To receive official designation, the county must follow the same process required for official

designation of state scenic highways. There are no designated state scenic highways in the vicinity of the Project site.

California Building Code Title 24 Outdoor Lighting Standards: The requirements vary according to which "Lighting Zone" the equipment is in. The Standards contain lighting power allowances for newly installed equipment and specific alterations that are dependent on which Lighting Zone the development is located in. Existing outdoor lighting systems are not required to meet these lighting power allowances. However, alterations that increase the connected load, or replace more than 50 percent of the existing luminaires, for each outdoor lighting application that is regulated by the Standards, must meet the lighting power allowances for newly installed equipment.

An important part of the Standards is to base the lighting power that is allowed on how bright the surrounding conditions are. The eyes adapt to darker surrounding conditions, and less light is needed to properly see; when the surrounding conditions get brighter, more light is needed to see. The least power is allowed in Lighting Zone 1 and increasingly more power is allowed in Lighting Zones 2, 3, and 4. By default, government designated parks, recreation areas and wildlife preserves are Lighting Zone 1; rural areas are Lighting Zone 2; and urban areas are Lighting Zone 3. Lighting Zone 4 is a special use district that may be adopted by a local government. The proposed Project is located in an urban area; thereby, it is in Lighting Zone 3.

3.1.4. Impact Assessment/Environmental Consequences:

a) Have a substantial adverse effect on a scenic vista?

There are no designated scenic areas within the vicinity, so there would be no impacts on a designated scenic area.

Regarding the Development Plan, the only scenic vista from this vicinity would be of the Sutter Buttes, located northwest of this site. As the property is located within the urban area, that view is at least partially interrupted due to neighboring development. As this proposal for a two-story educational/office building would be similar in appearance and height to neighboring commercial, office (three-story office building on the south side of this property) and educational buildings. As such the scenic views would remain similar to what now exists. The impacts on the existing scenic views would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no state scenic highways located in Yuba City or Sutter County. As a result, there will be no impacts to trees, rock outcroppings, historic buildings within a state scenic highway associated with this project. No impacts are anticipated.

c) In non-urbanized areas, substantially degrade the existing visual character of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.

The site is within the Yuba City urban area and the design of the educational/office building must be in compliance with Zoning Regulation development standards and the adopted Design Guidelines. Therefore, impacts on scenic resources including the existing visual character of public views of the site and its surroundings are considered to be a less than significant impact.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

The proposed educational building will have night lit parking, as well as street lighting on its public street frontage. This Project is within the Yuba City urban area, is not near existing or proposed residential uses and the lighting of this facility will be similar to other nearby commercial developments, which include an office building to the south, River Valley High School to the west, both of which have similar parking lot lighting. This also includes two nearby auto dealerships which have night lit public/employee parking areas as well as brighter lighting for their outdoor auto sales areas. Considering the urban area that the Project is within and the fact the Project is required to comply with the City's existing adopted ordinance standards for lighting, the impacts from this facility will be a less than significant impact.

3.2. Agricultural and Forestry 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 prepared (1997) by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Table 3-2: Agricultural and Forestry Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forestland (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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

3.2.1. Environmental Setting/Affected Environment

Sutter County is located within the northern portion of California's Central Valley in the area known as the Sacramento Valley. It contains some of the richest soils in the State. These soils, combined with abundant surface and subsurface water supplies and a long, warm growing season, make Sutter County's agricultural resources very productive. Sutter County is one of California's leading agricultural counties, with 83 percent of the County's total land acreage currently being used for agricultural purposes. However, while Sutter County provides rich agricultural opportunities, the subject site is within an urban area and has been designated for urban uses for many years.

Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on agriculture as it involves only methods of financing street improvements, so it is not discussed further in this section.

3.2.2. Federal Regulatory Setting

Farmland Protection Policy Act: The Natural Resources Conservation Service (NRCS), a federal agency within the U.S. Department of Agriculture (USDA), is the agency primarily responsible for implementation of the Farmland Protection Policy Act (FPPA). The FPPA was enacted after the 1981 Congressional report, Compact Cities: Energy-Saving Strategies for the Eighties indicated that a great deal of urban sprawl was the result of programs funded by the federal government. The purpose of the FPPA is to minimize federal programs' contribution to the conversion of farmland to non-agricultural uses by ensuring that federal programs are administered in a manner that is compatible with state, local, and private programs designed to protect farmland. Federal agencies are required to develop and review their policies and procures to implement the FPPA every two years (USDA-NRCS, 2011).

2014 Farm Bill: The Agricultural Act of 2014 (the Act), also known as the 2014 Farm Bill, was signed by President Obama on Feb. 7, 2014. The Act repeals certain programs, continues some programs with modifications, and authorizes several new programs administered by the Farm Service Agency (FSA). Most of these programs are authorized and funded through 2018.

The Farm Bill builds on historic economic gains in rural America over the past five years, while achieving meaningful reform and billions of dollars in savings for the taxpayer. It allows USDA to continue record accomplishments on behalf of the American people, while providing new opportunity and creating jobs across rural America. Additionally, it enables the USDA to further expand markets for agricultural products at home and abroad, strengthen conservation efforts, create new opportunities for local and regional food systems and grow the bio-based economy. It provides a dependable safety net for America's farmers, ranchers and growers and maintains important agricultural research, and ensure access to safe and nutritious food for all Americans.

Forestry Resources: Federal regulations regarding forestry resources are not relevant to the proposed Project because no forestry resources exist on the Project site or in the vicinity.

3.2.3. State Regulatory Setting

California Environmental Quality Act (CEQA) Definition of Agricultural Lands: Public Resources Code Section 21060.1 defines "agricultural land" for the purposes of assessing environmental impacts using the Farmland Mapping & Monitoring Program (FMMP). The FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and the conversion of these lands. The FMMP provides analysis of agricultural land use and land use changes throughout California.

California Department of Conservation, Division of Land Resource Protection: The California Department of Conservation (DOC) applies the NRCS soil classifications to identify agricultural lands, and these agricultural designations are used in planning for the present and future of California's agricultural land resources. Pursuant to the DOC's FMMP, these designated agricultural lands are included in the Important Farmland Maps (IFM) used in planning for the present and future of California's agricultural land resources. The FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and the conversion of these lands. The FMMP provides analysis of agricultural land use and land use changes throughout California. The DOC has a minimum mapping unit of 10 acres, with parcels that are smaller than 10 acres being absorbed into the surrounding classifications.

The list below provides a comprehensive description of all the categories mapped by the DOC. Collectively, lands classified as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland is referred to as Farmland.

- *Prime Farmland.* Farmland that has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- *Farmland of Statewide Importance.* Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- *Unique Farmland.* Farmland of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
- *Farmland of Local Importance.* Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
- *Grazing Land.* Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- *Urban and Built-up Land.* Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- *Other Land.* Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

California Land Conservation Act (Williamson Act): The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is promulgated in California Government Code Section 51200-51297.4, and therefore is applicable only to specific land parcels within the State of California. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose

of restricting specific parcels of land to agricultural or related open space uses in return for reduced property tax assessments. Private land within locally designated agricultural preserve areas is eligible for enrollment under Williamson Act contracts. However, an agricultural preserve must consist of no less than 100 acres. In order to meet this requirement two or more parcels may be combined if they are contiguous, or if they are in common ownership.

The Williamson Act program is administered by the Department of Conservation (DOC), in conjunction with local governments, which administer the individual contract arrangements with landowners. The landowner commits the parcel to a 10-year period, or a 20-year period for property restricted by a Farmland Security Zone Contract, wherein no conversion out of agricultural use is permitted. Each year the contract automatically renews unless a notice of non-renewal or cancellation is filed. In return, the land is taxed at a rate based on the actual use of the land for agricultural purposes, as opposed to its unrestricted market value. An application for immediate cancellation can also be requested by the landowner, provided that the proposed immediate cancellation application is consistent with the cancellation criteria stated in the California Land Conservation Act and those adopted by the affected county or city. Non-renewal or immediate cancellation does not change the zoning of the property. Participation in the Williamson Act program is dependent on county adoption and implementation of the program and is voluntary for landowners.

Farmland Security Zone Act: The Farmland Security Zone Act is similar to the Williamson Act and was passed by the California State Legislature in 1999 to ensure that long-term farmland preservation is part of public policy. Farmland Security Zone Act contracts are sometimes referred to as "Super Williamson Act Contracts." Under the provisions of this act, a landowner already under a Williamson Act contract can apply for Farmland Security Zone status by entering into a contract with the county. Farmland Security Zone classification automatically renews each year for an additional 20 years. In return for a further 35% reduction in the taxable value of land and growing improvements (in addition to Williamson Act tax benefits), the owner of the property promises not to develop the property into nonagricultural uses.

Forestry Resources: State regulations regarding forestry resources are not relevant to the proposed Project because no forestry resources exist on the project site or in the vicinity.

3.2.4. Impact Assessment/Environmental Consequences:

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?

Regarding the proposed Development Plan, the approximately 2.5-acre vacant site is located on land that the 2018 Department of Conservation Important Farmland Map for Sutter County identifies as "Urban and Built-Up Land" as the site is well within the city limits and largely surrounded by existing development. The Project site is not considered to be Prime Farmland, Farmland of Statewide Importance, or Unique Farmland.

The site is within the boundaries of the Yuba City urban area. As such it was designated years ago for urban uses. Because in agricultural terms the property is small and has been designated for and developed for urban uses on all sides it is unlikely that the property could be economically farmed. Further, the City and Sutter County General Plans identify this area for urban development, as compared to the vast majority of Sutter County for which agricultural land is protected from urban growth (this was identified in the EIR's for both the Yuba City and Sutter County General Plans). The EIR for the City General Plan made overriding considerations for significant impacts on agricultural lands. Therefore, this facility

will not create any additional significant impacts over what has already been identified regarding the loss of agricultural land. A less than significant impact is anticipated.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The proposed Project site and surrounding area is currently zoned for urban type uses, none of which is under a Williamson Act contract. There will therefore be no impact related to a Williamson Act contract. See discussion above under item 3.2.4.a) or agricultural land loss.

c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4256), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

The proposed Project is located in the Sacramento Valley in a relatively flat area much of which was utilized for agriculture but was designated years ago in the General Plan for urban use. There is no timberland located on the Project site or within the vicinity of the Project. There will be no impact on existing zoning of forestland and the proposed Project will not cause the rezoning of any forestlands.

d) Result in the loss of forestland or conversion of forest land to non-forest use?

There is no forested land on the Project site or in the vicinity of the Project. Therefore there will be no impact on forest land.

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?

The proposed Project is within an area already served by City services and developed with urban uses. There are no forestlands on the Project site or in the vicinity. See Part a) above for discussion on the loss of agricultural land. The property is not used nor inventoried as agricultural land by the State. As a result, there are no impacts associated with the conversion of farmland to non-agricultural use or conversion of forest land to non-forest uses.

3.3. Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Table 3-3: Air Quality				
Would the project?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) 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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

3.3.1. Environmental Setting/Affected Environment

Yuba City is located within the Sacramento Valley Air Basin (SVAB), which consists of the northern half of the Central Valley and approximates the drainage basin for the Sacramento River and its tributaries. The SVAB is bounded on the west by the Coast Range, on the north by the Cascade Range, on the east by the Sierra Nevada, and on the south by the San Joaquin Valley Air Basin. The intervening terrain is flat, and approximately 70 feet above sea level. The SVAB consists of the counties of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba and portions of Placer and Solano Counties.

Hot dry summers and mild rainy winters characterize the Mediterranean climate of the Sacramento Valley. The climate of the SVAB is dominated by the strength and position of the semi-permanent high-pressure cell over the Pacific Ocean north of Hawaii. In summer, when the high-pressure cell is strongest and farthest north, temperatures are high and humidity is low, although the incursion of the sea breeze into the Central Valley helps moderate the summer heat. In winter, when the high-pressure cell is weakest and farthest south, conditions are characterized by occasional rainstorms interspersed with stagnant and sometimes foggy weather. Throughout the year, daily temperatures may range from summer highs often exceeding 100 degrees Fahrenheit and winter lows occasionally below freezing. Average annual rainfall is about 20 inches with snowfall being very rare. The prevailing winds are moderate in strength and vary from moist clean breezes from the south to dry land flows from the north.

In addition to prevailing wind patterns that control the rate of dispersion of local pollutant emissions, the region experiences two types of inversions that affect the vertical depth of the atmosphere through which pollutants can be mixed. In the warmer months in the SVAB (May through October), sinking air forms a "lid" over the region. These subsidence inversions contribute to summer photochemical smog problems by confining pollution to a shallow layer near the ground. These warmer months are characterized by stagnant morning air or light winds with the delta sea breeze arriving in the afternoon out of the southwest. Usually, the evening breeze transports the airborne pollutants to the north and out of the

SVAB. During about half of the day from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta sea breeze begins. In the second type of inversion, the mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The air near the ground cools by radiative processes, while the air aloft remains warm. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. These inversions typically occur during winter nights and can cause localized air pollution "hot spots" near emission sources because of poor dispersion. The surface concentrations of pollutants are highest when these conditions are combined with smoke from agricultural burning or when temperature inversions trap cool air and pollutants near the ground. Although these subsidence and radiative inversions are present throughout much of the year, they are much less dominant during spring and fall, and the air quality during these seasons is generally good."

Local Climate: The climate of Sutter County is subject to hot dry summers and mild rainy winters, which characterize the Mediterranean climate of the SVAB. Summer temperatures average approximately 90 degrees Fahrenheit during the day and 50 degrees Fahrenheit at night. Winter daytime temperatures average in the low 50s and nighttime temperatures are mainly in the upper 30s. During summer, prevailing winds are from the south. This is primarily because of the north- south orientation of the valley and the location of the Carquinez Straits, a sea-level gap in the coast range that is southwest of Sutter County.

Criteria Air Pollutants: Criteria air pollutants are a group of pollutants for which federal or State regulatory agencies have adopted ambient air quality standards. Criteria air pollutants are classified in each air basin, county, or in some cases, within a specific urbanized area. The classification is determined by comparing actual monitoring data with State and federal standards. If a pollutant concentration is lower than the standard, the area is classified as "attainment" for that pollutant. If an area exceeds the standard, the area is classified as "non-attainment" for that pollutant. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

Ambient Air Quality Standards: Both the federal and State government have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health. The federal and State ambient air quality standards have been set at levels whose concentrations could be generally harmful to human health and welfare and to protect the most sensitive persons from experiencing health impacts with a margin of safety. Applicable ambient air quality standards are identified later in this section. The air pollutants for which federal and State standards have been promulgated and which are most relevant to air quality planning and regulation in the air basins include ozone, carbon monoxide, nitrogen oxides, suspended particulate matter, sulfur dioxide, and lead. In addition, toxic air contaminants are of concern in Sutter County. Each of these pollutants is briefly described below.

Ozone (O3): is a gas that is formed when reactive organic gases (ROGs) and nitrogen oxides (NOX), both byproducts of internal combustion engine exhaust and other processes undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

Carbon Monoxide (CO): is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the SVAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Oxides (NOX): is the generic term for a group of highly reactive gases, all of which contain nitrogen and oxygen in varying amounts. Many of the nitrogen oxides are colorless and odorless. However, one common pollutant, nitrogen dioxide (NO2) along with particles in the air can often be seen as a reddish-brown layer over many urban areas. Nitrogen oxides form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NOX are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuels.

Nitrogen oxides can also be formed naturally.

Respirable Particulate Matter (PM10) and Fine Particulate Matter (PM2.5): consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of suspended particulate matter, like pollen and windstorms, occur naturally. However, in populated areas, most fine suspended particulate matter is caused by road dust, diesel soot, and combustion products, abrasion of tires and brakes, and construction activities.

Sulfur Dioxide (SO2): is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of the burning of high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries.

Lead: occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne lead. Since the use of leaded gasoline is no longer permitted for on-road motor vehicles, lead is not a pollutant of concern in the SVAB.

Toxic Air Contaminants (TACs): are known to be highly hazardous to health, even in small quantities. TACs are airborne substances capable of causing short-term (acute) and/or long-term (chronic or carcinogenic) adverse human health effects (i.e., injury or illness). TACs can be emitted from a variety of common sources, including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations.

TAC impacts are assessed using a maximum individual cancer risk (MICR) that estimates the probability of a potential maximally exposed individual (MEI) contracting cancer as a result of sustained exposure to toxic air contaminants over a constant period of 24 hours per day for 70 years for residential receptor locations. The CARB and local air districts have determined that any stationary source posing an incremental cancer risk to the general population (above background risk levels) equal to or greater than 10 people out of 1 million to be excessive. For stationary sources, if the incremental risk of exposure to project-related TAC emissions meets or exceeds the threshold of 10 excess cancer cases per 1 million people, the CARB and local air district require the installation of best available control technology (BACT) or maximum available control technology (MACT) to reduce the risk threshold. To assess risk from ambient air concentrations, the CARB has conducted studies to determine the total cancer inhalation risk to individuals due to outdoor toxic pollutant levels. The CARB has conducted studies to determine the total cancer inhalation risk to individuals due to outdoor toxic pollutant levels. According to the map prepared by the CARB showing the estimated inhalation cancer risk for TACs in the State of California, Sutter County has an existing estimated risk that is between 50 and 500 cancer cases per 1 million people. A significant portion of Sutter County is within the 100 to 250 cancer cases per 1 million people range. There is a higher risk around Yuba City where the cancer risk is as high as 500 cases per 1 million people.

There are only very small portions of the County where the cancer risk is between 50 and 100 cases. This represents the lifetime risk that between 50 and 500 people in 1 million may contract cancer from inhalation of toxic compounds at current ambient concentrations under an MEI scenario.

Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on air quality as it involves only methods of financing street improvements, so it is not further discussed in this section.

3.3.2. Federal Regulatory Setting

Clean Air Act: The federal Clean Air Act of 1970 (as amended in 1990) required the U.S. Environmental Protection Agency (EPA) to develop standards for pollutants considered harmful to public health or the environment. Two types of National Ambient Air Quality Standards (NAAQS) were established. Primary standards protect public health, while secondary standards protect public welfare, by including protection against decreased visibility, and damage to animals, crops, landscaping and vegetation, or buildings. NAAQS have been established for six "criteria" pollutants: carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), ozone (O3), particulate matter (PM10 and PM2.5), and lead (Pb).

3.3.3. State Regulatory Setting

California Air Resources Board: The California Air Resources Board (CARB) is the state agency responsible for implementing the federal and state Clean Air Acts. CARB has established California Ambient Air Quality Standards (CAAQS), which include all criteria pollutants established by the NAAQS, but with additional regulations for Visibility Reducing Particles, sulfates, hydrogen sulfide (H2S), and vinyl chloride. The proposed Project is located within the Sacramento Valley Air Basin, which includes Butte, Colusa, Glenn, Tehama, Shasta, Yolo, Sacramento, Yuba Sutter and portions of Placer, El Dorado and Solano counties. Air basins are classified as attainment, nonattainment, or unclassified. The FRAQMD is comprised Sutter and Yuba Counties. Attainment is achieved when monitored ambient air quality data is in compliance with the standards for a specified pollutant. Non-compliance with an established standard will result in a nonattainment designation and an unclassified designation indicates insufficient data is available to determine compliance for that pollutant.

California Clean Air Act: The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for Ozone, CO, SO2, and NO2 by the earliest practical date. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either (1) achieve a five percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or (2) to provide for implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements.

CARB Portable Equipment Registration Program: This program was designed to allow owners and operators of portable engines and other common construction or farming equipment to register their equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.

U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program: The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off-road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of

nitrogen oxides (NOX) and toxic particulate matter from diesel engines. CARB is currently developing a control measure to reduce diesel PM and NOX emissions from existing off-road diesel equipment throughout the state.

California Global Warming Solutions Act: Established in 2006, Assembly Bill 32 (AB 32) requires that California's GHG emissions be reduced to 1990 levels by the year 2020. This will be implemented through a statewide cap on GHG emissions, which will be phased in beginning in 2012. AB 32 requires CARB to develop regulations and a mandatory reporting system to monitor global warming emissions level.

3.3.4. Regional Regulatory Setting

Feather River Air Quality Management District (FRAQMD): The FRAQMD is a bi-county district formed in 1991 to administer local, state, and federal air quality management programs for Yuba and Sutter Counties within the Sacramento Valley Air Basin. The goal of the FRAQMD is to improve air quality in the region through monitoring, evaluation, education and implementing control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations and by supporting and implementing measures to reduce emissions from motor vehicles.

The FRAQMD adopted its Indirect Source Review guidelines document for assessment and mitigation of air quality impacts under CEQA in 1998. The guide contains criteria and thresholds for determining whether a project may have a significant adverse impact on air quality, and methods available to mitigate impacts on air quality. FRAQMD updated its Indirect Source Review Guidelines to reflect the most recent methods recommended to evaluate air quality impacts and mitigation measures for land use development projects in June 2010. This analysis uses guidance and thresholds of significance from the 2010 FRAQMD Indirect Source Review Guidelines to evaluate the proposed project's air quality impacts.

According to FRAQMD's 2010 Indirect Source Review Guidelines, a project would be considered to have a significant impact on air quality if it would:

- Generate daily construction or operational emissions that would exceed 25 pounds per day for reactive organic gases (ROG), 25 pounds per day for oxides of nitrogen (NOX), or 80 pounds per day for PM10; or generate annual construction or operational emissions of ROG or NOX that exceed 4.5 tons per year.

Northern Sacramento Valley Planning Area 2015 Air Quality Attainment Plan: As specified in the California Clean Air Act of 1988 (CCAA), Chapters 1568-1588, it is the responsibility of each air district in California to attain and maintain the state's ambient air quality standards. The CCAA requires that an Attainment Plan be developed by all nonattainment districts for O3, CO, SOx, and NOx that are either receptors or contributors of transported air pollutants. The purpose of the Northern Sacramento Valley Planning Area 2015 Triennial Air Quality Attainment Plan (TAQAP) is to comply with the requirements of the CCAA as implemented through the California Health and Safety Code. Districts in the NSVPA are required to update the Plan every three years. The TAQAP is formatted to reflect the 1990 baseline emissions year with a planning horizon of 2020. The Health and Safety Code, sections 40910 and 40913, require the Districts to achieve state standards by the earliest practicable date to protect the public health, particularly that of children, the elderly, and people with respiratory illness.

Health and Safety Code Section 41503(b): Requires that control measures for the same emission sources are uniform throughout the planning area to the extent that is feasible. To meet this requirement, the NSVPA has coordinated the development of an Attainment Plan and has set up a specific rule adoption protocol. The protocol was established by the Technical Advisory Committee of the Sacramento Valley

Basin-wide Air Pollution Control Council and the Sacramento Valley Air Quality Engineering and Enforcement Professionals, which allow the Districts in the Basin to act and work as a united group with the CARB as well as with industry in the rule adoption process. Section 40912 of the Health and Safety Code states that each District responsible for, or affected by, air pollutant transport shall provide for attainment and maintenance of the state and federal standards in both upwind and downwind Districts. This section also states that each downwind District's Plan shall contain sufficient measures to reduce emissions originating in each District to below levels which violate state ambient air quality standards, assuming the absence of transport contribution.

Construction Generated Emissions of Criteria Air Pollutants: The District recommends the following best management practices:

- Implement the Fugitive Dust Control Plan.
- Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0,
- Visible Emissions limitations (40 percent opacity or Ringelmann 2.0).
- The contractor shall be responsible to ensure that all construction equipment is properly tuned and maintained prior to and for the duration of onsite operation.
- Limiting idling time to 5 minutes – saves fuel and reduces emissions.
- Utilize existing power sources or clean fuel generators rather than temporary power generators.
- Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.
- Portable engines and portable engine-driven equipment units used at the Project work site, with the exception of on-road and off-road motor vehicles, may require California Air Resources Board (ARB) Portable Equipment Registration with the State or a local district permit. The owner/operator shall be responsible for arranging appropriate consultations with the ARB or the District to determine registration and permitting requirements prior to equipment operation at the site.

3.3.5. Impact Assessment/Environmental Consequences:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Constructing the educational building and related parking and landscaping involves site grading. This activity would briefly create both equipment exhaust and fugitive dust. Ongoing air quality impacts will be from exhaust generated by vehicle traffic from the new educational facility. As the Feather River Air Quality Management District (FRAQMD) did not comment on the Project the air quality impacts are considered to be less than significant. Further, standards set by FRQAMD, CARB, and Federal agencies relating to the proposed Project will apply. Prior to the initiation of construction, a Fugitive Dust Control Plan is required to be submitted to FRAQMD as a part of standard measures required by the District. An Indirect Source Review (ISR) application is also required to be filed with the Air District to address emissions resulting from site construction.

Since the developer is required to prepare an air quality analysis and incorporate the resulting conditions into the Project, any potential significant environmental impacts would be reduced to less than significant. As a result, a less than significant impact is anticipated.

b) 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)?

The proposed educational building would generate criteria pollutants during its construction and from ongoing vehicle traffic generated by the new development. However, due to limited size of the proposal it would not be considered a large development and FRAQMD did not comment that the standards would be exceeded by this Project to the extent of being cumulatively significant. Therefore, the cumulative impacts are considered to be a less than significant impact.

c) Expose sensitive receptors to substantial pollutant concentrations?

The FRAQMD defines sensitive receptors as: facilities that house or attract children, the elderly, and people with illnesses, or others who are especially sensitive to the effects of air pollutants. FRAQMD states that if a project is located within 1,000 feet of a sensitive receptor location, the impact of diesel particulate matter shall be evaluated. According to the FRAQMD's Indirect Source Review Guidelines, "Construction activity can result in emissions of particulate matter from the diesel exhaust (diesel PM) of construction equipment.

River Valley High School, which is located across Harter Parkway just west of this Project, is a considered to be a sensitive receptor. Sutter County Schools Educational facilities located just east and south of the Project is also a sensitive receptor. The proposed educational/office building will generate criteria pollutants during the limited period of site grading and construction. As such FRAQMD adopted criteria must be satisfied.

The Best Management Practices (BMPs) that would likely be used to reduce the impact to sensitive receptors from off-road diesel equipment include:

- Install diesel particulate filters or implement other ARB-verifies diesel emission control strategies on all construction equipment to further reduce diesel PM emissions beyond the 45% reduction required by the Districts Best Available Mitigation Measure for Construction Phase;
- Use equipment during times when receptors are not present (e.g., when school is not in session or during non-school hours; or when office buildings are unoccupied);
- Establish staging areas for the construction equipment that are as distant as possible from off-site receptors;
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible;
- Use haul trucks with on-road engines instead of off-road engines even for on-site hauling;
- Equip nearby buildings with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the building to reduce the levels of diesel PM that enter the buildings; and/or,
- Temporarily relocate receptors during construction.

Due to the temporary nature of construction and assuming all FRAQMD criteria is met as required by existing law, the nearby school students would not be subjected to long-term exposure to diesel particulate matter. Therefore, any exposure of students to pollutant concentrations is considered to be a less than significant impact.

d) Result in other emissions such as those leading to odors adversely affecting a substantial number of people?

Educational/office buildings typically do not generate objectionable odors. As such, the potential impact of the Project creating local offensive odors is considered to be a less than significant impact.

3.4. Biological Resources

Table 3.4: Biological Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse 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 U.S. Fish and Wildlife Service?			X	
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 U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on states or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

3.4.1. Environmental Setting/Affected Environment

The level 2.5 acre site is within the Yuba City urbanized area. The site is surrounded on all sides by commercial, office, and public uses. There are no riparian areas or known critical habitat areas on-site or in the vicinity.

Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on biological resources as it involves only methods of financing street improvements, so it is not further discussed in this section.

3.4.2. Federal & State Regulatory Setting

Threatened and Endangered Species: State and federal "endangered species" legislation has provided California Department of Fish & Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Species listed as threatened or endangered under provisions of the state and federal endangered species acts, candidate species for such listing, state species of special concern, and some plants listed as endangered by the California Native Plant Society are collectively referred to as "species of special status." Permits may be required from both the CDFW and USFWS if activities associated with a proposed project will result in the "take" of a listed species. "Take" is defined by the state of California as "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill" (California Fish and Game Code, Section 86). "Take" is more broadly defined by the federal Endangered Species Act to include "harm" (16 USC, Section 1532(19), 50 CFR, Section 17.3). Furthermore, the CDFW and the USFWS are responding agencies under CEQA. Both agencies review CEQA documents in order to determine the adequacy of their treatment of endangered species issues and to make project-specific recommendations for their conservation.

Migratory Birds: State and federal laws also protect most birds. The Federal Migratory Bird Treaty Act (16U.S.C., scc. 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

Birds of Prey: Birds of prey are also protected in California under provisions of the California Fish and Game Code, Section 3503.5, which states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the CDFW.

Wetlands and Other Jurisdictional Waters: Natural drainage channels and adjacent wetlands may be considered "Waters of the United States" subject to the jurisdiction of the USACE. The extent of jurisdiction has been defined in the Code of Federal Regulations but has also been subject to interpretation of the federal courts.

Waters of the U.S. generally include:

- All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters, which are subject to the ebb and flow of the tide.
- All interstate waters including interstate wetlands.

- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation, or destruction of which could affect interstate or foreign commerce.
- All impoundments of waters otherwise defined as waters of the United States under the definition.
- Tributaries of waters identified in the bulleted items above.

As determined by the United States Supreme Court in its 2001 Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers (SWANCC) decision, channels and wetlands isolated from other jurisdictional waters cannot be considered jurisdictional on the basis of their use, hypothetical or observed, by migratory birds. Similarly, in its 2006 consolidated Carabell/Rapanos decision, the U.S. Supreme Court ruled that a significant nexus between a wetland and other navigable waters must exist for the wetland itself to be considered a navigable, and therefore, jurisdictional water.

The USACE regulates the filling or grading of Waters of the U.S. under the authority of Section 404 of the Clean Water Act. The extent of jurisdiction within drainage channels is defined by "ordinary high-water marks" on opposing channel banks. All activities that involve the discharge of dredge or fill material into Waters of the U.S. are subject to the permit requirements of the USACE. Such permits are typically issued on the condition that the applicant agrees to provide mitigation that result in no net loss of wetland functions or values. No permit can be issued until the Regional Water Quality Control Board (RWQCB) issues a Section 401 Water Quality Certification (or waiver of such certification) verifying that the proposed activity will meet state water quality standards.

CEQA Guidelines Section 15380: Although threatened and endangered species are protected by specific federal and state statutes, CEQA Guidelines section 15380(d) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if the species can be shown to meet certain specific criteria that define "endangered" and "rare" as specified in CEQA Guidelines section 15380(b).

3.4.3. Local Regulatory Setting

The General Plan provides the following policies for the protection of biological resources within the project area:

8.4-G-1 Protect special status species, in accordance with State regulatory requirements.

8.4-G-2 Protect and enhance the natural habitat features of the Feather River and new open space corridors within and around the urban growth area.

8.4-G-3 Preserve and enhance heritage oaks in the Planning Area.

8.4-G-4 Where appropriate, incorporate natural wildlife habitat features into public landscapes, parks, and other public facilities

8.4-I-1 Require protection of sensitive habitat area and special status species in new development site designs in the following order: 1) avoidance; 2) onsite mitigation; 3) offsite mitigation. Require assessments of biological resources prior to approval of any development within 300 feet of any creeks, sensitive habitat areas, or areas of potential sensitive status species.

8.4-I-2 Require preservation of oak trees and other native trees that are of a significant size, by requiring site designs to incorporate these trees to the maximum extent feasible.

8.4-I-3 Require to the extent feasible, use of drought tolerant plants in landscaping for new development, including private and public projects.

3.4.4. Impact Assessment/Environmental Consequences:

a) Have a substantial adverse 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 U.S. 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 U.S. Fish and Wildlife Service?

A review of the site identified no native trees, no wetland areas or creek corridors, or areas that appear to be sensitive habitat. The site is several miles away from the Feather River. Per the Yuba City General Plan EIR, there are no known special status species identified by the General Plan in the vicinity. Therefore, the impact on biological resources is considered to be a less than significant impact.

c) Have a substantial adverse effect on states or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No wetlands or federal jurisdictional waters of the U.S. are present within the proposed Project area or general vicinity. There would be no impacts on any wetland areas or waterways.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The proposed Project will not disturb any waterways, as the nearest waterway is the Feather River, being several miles away to the east. Therefore, migratory fish will not be affected. Additionally, there aren't any native trees proposed to be removed that could be potential nesting habitat for raptors and migratory birds that may choose to nest in the vicinity of the Project. As such the impacts on fish or wildlife habitat is considered to be a less than significant impact.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No native trees or other biological resources that would be protected by local policies or ordinances are known to exist on the Project site. The Yuba City General Plan EIR did not identify any critical species in the vicinity. Therefore, the impacts on biological resources caused by this Project are considered to be a less than significant impact.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or any other approved local, regional, or state habitat conservation plans in the vicinity of this Project.

3.5. Cultural Resources

Table 3.5: Cultural Resources				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.			X	
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5.		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Note: Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on Cultural Resources as it involves only methods of financing street improvements, so it is not further discussed in this section.

3.5.1. Federal Regulatory Setting

National Historic Preservation Act of 1966 (as amended), Section 106: The significance of cultural resources is evaluated under the criteria for inclusion in the National Register of Historic Places (NRHP), authorized under the National Historic Preservation Act of 1966, as amended. The criteria defined in 36 CFR 60.4 are as follows:

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- That are associated with events that have made a significant contribution to the broad patterns of our history; or
- That are associated with the lives of persons significant in our past; or
- That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- That have yielded, or may be likely to yield, information important to prehistory or history.

Sites listed or eligible for listing on the NRHP are considered to be historic properties. Sites younger than 50 years, unless of exceptional importance, are not eligible for listing in the NRHP.

3.5.2. State Regulatory Setting

CEQA requires consideration of project impacts on archaeological or historical sites deemed to be "historical resources." Under CEQA, a substantial adverse change in the significant qualities of a historical resource is considered a significant effect on the environment. For the purposes of CEQA, a "historical resource" is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (Title 14 CCR §15064.5[a][1]-[3]). Historical resources may include, but are not limited to, "any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC §5020.1[j]).

The eligibility criteria for the California Register are the definitive criteria for assessing the significance of historical resources for the purposes of CEQA (Office of Historic Preservation). Generally, a resource is considered "historically significant" if it meets one or more of the following criteria for listing on the California Register:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Is associated with the lives of persons important in our past.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1[c])

In addition, the resource must retain integrity. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association (CCR Title 14, § 4852(c)).

Historical resources may include, but are not limited to, "any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC §5020.1[j]).

California Health and Safety Code Section 7050.5: Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

3.5.3. Native American Consultation

In September of 2014, the California Legislature passed Assembly Bill (AB) 52, which added provisions to the PRC regarding the evaluation of impacts on tribal cultural resources under CEQA, and consultation requirements with California Native American tribes. In particular, AB 52 now requires lead agencies to analyze project impacts on "tribal cultural resources" separately from archaeological resources (PRC § 21074; 21083.09). AB 52 also requires lead agencies to engage in additional consultation procedures with respect to California Native American tribes (PRC § 21080.3.1, 21080.3.2, 21082.3).

In response to AB 52, the City supplied the following two Native American tribes with a Project description and map of the proposed Project area and a request for comments:

- United Auburn Indian Community of the Auburn Rancheria
- Yocha Dehe Wintun Nation
- Estom Yomeka Maidu Tribe of the Enterprise Rancheria
- Mechoopda Indian Tribe
- Pakan'yani Maidu of Strawberry Valley
- Mooretown Rancheria of Maidu Indians
- Ione Band of Miwok Indians

Additional detail on tribal comments are provided in Section 3.18, Tribal Cultural Resources.

3.5.4. Impact Assessment/Environmental Consequences:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.

There are no existing structures on the property and the site has been graded many times in the past. As such, the potential significant impacts on any historical resources, directly or indirectly, is considered to be less than significant.

b) Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5.

No tribes responded to the City's request for comments on the Project, so it is unlikely that any archeological resources are present. However, there still remains the potential for previously unknown sub-surface resources to be present. As such the "Unanticipated Discoveries" mitigation is utilized. This mitigation measure is provided in Section 3.18 to ensure impacts on any cultural resources remain less than significant.

c) Disturb any human remains, including those interred outside of formal cemeteries?

The vacant site was likely tilled in the past for agricultural purposes, it has more recently been tilled on a regular basis for weed control. No formal cemeteries or other places of human internment are known to exist on the proposed Project site. However, there still remains the potential for previously unknown sub-surface resources to be present. As such the "Unanticipated Discoveries" mitigation is utilized as described in response "b") above.

3.6 Energy

Table 3-6: Energy				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Note: Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on energy usage as it involves only methods of financing street improvements. Therefore, it is not further discussed in this section.

3.6.1 State Regulatory Setting

California has implemented numerous energy efficiency and conservation programs that have resulted in substantial energy savings. The State has adopted comprehensive energy efficiency standards as part of its Building Standards Code, California Codes of Regulations, Title 24. In 2009, the California Building Standards Commission adopted a voluntary Green Building Standards Code, also known as CALGreen, which became mandatory in 2011. Both Title 24 and CALGreen are implemented by the City of Yuba City in conjunction with its processing of building permits.

CALGreen sets forth mandatory measures, applicable to new residential and nonresidential structures as well as additions and alterations, on water efficiency and conservation, building material conservation, interior environmental quality, and energy efficiency. California has adopted a Renewables Portfolio Standard, which requires electricity retailers in the state to generate 33% of electricity they sell from renewable energy sources (i.e., solar, wind, geothermal, hydroelectric from small generators, etc.) by the end of 2020. In 2018, SB 100 was signed into law, which increases the electricity generation requirement from renewable sources to 60% by 2030 and requires all the state's electricity to come from carbon-free resources by 2045.

3.6.2. Impact Assessment/Environmental Consequences

a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

Project construction will involve fuel consumption and use of other non-renewable resources. Construction equipment used for such improvements typically runs on diesel fuel or gasoline. The same fuels typically are used for vehicles that transport equipment and workers to and from a construction site. However, construction-related fuel consumption would be finite, short-term, and consistent with

construction activities of a similar character. This energy use would not be considered wasteful, inefficient, or unnecessary.

Electricity may be used for equipment operation during construction activities. It is expected that more electrical construction equipment would be used in the future, as it would generate fewer air pollutant and GHG emissions. This electrical consumption would be consistent with construction activities of a similar character; therefore, the use of electricity in construction activities would not be considered wasteful, inefficient, or unnecessary, especially since fossil fuel consumption would be reduced. Moreover, under California's Renewables Portfolio Standard, a greater share of electricity would be provided from renewable energy sources over time, so less fossil fuel consumption to generate electricity would occur.

The Project is required to comply with CALGreen and with the building energy efficiency standards of California Code of Regulations Title 24, Part 6 in effect at the time of Project approval. Compliance with these standards will reduce energy consumption associated with project operations, although reductions from compliance cannot be readily quantified. Overall, Project construction would typically not consume energy resources in a manner considered wasteful, inefficient, or unnecessary. As such the impact on energy resources is considered to be less than significant.

Project impacts related to energy consumption are considered less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Project is required to be consistent with applicable state and local plans for increased energy efficiency. Assuming the standards are met, the Project's impacts on energy consumption will result in a less than significant impact.

3.7 Geology and Soils

Table 3.7: Geology and Soils				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly create 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			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geological 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?				X
d) Be located on expansive soil, as defined in the California Building Code creating substantial direct or indirect risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resources or site or unique geologic feature?		X		

3.7.1 Environmental Setting/Affected Environment

Topography and Geology: According to the Sutter County General Plan, Sutter County is located in the flat surface of the Great Valley geomorphic province of California. The Great Valley is an alluvial plain approximately 50 miles wide and 400 miles long in the central portion of California. The Great Valley's northern portion is the Sacramento Valley, drained by the Sacramento River, and its southern portion is the San Joaquin Valley, drained by the San Joaquin River. The geology of the Great Valley is typified by thick sequences of alluvial sediments derived primarily from erosion of the mountains of the Sierra Nevada to the east, and to a lesser extent, erosion of the Klamath Mountains and Cascade Range to the

north. These sediments were transported downstream and subsequently laid down as a river channel, floodplain deposits, and alluvial fans.

Seismic Hazards: Earthquakes are due to a sudden slip of plates along a fault. Seismic shaking is typically the greatest cause of losses to structures during earthquakes. Earthquakes can cause structural damage, injury, and loss of life, as well as damage to infrastructure networks such as water, power, gas, communication, and transportation lines. Other damage-causing effects of earthquakes include surface rupture, fissuring, settlement, and permanent horizontal and vertical shifting of the ground. Secondary impacts can include landslides, seiches, liquefaction, and dam failure.

Seismicity: Although all of California is typically regarded as seismically active, the Central Valley region does not commonly experience strong ground shaking resulting from earthquakes along known and previously unknown active faults. Though no active earthquake faults are known to exist in Yuba City, active faults in the region could generate ground motion felt within the County. Numerous earthquakes of magnitude 5.0 or greater on the Richter scale have occurred on regional faults, primarily those within the San Andreas Fault System in the region. There are several potentially active faults underlying the Sutter Buttes, which are associated with deep-seated volcanism.

The faults identified in Sutter County include the Quaternary Faults, located in the northern section of the County within the Sutter Buttes, and the Pre-Quaternary Fault, located in the southeast of the City, just east of where Highway 70 enters into the County. Both Faults are listed as non-active faults but have the potential for seismic activity.

Ground Shaking: As stated in the Sutter County Multi-Hazard Mitigation Plan, although the County has felt ground shaking from earthquakes with epicenters located elsewhere, no major earthquakes or earthquake related damage has been recorded within the County. Based on historic data and known active or potentially active faults in the region, parts of Sutter County have the potential to experience low to moderate ground shaking. The intensity of ground shaking at any specific site depends on the characteristics of the earthquake, the distance from the earthquake fault, and on the local geologic and soils conditions. Fault zone maps are used to identify where such hazards are more likely to occur based on analyses of faults, soils, topography, groundwater, and the potential for earthquake shaking sufficiently strong to trigger landslide and liquefaction.

Liquefaction: Liquefaction, which can occur in earthquakes with strong ground shaking, is mostly found in areas with sandy soil or fill and a high-water table located 50 feet or less below the ground surface. Liquefaction can cause damage to property with the ground below structures liquefying making the structure unstable causing sinking or other major structural damage. Evidence of liquefaction may be observed in "sand boils," which are expulsions of sand and water from below the surface due to increased pressure below the surface.

Liquefaction during an earthquake requires strong shaking and is not likely to occur in the City due to the relatively low occurrence of seismic activity in the area; however, the clean sandy layers paralleling the Sacramento River, Feather River, and Bear River have lower soil densities and high overall water table are potentially a higher risk area if major seismic activity were to occur. Areas of bedrock, including the Sutter Buttes have high density compacted soils and contain no liquefaction potential, although localized areas of valley fill alluvium can have moderate to high liquefaction potential.

Landslides: Landslides are downward and outward movements of slope forming materials which may be rock, soil, artificial fill, or combinations of such materials. The size of landslides varies from those containing less than a cubic yard of material to massive ones containing millions of cubic yards. Large landslides may move down slope for hundreds of yards or even several miles. A landslide may move rapidly or so slow that a change of position can be noted only over a period of weeks or years. A similar,

but much slower movement is called creep. The susceptibility of a given area to landslides depends on a great many variables. With the exception of the Sutter Buttes, Yuba City is located in a landslide-free zone due to the flat topography. The Sutter Buttes are considered to be in a low landslide hazard zone as shown in Bulletin 198 by the California Division of Mines and Geology.

Soil Erosion: Erosion is a two-step process by which soils and rocks are broken down or fragmented and then transported. The breakdown processes include mechanical abrasion, dissolution, and weathering. Erosion occurs naturally in most systems but is often accelerated by human activities that disturb soil and vegetation. The rate at which erosion occurs is largely a function of climate, soil cover, slope conditions, and inherent soil properties such as texture and structure. Water is the dominant agent of erosion and is responsible for most of the breakdown processes as well as most of the transport processes that result in erosion. Wind may also be an important erosion agent. The rate of erosion depends on many variables including the soil or rock texture and composition, soil permeability, slope, extent of vegetative cover, and precipitation amounts and patterns. Erosion increases with increasing slope, increasing precipitation, and decreasing vegetative cover. Erosion can be extremely high in areas where vegetation has been removed by fire, construction, or cultivation. High rates of erosion may have several negative impacts including degradation and loss of agricultural land, degradation of streams and other water habitats, and rapid silting of reservoirs.

Subsidence: Subsidence is the sinking of a large area of ground surface in which the material is displaced vertically downward, with little or no horizontal movement. Subsidence is usually a direct result of groundwater, oil, or gas withdrawal. These activities are common in several areas of California, including parts of the Sacramento Valley and in large areas of the San Joaquin Valley. Subsidence is a greater hazard in areas where subsurface geology includes compressible layers of silt and clay. Subsidence due to groundwater withdrawal generally affects larger areas and presents a more serious hazard than does subsidence due to oil and gas withdrawal. In portions of the San Joaquin Valley, subsidence has exceeded 20 feet over the past 50 years. In the Sacramento Valley, preliminary studies suggest that much smaller levels of subsidence, up to two feet may have occurred. In most of the valley, elevation data are inadequate to determine positively if subsidence has occurred. However, groundwater withdrawal in the Sacramento Valley has been increasing and groundwater levels have declined in some areas. The amount of subsidence caused by groundwater withdrawal depends on several factors, including: (1) the extent of water level decline, (2) the thickness and depth of the water bearing strata tapped, (3) the thickness and compressibility of silt-clay layers within the vertical sections where groundwater withdrawal is occurring, (4) the duration of maintained groundwater level decline, (5) the number and magnitude of water withdrawals in a given area, and (6) the general geology and geologic structure of the groundwater basin. The damaging effects of subsidence include gradient changes in roads, streams, canals, drains, sewers, and dikes. Many such systems are constructed with slight gradients and may be significantly damaged by even small elevation changes. Other effects include damage to water wells resulting from sediment compaction and increased likelihood of flooding of low-lying areas.

Expansive Soils: Expansive soils are prone to change in volume due to the presence of moisture. Soft clay soils have the tendency to increase in volume when moisture is present and shrink when it is dry (shrink/swell). Swelling soils contain high percentages of certain kinds of clay particles that are capable of absorbing large quantities of water, expanding up to 10 percent or more as the clay becomes wet. The force of expansion is capable of exerting pressure on foundations, slabs, and other confining structures.

Soils: The Natural Resources Conservation Service (NRCS, formerly the Soil Conservation Service) has mapped over 40 individual soil units in the county. The predominant soil series in the county are the Capay, Clear Lake, Conejo, Oswald, and Olashes soils, which account for over 60 percent of the total land area. The remaining soil units each account for smaller percentages the total land area. The Capay and

Clear Lake soils are generally present in the western and southern parts of the county. The Conejo soils occur in the eastern part closer to the incorporated areas of the county. Oswald and Olashes soils are located in the central portion of the county extending north to south, with scattered areas along the southeastern edge of the county. Soil descriptions for the principal soil units in the county are provided below. These descriptions, which were developed by the NRCS, are for native, undisturbed soils and are primarily associated with agricultural suitability. Soil characteristics may vary considerably from the mapped locations and descriptions due to development and other uses. Geotechnical studies are required to identify actual engineering properties of soils at specific locations to determine whether there are specific soil characteristics that could affect foundations, drainage, infrastructure, or other structural features.

Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on Geology and soils as it involves only methods of financing street improvements. Therefore, the rezoning is not further discussed in this section.

3.7.2 Federal Regulatory Setting

Historic Sites Act of 1935: This Act became law on August 21, 1935 (49 Stat. 666; 16 U.S.C. 461-467) and has been amended eight times. This Act establishes as a national policy to preserve for public use historic sites, buildings, and objects, including geologic formations.

National Earthquake Hazards Reduction Program: The National Earthquake Hazards Reduction Program (NEHRP), which was first authorized by Congress in 1977, coordinates the earthquake-related activities of the Federal Government. The goal of NEHRP is to mitigate earthquake losses in the United States through basic and directed research and implementation activities in the fields of earthquake science and engineering. Under NEHRP, FEMA is responsible for developing effective earthquake risk reduction tools and promoting their implementation, as well as supporting the development of disaster-resistant building codes and standards. FEMA's NEHRP activities are led by the FEMA Headquarters (HQ), Federal Insurance and Mitigation Administration, Risk Reduction Division, Building Science Branch, in strong partnership with other FEMA HQ Directorates, and in coordination with the FEMA Regions, the States, the earthquake consortia, and other public and private partners.

3.7.3 State Regulatory Setting

California Alquist-Priolo Earthquake Fault Zoning Act: The Alquist-Priolo Earthquake Fault Zoning Act (originally enacted in 1972 and renamed in 1994) is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The statute prohibits the location of mot types of structures intended for human occupancy across the traces of active faults and regulates construction in the corridors along active faults.

California Seismic Hazards Mapping Act: The Seismic Hazards Mapping Act is intended to reduce damage resulting from earthquakes. While the Alquist-Priolo Earthquake Fault Zoning Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including ground shaking, liquefaction, and seismically induced landslides. The state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other hazards, and cities and counties are required to regulate development within mapped Seismic Hazard Zones.

Uniform Building Code: The California Code of Regulations (CCR) Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. The California Building Code incorporates by reference the Uniform Building Code with necessary California

amendments. The Uniform Building Code is a widely adopted model building code in the United States published by the International Conference of Building Officials. About one-third of the text within the California Building Code has been tailored for California earthquake conditions.

Paleontological Resources: Paleontological resources are the fossilized remains of plants and animals and associated deposits. The Society of Vertebrate Paleontology has identified vertebrate fossils, their taphonomic and associated environmental indicators, and fossiliferous deposits as significant nonrenewable paleontological resources. Botanical and invertebrate fossils and assemblages may also be considered significant resources. CEQA requires that a determination be made as to whether a project would directly or indirectly destroy a unique paleontological resource or site or unique geological feature (CEQA Appendix G(v)(c)). If an impact is significant, CEQA requires feasible measures to minimize the impact (CCR Title 14(3) Section 15126.4 (a)(1)). California Public Resources Code Section 5097.5 (see above) also applies to paleontological resources.

3.7.4 Impact Assessment/Environmental Consequences:

a) Directly or indirectly create 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.

According to the Yuba City General Plan, no active earthquake faults are known to exist in Sutter County, although active faults in the region could produce ground motion in Yuba City (Dyett & Bhatia, 2004). The closest known fault zone is the Bear Mountain Fault Zone, located approximately 20 miles northeast of Yuba City (California Geological Survey [CGS], 2015). Potentially active faults do exist in the Sutter Buttes, but those faults are considered small and have not exhibited activity in recent history. Because the distance from the City to the closest known active fault zone is large, the potential for exposure of people or structures to substantial adverse effects from fault rupture is low. Considering that the Building Code incorporates construction standards for minimizing earthquake damage to buildings, and the low potential for a significant earthquake activity in the vicinity, the potential for adverse impacts from an earthquake is considered to be a less than significant impact.

ii. Strong seismic ground shaking?

In the event of a major regional earthquake, fault rupture or seismic ground shaking could potentially injure people and cause collapse or structural damage to existing and proposed structures. Ground shaking could potentially expose people and property to seismic-related hazards, including localized liquefaction and ground failure. However, all new structures are required to adhere to current California Building Code standards. These standards require adequate design, construction, and maintenance of structures to prevent exposure of people and structures to major geologic hazards. General Plan Implementing Policies 9.2-I-1 through 9.2-I-8 and the adopted building codes will reduce potential impacts to less than significant level.

iii. Seismic-related ground failure, including liquefaction?

The proposed Project is not located within a liquefaction zone according to the California Department of Conservation's California Geologic Survey regulatory maps. Regardless, all new structures are required to adhere to current California Building Code standards. These standards require adequate design, construction, and maintenance of structures to prevent exposure of people and structures to major geologic hazards. Therefore, the potential impact from ground failure is considered to be a less than significant impact.

iv. Landslides?

According to the Yuba City General Plan Environmental Impact Report, due to the flat topography, erosion, landslides, and mudflows are not considered to be a significant risk in the City limits or within the City's Sphere of Influence. As a result, no impacts are anticipated.

b) Result in substantial soil erosion or the loss of topsoil?

Development of the site would result in approximately 2.5 acres being disturbed during site grading. Even though the area is relatively flat, during site grading a large storm could result in the loss of topsoil into the City/Sutter County drainage system. However, as part of the grading and construction, the applicant is required to follow Best Management Practices (BMP's) and provide erosion control measures to minimize soil runoff during the construction process. Therefore, impacts from soil erosion are considered to be a less than significant impact.

c) Be located on a geological 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 soil, as defined in the California Building Code creating substantial direct or indirect risks to life or property?

The extreme southwest corner of the Yuba City Sphere of Influence is the only known area with expansive soils. This Project is not located within that area and therefore is not anticipated to be impacted by the presence of expansive soils. As a result, no impacts are anticipated.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The new office/education building will be connected to the City's wastewater collection and treatment systems. No new septic systems will be utilized. As such, there will be no new impacts from septic systems.

f) Directly or indirectly destroy a unique paleontological resources or site or unique geologic feature?

Due to prior ground disturbances for agricultural and vegetation control it is unlikely that any paleontological resources exist on the site. However, the following mitigation measure shall apply if any paleontological resources are discovered:

3.7.5 Paleontological Mitigation Measure

Paleontological Mitigation Measure 1: This Mitigation Measure shall be placed as a note on the Demolition and Grading Plans. If paleontological resources are found, the construction manager shall halt all activity and immediately contact the Development Services Department @ 530-822-4700.

Mitigation shall be conducted as follows:

1. Identify and evaluate paleontological resources by intense field survey in the vicinity that potential paleontological resource was found, as determined by the paleontologist;
2. Assess effects on identified sites;
3. Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that are slated to be impacted;
4. Obtain comments from the researchers;
5. Comply with researchers' recommendations to address any significant adverse effects were determined by the City to be feasible.

In considering any suggested mitigation proposed by the consulting paleontologist, the City's Development Services Department Staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, Project design, costs, Specific or General Plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the Project site while mitigation for paleontological resources is carried out.

3.8 Greenhouse Gas Emissions

Table 3.8: Greenhouse Gas Emissions				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X		

Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on Greenhouse gas emissions as it involves only methods of financing street improvements. Therefore, the rezoning is not further discussed in this section.

3.8.1 Federal Regulatory Setting

The United States Environmental Protection Agency (USEPA) Mandatory Reporting Rule (40 CFR Part 98), which became effective December 29, 2009, requires that all facilities that emit more than 25,000 metric tons CO2-equivalent per year beginning in 2010, report their emissions on an annual basis. On May 13, 2010, the USEPA issued a final rule that established an approach to addressing GHG emissions from stationary sources under the Clean Air Act (CAA) permitting programs. The final rule set thresholds for GHG emissions that define when permits under the New Source Review Prevention of Significant Deterioration and title V Operating Permit programs are required for new and existing industrial facilities.

In addition, the Supreme Court decision in Massachusetts v. EPA (Supreme Court Case 05-1120) found that the USEPA has the authority to list GHGs as pollutants and to regulate emissions of greenhouse gases (GHG) under the CAA. On April 17, 2009, the USEPA found that CO2, CH4, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride may contribute to air pollution and may endanger public health and welfare. This finding may result in the USEPA regulating GHG emissions; however, to date the USEPA has not propose regulations based on this finding.

3.8.2 State & Local Regulatory Setting

The City's Resource Efficiency Plan as designed under the premise that the City, and the community it represents, is uniquely capable of addressing emissions associated with sources under the City's jurisdiction and that the City's emission reduction efforts should coordinate with the state strategies of reducing emissions in order to accomplish these reductions in an efficient and cost-effective manner. The City developed this document with the following purposes in mind:

- Local Control: The Yuba City Efficiency Plan allows the City to identify strategies to reduce resource consumption, costs, and GHG emissions in all economic sectors in a way that maintains local control over the issues and fits the character of the community. It also may position the City for funding to implement programs tied to climate goals.

- Energy and Resource Efficiency: The Efficiency Plan identifies opportunities for the City to increase energy efficiency and lower GHG emissions in a manner that is most feasible within the community. Reducing energy consumption through increasing the efficiency of energy technologies, reducing energy use, and using renewable sources of energy are effective ways to reduce GHG emissions. Energy efficiency also provides opportunities for cost-savings.
- Improved Public Health: Many of the GHG reduction strategies identified in the Efficiency Plan also have local public health benefits. Benefits include local air quality improvements; creating a more active community through implementing resource-efficient living practices; and reducing health risks, such as heat stroke, that would be otherwise elevated by climate change impacts such as increased extreme heat days.

Demonstrating Consistency with State GHG Reduction Goals—A GHG reduction plan may be used as GHG mitigation in a General Plan to demonstrate that the City is aligned with State goals for reducing GHG emissions to a level considered less than cumulatively considerable.

3.8.3 Impact Assessment/Environmental Consequences:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, similar to a greenhouse. The accumulation of GHGs has been implicated as a driving force for Global Climate Change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the climate caused by natural fluctuations and the impact of human activities that alter the composition of the global atmosphere. Both natural processes and human activities emit GHGs. Global Climate Change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, the vast majority of the scientific community now agrees that there is a direct link between increased emission of GHGs and long-term global temperature. Potential global warming impacts in California may include, but are not limited to, loss in snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. GHG impacts are considered to be exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective (CAPCOA).

The construction of the office/education facility will generate GHG emissions due to the use of motorized construction equipment. The emissions will be from construction equipment during the construction of the building. Once completed, vehicle traffic generated by auto use to and from the new facility will also contribute GHG gases. Due to the overall small size of the Project, it is not expected to create significant greenhouse gas emissions. However, on a cumulative scale, possible reasonable reductions could be applied to the Project in order to further minimize those impacts. Specifically addressing this proposal, the City's Resource Efficiency Plan addresses greenhouse gas concerns and provides a description of greenhouse gas reduction measures. A mitigation measure is included that requires the Project to

incorporate the relevant greenhouse gas reduction measures. With this mitigation the impacts from greenhouse gases will be less than significant.

3.8.4 Greenhouse Mitigation Measure

Greenhouse Gas Mitigation Measure 1: The site grading process shall comply with the GHG Reduction Measures provided in the adopted Yuba City Resource Efficiency Plan.

3.9 Hazards and Hazardous Materials

Table 3.9: Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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 create a significant hazard to the public or the environment?				X
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?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.			X	

Note: Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on Hazards and Hazardous Materials as it involves only methods of financing street improvements. Therefore, the rezoning is not further discussed in this section.

3.9.1 Federal Regulatory Setting

U.S. Environmental Protection Agency (USEPA): The USEPA was established in 1970 to consolidate in one agency a variety of federal research, monitoring, standard setting, and enforcement activities to ensure environmental protection. USEPA's mission is to protect human health and to safeguard the natural environment — air, water, and land — upon which life depends. USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress, is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. Where national standards are not met, USEPA can issue sanctions and take other steps to assist the states and tribes in reaching the desired levels of environmental quality.

Federal Toxic Substances Control Act/Resource Conservation and Recovery Act/Hazardous and Solid Waste Act: The Federal Toxic Substances Control Act (1976) and the Resource Conservation and Recovery Act of 1976 (RCRA) established a program administered by the USEPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the "cradle to grave" system of regulating hazardous wastes.

Comprehensive Environmental Response, Compensation, and Liability Act/Superfund Amendments and Reauthorization Act: The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law (U.S. Code Title 42, Chapter 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites; provides for liability of persons responsible for releases of hazardous waste at these sites; and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enables the revision of the National Contingency Plan (NCP). The NCP (Title 40, Code of Federal Regulation [CFR], Part 300) provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The NCP also established the National Priorities List (NPL). CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

Clean Water Act/SPCC Rule: The Clean Water Act (CWA) (33 U.S.C. Section 1251 et seq., formerly the Federal Water Pollution Control Act of 1972), was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. As part of the Clean Water Act, the U.S. EPA oversees and enforces the Oil Pollution Prevention regulation contained in Title 40 of the CFR, Part 112 (Title 40 CFR, Part 112) which is often referred to as the "SPCC rule" because the regulations describe the requirements for facilities to prepare, amend and implement Spill Prevention, Control, and

Countermeasure (SPCC) Plans: A facility is subject to SPCC regulations if a single oil storage tank has a capacity greater than 660 gallons, or the total above ground oil storage capacity exceeds 1,320 gallons, or the underground oil storage capacity exceeds 42,000 gallons, and if, due to its location, the facility could reasonably be expected to discharge oil into or upon the "Navigable Waters" of the United States. Other federal regulations overseen by the U.S. EPA relevant to hazardous materials and environmental contamination include Title 40, CFR, Chapter 1, Subchapter D – Water Programs and Subchapter I – Solid Wastes. Title 40, CFR, Chapter 1, Subchapter D, Parts 116 and 117 designate hazardous substances under the Federal Water Pollution Control Act: Title 40, CFR, Part 116 sets forth a determination of the reportable quantity for each substance that is designated as hazardous. Title 40, CFR, Part 117 applies to

quantities of designated substances equal to or greater than the reportable quantities that may be discharged into waters of the United States.

The NFPA 70®: National Electrical Code® is adopted in all 50 states. Any electrical work associated with the Proposed Project is required to comply with the standards set forth in this code. Several federal regulations govern hazards as they are related to transportation issues. They include:

Title 49, CFR, Sections 171-177 (49 CFR 171-177), governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.

49 CFR 350-399, and Appendices A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.

49 CFR 397.9, the Hazardous Materials Transportation Act of 1974, directs the U.S. Department of Transportation to establish criteria and regulations for the safe transportation of hazardous materials.

3.9.2 State Regulatory Setting

California Environmental Protection Agency (CalEPA): The California Environmental Protection Agency (CalEPA) was created in 1991 by Governor's Executive Order. The six boards, departments, and office were placed under the CalEPA umbrella to create a cabinet-level voice for the protection of human health and the environment and to assure the coordinated deployment of State resources. The mission of CalEPA is to restore, protect, and enhance the environment to ensure public health, environmental quality, and economic vitality under Title 22 of the California Code of Regulations (CCR).

Department of Toxic Substances Control (DTSC): DTSC is a department of Cal/EPA and is the primary agency in California that regulates hazardous waste, cleans-up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of RCRA and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC listed hazardous waste facilities and sites, DHS lists of contaminated drinking water wells, sites listed by the SWRCB as having UST leaks and which have had a discharge of hazardous wastes or materials into the water or groundwater and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

Unified Program: The Unified Program (codified CCR Title 27, Division 1, Subdivision 4, Chapter 1, Sections 15100- 15620) consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of the following six environmental and emergency response programs:

- Hazardous Waste Generator (HWG) program and Hazardous Waste On-site Treatment activities;
- Aboveground Storage Tank (AST) program Spill Prevention Control and Countermeasure Plan requirements;
- Underground Storage Tank (UST) program;
- Hazardous Materials Release Response Plans and Inventory (HMRRP) program;
- California Accidental Release Prevention (CalARP) program;
- Hazardous Materials Management Plans and Hazardous Materials Inventory Statement (HMMP/HMIS) requirements.

The Secretary of CalEPA is directly responsible for coordinating the administration of the Unified Program. The Unified Program requires all counties to apply to the CalEPA Secretary for the certification of a local unified program agency. Qualified cities are also permitted to apply for certification. The local Certified Unified Program Agency (CUPA) is required to consolidate, coordinate, and make consistent the administrative requirements, permits, fee structures, and inspection and enforcement activities for these six program elements in the county. Most CUPAs have been established as a function of a local environmental health or fire department.

Hazardous Waste Management Program: The Hazardous Waste Management Program (HWMP) regulates hazardous waste through its permitting, enforcement, and Unified Program activities in accordance with California Health and Safety Code Section 25135 et seq. The main focus of HWMP is to ensure the safe storage, treatment, transportation, and disposal of hazardous wastes.

State Water Resources Control Board (SWRCB): The State Water Resources Control Board (SWRCB) was created by the California legislature in 1967. The mission of SWRCB is to ensure the highest reasonable quality for waters of the State, while allocating those waters to achieve the optimum balance of beneficial uses. The joint authority of water allocation and water quality protection enables SWRCB to provide comprehensive protection for California's waters.

California Department of Industrial Relations – Division of Occupational Safety and Health (Cal OSHA): In California, every employer has a legal obligation to provide and maintain a safe and healthful workplace for employees, according to the California Occupational Safety and Health Act of 1973 (per Title 8 of the CCR). The Division of Occupational Safety and Health (Cal/OSHA) program is responsible for enforcing California laws and regulations pertaining to workplace safety and health and for providing assistance to employers and workers about workplace safety and health issues. Cal/OSHA regulations are administered through Title 8 of the CCR. The regulations require all manufacturers or importers to assess the hazards of substances that they produce or import and all employers to provide information to their employees about the hazardous substances to which they may be exposed.

California Fire Code: The California Fire Code is Part 9 of the California Code of Regulations, Title 24, also referred to as the California Building Standards Code. The California Fire Code incorporates the Uniform Fire Code with necessary California amendments. This Code prescribes regulations consistent with nationally recognized good practice for the safeguarding to a reasonable degree of life and property from the hazards of fire explosion, and dangerous conditions arising from the storage, handling and use of hazardous materials and devices, and from conditions hazardous to life or property in the use or occupancy of buildings or premises and provisions to assist emergency response personnel.

3.9.3 Local Regulatory Setting

Sutter County Airport Comprehensive Land Use Plan: The SCACLUP was adopted in April 1994 by the Sacramento Area Council of Governments (SACOG). SACOG is the designated Airport Land Use Commission (ALUC) for Sacramento, Sutter, Yolo, and Yuba Counties under the provisions of the California Public Utilities Code, Chapter 4, Article 3.5, Section 21670.1 Airport Land Use Commission Law. The purpose of the ALUC law is to (1) protect public health, safety, and welfare through the adoption of land use standards that minimize the public's exposure to safety hazards and excessive levels of noise, and (2) Prevent the encroachment of incompatible land uses around public-use airports, thereby preserving the utilities of these airports into the future.

3.9.4 Impact Assessment/Environmental Consequences:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The hazardous materials associated with the construction of the new building and parking area will be those materials associated with grading and construction equipment, which typically includes solvents, oil, and fuel. Provided that these materials are legally and properly used and stored, the proposed Project will not create a significant hazard to the public or the environment. On an ongoing basis the only anticipated hazardous waste would be a small office related hazardous waste. Assuming proper and legal disposal of those wastes there should not be a significant impact from hazardous materials and a less than significant impact is anticipated.

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?

See a) above.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

River Valley High School is located just west of this site and Sutter County Office of Education facilities are located on the east and a portion of the south side. The construction of the proposed 38,000 square foot education building will generate construction equipment emissions. However, the time for operating equipment on the Project site is short. Assuming proper use of the fuels, solvents, and oil for the grading and paving equipment, there should not be any significant impacts to the school students. Similarly, for the small amounts of hazardous waste generated by the new facility , assuming proper and legal use and disposal, it is anticipated the Project will have a less than a significant impact on the neighboring school facilities.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section and, as a result, would create a significant hazard to the public or the environment?

The property and surrounding area is not on any listings of sites that are contaminated by hazardous wastes. Therefore, no impacts are anticipated from a known hazardous materials site.

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?

The Project is not located within the Sutter County Airport Comprehensive Land Use Plan, nor is it within two miles of a public use airport. As a result, no impacts are anticipated.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Yuba City Fire and Police Departments serve this area. Neither agency has expressed concern over impacts the Project may have on any emergency response plans. As a result, there are no impacts on emergency response or emergency evacuations plans anticipated.

g) 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?

The Project site is located within the Yuba City urban area which is predominantly surrounded by irrigated agricultural lands. There are no wildlands on the site or in the immediate vicinity. As a result, a less than significant impact is anticipated from impacts associated with wildland fires.

3.10 Hydrology and Water Quality

Table 3.10: Hydrology and Water Quality				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site?			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
iii) 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; or			X	
iv)impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Note: Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on Hydrology and Water Quality as the rezoning involves only methods of financing street improvements. Therefore, the rezoning is not further discussed in this section.

3.10.1 Federal Regulatory Setting

Clean Water Act: The Clean Water Act (CWA) is intended to restore and maintain the chemical, physical, and biological integrity of the nation's waters (33 CFR 1251). The regulations implementing the CWA protect waters of the U.S. including streams and wetlands (33 CFR 328.3). The CWA requires states to set standards to protect, maintain, and restore water quality by regulating point source and some non-point source discharges. Under Section 402 of the CWA, the National Pollutant Discharge Elimination System (NPDES) permit process was established to regulate these discharges.

Federal Emergency Management Agency (FEMA) Flood Zones: The National Flood Insurance Act (1968) makes available federally subsidized flood insurance to owners of flood-prone properties. To facilitate identifying areas with flood potential, Federal Emergency Management Agency (FEMA) has developed Flood Insurance Rate Maps (FIRM) that can be used for planning purposes. Flood hazard areas identified on the Flood Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA). SFHA are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. SFHAs are labeled as Zone A, Zone AO, Zone AH, Zones A1-A30, Zone AE, Zone A99, Zone AR, Zone AR/AE, Zone AR/AO, Zone AR/A1-A30, Zone AR/A, Zone V, Zone VE, and Zones V1-V30. Moderate flood hazard areas, labeled Zone B or Zone X (shaded) are also shown on the FIRM, and are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood. The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood, are labeled Zone C or Zone X (unshaded).

3.10.2 State Regulatory Setting

State Water Resources Control Board: The State Water Resources Control Board (SWRCB) is the agency with jurisdiction over water quality issues in the State of California. The WRCB is governed by the Porter-Cologne Water Quality Act (Division 7 of the California Water Code), which establishes the legal framework for water quality control activities by the SWRCB. The intent of the Porter- Cologne Act is to regulate factors which may affect the quality of waters of the State to attain the highest quality which is reasonable, considering a full range of demands and values. Much of the implementation of the SWRCB's responsibilities is delegated to its nine Regional Boards. The Project site is located within the Central Valley Regional Water Quality Control board.

Central Valley Regional Water Quality Control Board (CVRWQCB): administers the NPDES storm water-permitting program in the Central Valley region. Construction activities on one acre or more are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit). Additionally, CVRWQCB is responsible for issuing Waste Discharge Requirements Orders under California Water Code Section 13260, Article 4, Waste Discharge Requirements.

State Department of Water Resources: California Water Code (Sections 10004 et seq.) requires that the State Department of Water Resources update the State Water Plan every five years. The 2013 update is the most current review and included (but is not limited to) the following conclusions:

- The total number of wells completed in California between 1977 and 2010 is approximately 432,469 and ranges from a high of 108,346 wells for the Sacramento River Hydrologic Region to a low of 4,069 wells for the North Lahontan Hydrologic Region.
- Based on the June 2014 California Statewide Groundwater Elevation Monitoring (CASGEM) basin prioritization for California's 515 groundwater basins, 43 basins are identified as high priority, 84 basins as medium priority, 27 basins as low priority, and the remaining 361 basins as very low priority.
- The 127 basins designated as high or medium priority account for 96 percent of the average annual statewide groundwater use and 88 percent of the 2010 population overlying the groundwater basin area.
- Depth-to-groundwater contours were developed for the unconfined aquifer system in the Central Valley. In the Sacramento Valley, the spring 2010 groundwater depths range from less than 10 feet below ground surface (bgs) to approximately 50 feet bgs, with local areas showing maximum depths of as much as 160 feet bgs.
- The most prevalent groundwater contaminants affecting California's community drinking water wells are arsenic, nitrate, gross alpha activity, and perchlorate.

California Government Code 65302 (d): The General Plan must contain a Conservation Element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, river and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any County-wide water agency and with all district and city agencies which have developed, served, controlled, or conserved water for any purpose for the County or city for which the plan is prepared. Coordination shall include the discussion and evaluation of any water supply and demand information described in Section 65352.5 if that information has been submitted by the water agency to the city or County. The conservation element may also cover:

- The reclamation of land and waters.
- Prevention and control of the pollution of streams and other waters.
- Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
- Prevention, control, and correction of the erosion of soils, beaches, and shores.
- Protection of watersheds.
- The location, quantity, and quality of the rock, sand, and gravel resources.
- Flood control.

Sustainable Groundwater Management Act: On September 16, 2014, Governor Edmund G. Brown Jr. signed historic legislation to strengthen local management and monitoring of groundwater basins most critical to the state's water needs. The three bills, SB 1168 (Pavley) SB 1319 (Pavley) and AB 1739 (Dickinson) together makeup the Sustainable Groundwater Management Act. The Sustainable Groundwater Management Act comprehensively reforms groundwater management in California. The intent of the Act is to place management at the local level, although the state may intervene to manage basins when local agencies fail to take appropriate responsibility. The Act provides authority for local agency management of groundwater and requires creation of groundwater sustainability agencies and implementation of plans to achieve groundwater sustainability within basins of high and medium priority.

3.10.3 Impact Assessment/Environmental Consequences:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Most of the City's public water supply comes from the Feather River. The water is pumped from the river to the Water Treatment Plant located in northern Yuba City. The plant also sometimes utilizes a groundwater well in addition to surface water supplies due to recent drought conditions. Since the new facility will only receive water through the City system, and all liquid waste disposal will be through the City's wastewater collection system, which is operated in conformance with all state standards, it is unlikely that the Project could adversely impact the water quality in the City system.

All of the wastewater generated by the Project will flow into the City wastewater treatment facility which is in compliance with all state water discharge standards.

All storm water runoff associated with the Project will drain into the Live Oak Canal and ultimately to the Sutter By-Pass and Feather River. The water quality of the stormwater runoff is addressed through General Plan Implementing Policies 8.5-I-1 through 8.5-I-10 which require a wide range of developer and City actions involving coordination with the State Regional Water Quality Control Board, protecting waterways, and following Yuba City's adopted Best Management Practices for new construction. With the level of oversight on the City's water supply, and enforcement of Best Management Practices at construction sites, a less than significant impact from the proposed Project is anticipated on the City's water and waste-water systems or storm water drainage system.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable groundwater management of the basin?

The new facility will be connected to the City's water system. City water will also be provided for landscaping. While consumer consumption of City water will increase with the Project, very little groundwater will be utilized because the City primarily water source is surface water supplies in its system. As a result, a less than significant impact is anticipated.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) result in substantial erosion or siltation on- or off-site?

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

iii) 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?

There will be an increased amount of stormwater drainage caused by new impermeable surfaces created by the Project, which will ultimately drain into the Feather River. The Project is required to construct the local collection facilities and pay the appropriate fees to the Sutter County Water Agency for its fair share of improvements and expansion to the existing drainage system that it will be connected too. Also, as noted above, all new construction must involve use of Best Management Practices. Assuming all required standards are met the impacts from additional storm water drainage from the site are expected to be less than significant.

Iv) impede or redirect flood flows?

According to the Federal Emergency Management Agency this portion of the City is outside of the 100-year flood plain. This is due to the existing levee system that contains seasonally high-water flows from the nearby Feather River from flooding areas outside of the levee system. Additional construction within the City that is outside of the levee system does not impact the levee system and therefore does not increase, impede, or otherwise have any effect on the highwater flows within the levee system. Therefore, there is no impact on the high-water flows within the Feather River levee system.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

According to the Federal Emergency Management Agency (FEMA), this portion of the City is outside of the 100-year flood plain and is provided with 200 year flood protection by the Sutter Buttes Flood Control Agency and its efforts to improve the west levee of the Feather River. The City is not close to the ocean or any big lakes so a seiche is unlikely to happen in or near the City. The City is located inland from the Pacific Ocean, so people or structures in the City would not be exposed to inundation by tsunami. Mudflows and landslides are unlikely to happen due to the relatively flat topography within the Project area. Thus, it is unlikely that the Project site would be subject to inundation by a seiche, tsunami, or mudflow or landslide. Therefore, the potential for significant impacts from any of these types of events is considered to be a less than significant impact.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Regarding impacts on a groundwater management plan, the City primarily utilizes surface water from the Feather River for its water supply, so any impact on groundwater would be less than significant. Regarding water quality, as noted in Part a) above, all new construction is required to utilize Best Management Practices. Assuming all required standards are met, impacts from the new educational facility on water quality and groundwater management are considered to be less than significant.

3.11 Land Use and Planning

Table 3:11: Land Use and Planning

Would the project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Physically divide an established community?				X
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

3.11.1 Environmental Setting/Affected Environment

The proposed DP/RZ is located on approximately 2.5 acres that is abutted on all sides by non-residential uses including office, retail, and public uses, all of which would be considered compatible with the proposal. The proposal is also consistent with the Office General Plan designation in which it is located.

Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on Land Use and Planning as the rezoning involves only methods of financing street improvements. Therefore, the rezoning is not further discussed in this section.

3.11.2 Federal Regulatory Setting

There are no federal or state regulations pertaining to land use and planning relevant to the proposed Project.

3.11.3 Local Regulatory Setting

Yuba City General Plan Land Use Element: The Land Use Element of the General Plan establishes guidance for the ultimate pattern of growth in the City's Sphere of Influence. It provides direction regarding how lands are to be used, where growth will occur, the density/intensity and physical form of that growth, and key design considerations.

3.11.4 Impact Assessment/Environmental Consequences:

a) Physically divide an established community?

The proposed public educational/office Project will not physically divide an established community. It is located within an existing planned non-residential area surrounded by office, public and commercial uses that are considered to be compatible with this proposal.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The revision of the Zoning regulations is in itself a change in regulations. Comparing this proposed DP/RZ to existing policies and programs, this environmental study has not identified any land use plans or policies that will be violated by this proposal. As such, the impacts from any conflicts with environmental plans, policies, and regulations will be less than significant.

3.12 Mineral Resources

Table 3-12: Mineral Resources				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
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?				X

Note: Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on Mineral Resources as the rezoning involves only methods of financing street improvements. Therefore, the rezoning is not further discussed in this section.

3.12.1 Federal Regulatory Setting

There are no federal regulations pertaining to mineral resources relevant to the proposed Project.

3.12.2 State Regulatory Setting

California Surface Mining and Reclamation Act of 1975: Enacted by the State Legislature in 1975, the Surface Mining and Reclamation Act (SMARA), Public Resources Code Section 2710 et seq., insures a continuing supply of mineral resources for the State. The act also creates surface mining and reclamation policy to assure that:

- Production and conservation of minerals is encouraged;
- Environmental effects are prevented or minimized;
- Consideration is given to recreational activities, watersheds, wildlife, range and forage, and aesthetic enjoyment;
- Mined lands are reclaimed to a useable condition once mining is completed; and
- Hazards to public safety both now and in the future are eliminated.

Areas in the State (city or county) that do not have their own regulations for mining and reclamation activities rely on the Department of Conservation, Division of Mines and Geology, Office of Mine Reclamation to enforce this law. SMARA contains provisions for the inventory of mineral lands in the State of California.

The State Geologist, in accordance with the State Board's Guidelines for Classification and Designation of Mineral Lands, must classify Mineral Resource Zones (MRZ) as designated below:

- MRZ-1. Areas where available geologic information indicates that there is minimal likelihood of significant resources.
- MRZ-2. Areas underlain by mineral deposits where geologic data indicate that significant mineral deposits are located or likely to be located.
- MRZ-3. Areas where mineral deposits are found but the significance of the deposits cannot be evaluated without further exploration.
- MRZ-4. Areas where there is not enough information to assess the zone. These are areas that have unknown mineral resource significance.

SMARA only covers mining activities that impact or disturb the surface of the land. Deep mining (tunnel) or petroleum and gas production is not covered by SMARA.

3.12.3 Impact Assessment/Environmental Consequences:

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?

The property contains no known mineral resources and there is little opportunity for mineral resource extraction. The Yuba City General Plan does not recognize any mineral resource zone within the City limits, and no mineral extraction facilities currently exist within the City. Additionally, the site has nearby residential uses, which generally is considered incompatible with mineral extraction facilities. As such the Project will not have an impact on mineral resources.

3.13 Noise

Table 3.13: Noise

Would the project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive ground borne vibration or ground borne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or 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?				X

Note: Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on Noise as the rezoning involves only methods of financing street improvements. Therefore, the rezoning is not further discussed in this section.

3.13.1 Environmental Setting/Affected Environment for Noise

Noise can be generally defined as unwanted sound. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) which is measured in decibels (dB), with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude (sound power). The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to low and extremely high frequencies instead of the frequency mid-range. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). Frequency A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements.

Noise exposure is a measure of noise over a period of time. Noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic and atmospheric conditions. What makes community noise constantly variable throughout a day, besides the slowly changing background noise, is the addition of short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual receptor. These successive additions of sound to the community noise environment vary the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts.

3.13.2 Environmental Setting/Affected Environment for Groundbourne Vibration

Vibration is the periodic oscillation of a medium or object. Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground borne vibrations may be described by amplitude and frequency. Vibration amplitudes are usually expressed in peak particle velocity (PPV), or root mean squared (RMS), as in RMS vibration velocity. The PPV and RMS (VbA) vibration velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal and is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. As it takes some time for the human body to respond to vibration signals, it

is more prudent to use vibration velocity when measuring human response. The typical background vibration velocity level in residential areas is approximately 50 VdB. Groundborne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or continuous. The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day.

3.13.3 Federal Regulatory Setting

Federal Vibration Policies: The Federal Railway Administration (FRA) and the Federal Transit Administration (FTA) have published guidance relative to vibration impacts. According to the FRA, fragile buildings can be exposed to ground-borne vibration levels of 90 VdB without experiencing structural damage.97 The FTA has identified the human annoyance response to vibration levels as 75 VdB.

3.13.4 State Regulatory Setting

California Noise Control Act: The California Noise Control Act was enacted in 1973 (Health and Safety Code §46010 et seq.), and states that the Office of Noise Control (ONC) should provide assistance to local communities in developing local noise control programs. It also indicates that ONC staff would work with the Department of Resources Office of Planning and Research (OPR) to provide guidance for the preparation of the required noise elements in city and county General Plans, pursuant to Government Code § 65302(f). California Government Code § 65302(f) requires city and county general plans to include a noise element. The purpose of a noise element is to guide future development to enhance future land use compatibility.

Title 24 – Sound Transmission Control: Title 24 of the California Code of Regulations (CCR) codifies Sound Transmission Control requirements, which establishes uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family dwellings. Specifically, Title 24 states that interior noise levels attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room of new dwellings Title 24, Part 2 requires an acoustical report that demonstrates the achievements of the required 45 dBA CNEL. Dwellings are designed so that interior noise levels will meet this standard for at least ten years from the time of building permit application.

3.13.5 Local Regulatory Setting

The **City of Yuba City General Plan** presents the vision for the future of Yuba City and outlines several guiding policies and policies relevant to noise.

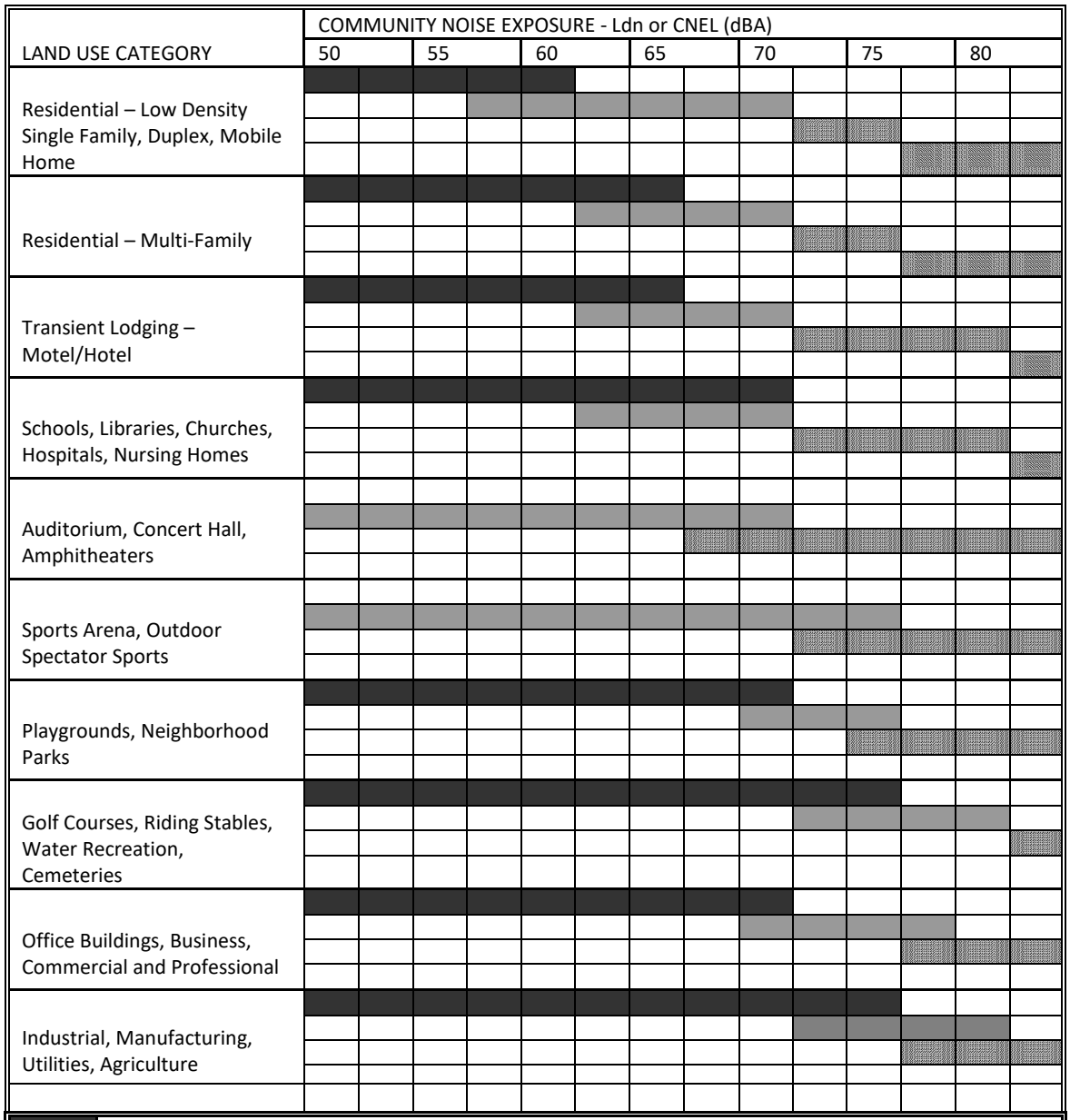
The following goals and policies from the City of Yuba City General Plan[1] are relevant to noise.

Guiding Policies

- 9.1-G-1 Strive to achieve an acceptable noise environment for the present and future residences of Yuba City.

- 9.1-G-2 Incorporate noise considerations into land use planning decisions and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land uses.
- Implementing Policies
- 9.1-I-1 Require a noise study and mitigation for all projects that have noise exposure greater than “normally acceptable” levels. Noise mitigation measures include, but are not limited to, the following actions:
- Screen and control noise sources, such as parking and loading facilities, outdoor activities, and mechanical equipment.
- Increase setbacks for noise sources from adjacent dwellings,
- Retain fences, walls, and landscaping that serve as noise buffers,
- Use soundproofing materials and double-glazed windows, and
- Control hours of operation, including deliveries and trash pickup, to minimize noise impacts.
- 9.1-I-3 In making a determination of impact under the California Environmental Quality Act (CEQA), consider an increase of four or more dBA to be "significant" if the resulting noise level would exceed that described as normally acceptable for the affected land use in Figure 5.
- 9.1-I-4 Protect especially sensitive uses, including schools, hospitals, and senior care facilities, from excessive noise, by enforcing “normally acceptable” noise level standards for these uses.
- 9.1-I-5 Discourage the use of sound walls. As a last resort, construct sound walls along highways and arterials when compatible with aesthetic concerns and neighborhood character. This would be a developer responsibility.
- 9.1-I-6 Require new noise sources to use best available control technology (BACT) to minimize noise from all sources.
- 9.1-I-7 Minimize vehicular and stationary noise sources and noise emanating from temporary activities, such as construction.

Figure 5: Noise Exposure



Source: State of California, Governor's Office of Planning and Research, 2003. General Plan Guidelines.

City of Yuba City Municipal Code: Title 4, Chapter 17, Section 4-17.10(e) of the Yuba City Municipal Code prohibits the operation of noise-generating construction equipment before 6:00 a.m. or after 9:00 p.m. daily, except Sunday and State or federal holidays when the prohibited time is before 8:00 a.m. and after 9:00 p.m.

3.13.6 Impact Assessment/Environmental Consequences:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies established in the local general plan or noise ordinance, or applicable standards of other agencies?

The nearby River Valley High School and neighboring Sutter County Office of Education facilities are noise sensitive uses. A temporary increase in noise will occur during construction of the new facility. Construction will primarily occur during daylight hours, Monday through Saturday. Noise from construction activities would contribute to the noise environment in the immediate Project vicinity. Activities involved in construction could generate maximum noise levels, as indicated in Table 2, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise control. However, due to the limited duration of the construction activities, the noise impacts on the nearby educational facilities will not have the potential to generate significant noise impacts.

Table 2: Noise Levels of Typical Construction

Type of Equipment (1)	dBA at 50 ft.	
	Without Feasible Noise Control (2)	With Feasible Noise Control
Dozer or Tractor	80	75
Excavator	88	80
Scraper	88	80
Front End Loader	79	75
Backhoe	85	75
Grader	85	75
Truck	91	75

(1) US Environmental Protection Agency. "Noise from Construction Equipment and Operations, Building Equipment and Home Appliances." Figure IV.H-4. 1971.
(2) Feasible noise control includes the use of intake mufflers, exhaust mufflers and engine shrouds operating in accordance with manufacturers specifications

b) Generation of excessive ground borne vibration or ground borne noise levels?

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Table 3 describes the typical construction equipment vibration levels.

Table 3: Typical Construction Levels	
Equipment [1]	VdB at 25 ft2
Small Bulldozer	58
Vibratory Roller	94
Jackhammer	79
Loaded Trucks	86
[1] *US Environmental Protection Agency. "Noise from Construction Equipment and Operations, Building Equipment and Home Appliances." Figure IV.H-4. 1971.*	

Vibration levels of construction equipment in Table 3 are at a distance of 25 feet from the equipment. As noted above, construction activities are limited to daylight hours. Infrequent construction-related vibrations would be short-term and temporary, and operation of heavy-duty construction equipment would be intermittent throughout the day during construction. Therefore, with the short duration of grading activities associated with the Project, the approximate reduction of 6 VdB for every doubling of distance from the source, and consideration of the distance to the nearest existing residences, the temporary impact to any uses in the vicinity of the Project are anticipated to be less than significant.

c) For a project located within the vicinity of a private airstrip or 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?

The Project is not within an airport land use plan. There are no public or private airports or airfields located in this vicinity. Therefore, this impact is not applicable to the Project and no impacts are anticipated..

3.14 Population and Housing

Table 4-14: Population and Housing				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

3.14.1 Environmental Setting/Affected Environment

The proposed DP/RZ is on approximately 2.5 acres that is abutted on all sides by non-residential uses including office, retail, and public uses, all of which would be considered compatible with the proposal. The proposal is also consistent with the Office and Office Park General Plan designation in which it is located.

This proposal does not include any new housing.

Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on Population and Housing as the rezoning involves only methods of financing street improvements. Therefore, the rezoning is not further discussed in this section.

3.14.2 Federal Regulatory Setting

There are no federal regulations, plans, programs, or guidelines associated with population or housing that are applicable to the proposed Project.

3.14.3 State Regulatory Setting

California law (Government Code Section 65580, et seq.) requires cities and counties to include a housing element as a part of their general plan to address housing conditions and needs in the community. Housing elements are prepared approximately every eight years, following timetables set forth in the law. The housing element must identify and analyze existing and projected housing needs and "make adequate provision for the existing and projected needs of all economic segments of the community," among other requirements. The City had certified by the state its current 2021-29 Housing Element in 2022.

3.14.4 Regional Regulatory Setting

State law mandates that all cities and counties offer a portion of housing to accommodate the increasing needs of regional population growth. The statewide housing demand is determined by the California Department of Housing and Community Development (HCD), while local governments and councils of governments decide and manage their specific regional and jurisdictional housing needs and develop a regional housing needs assessment (RHNA).

In the greater Sacramento region, which includes the City of Yuba City, SACOG has the responsibility of developing and approving an RHNA and a Regional Housing Needs Plan (RHNP) every eight years (Government Code, Section 65580 et seq.). This document has a central role of distributing the allocation of housing for every county and city in the SACOG region. Housing needs are assessed for very low income, low income, moderate income, and above moderate households.

As described above, SACOG is the association of local governments that includes Yuba City, along with other jurisdictions comprising the six counties in the greater Sacramento region. In addition to preparing the Metropolitan Transportation Plan and Sustainable Communities Strategy for the region, SACOG approves the distribution of affordable housing in the region through its RHNP. SACOG also assists in planning for transit, bicycle networks, clean air and serves as the Airport Land Use Commission for the region.

3.14.5 Impact Assessment/Environmental Consequences:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

This Project does not propose any new housing. Regarding other forms of unplanned growth, the proposal is within the Yuba City urban area where City services were previously planned and installed in this area. Any future growth in this area, including this Project, will be served by that infrastructure. The General Plan, which describes the larger overall land use pattern for the City, is the City's primary planning document. The review prepared for this report determined the Project is consistent with all other portions of the General Plan. Therefore, unplanned growth resulting from this Project will not occur and, as a result, there is not a potential for significant impacts from unplanned population growth. A less than significant impact is anticipated.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

There is not any nearby housing, and this Project does not propose new housing nor displacing any persons. As a result, no impacts area anticipated.

3.15 Public Services

Table 3.15: Public Services				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government 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:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Parks?			X	
v) Other public facilities?			X	

3.15.1 Environmental Setting/Affected Environment

Law enforcement for the proposed educational facility/office will be provided by the Yuba City Police Department. Fire protection is provided by the Yuba City Fire Department. There are nearby parks and other urban services, including streets, water, sewer stormwater drainage will also be provided by Yuba City. The nearby River Valley High School is part of the Yuba City Unified School District. This building, which will be owned and operated by the Sutter County Office of Education will become part of the public services provided in Sutter County.

Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on Public Services as the rezoning involves only methods of financing street improvements and streets are not considered within this section. Therefore, the rezoning is not further discussed in this section.

3.15.2 Federal Regulatory Setting

National Fire Protection Association: The National Fire Protection Association (NFPA) is an international nonprofit organization that provides consensus codes and standards, research, training, and education on fire prevention and public safety. The NFPA develops, publishes, and disseminates more than 300 such codes and standards intended to minimize the possibility and effects of fire and other risks. The NFPA publishes the NFPA 1, Uniform Fire Code, which provides requirements to establish a reasonable level of fire safety and property protection in new and existing buildings.

3.15.3 State Regulatory Setting

California Fire Code and Building Code: The 2013 California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety and assistance to fire fighters and emergency responders during emergency operations. The provision of the Fire Code includes regulations regarding fire-resistance rated construction, fire protection systems such as alarm and sprinkler systems, fire service features such as fire apparatus access roads, fire safety during construction and demolition, and wildland urban interface areas.

California Health and Safety Code (HSC): State fire regulations are set forth in Sections 13000 et seq. of the California HSC, which includes regulations for building standards (as set forth in the CBC), fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, childcare facility standards, and fire suppression training.

California Master Mutual Aid Agreement: The California Master Mutual Aid Agreement is a framework agreement between the State of California and local governments for aid and assistance by the interchange of services, facilities, and equipment, including but not limited to fire, police, medical and health, communication, and transportation services and facilities to cope with the problems of emergency rescue, relief, evacuation, rehabilitation, and reconstruction.

3.15.4 Impact Assessment/Environmental Consequences:

a) 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 government 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:

Fire Protection: The Fire Department reviewed the proposal and did not express concerns. Since all new development pays development impact fees intended to offset the cost of additional fire facilities and equipment costs resulting from this growth, the impacts on fire services will be less than significant.

Police Protection: The Police Department reviewed the proposal and did not express concerns. Since all new development pays impact fees intended to offset the cost of additional police facilities and equipment resulting from this growth, the impacts on police services will be less than significant.

Schools: New development pays the Yuba City Unified School District adopted school impact fees that are intended to provide the new resident's fair share for expanded or new educational facilities needed to accommodate this new growth. Therefore, the impact on schools will be less than significant.

Parks: There is no residential development proposed. Therefore, the impact on parks from this Project will be less than significant.

Other Public Facilities: The Project will be connected to City water and wastewater systems. Each new connection to those systems must pay connection fees that are utilized for expansion of the respective treatment plants.

Accordingly, the Project will have a less than significant impact with regard to the provision of public services.

3.16 Recreation

Table 3-16: Recreation				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?			X	
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?			X	

3.16.1 Environmental Setting/Affected Environment

Yuba City has 23 City-owned parks and recreational areas, managed by the City's Parks and Recreation Department. This consists of five community parks, 15 neighborhood parks, and three passive or mini parks.

Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on Recreation as the rezoning involves only methods of financing street improvements. Therefore, the rezoning is not further discussed in this section.

3.16.2 Federal Regulatory Setting

There are no federal regulations regarding parks and open space that are applicable to the proposed Project.

3.16.3 State Regulatory Setting

State Public Park Preservation Act: The primary instrument for protecting and preserving parkland is the Public Park Preservation Act of 1971. Under the PRC section 5400-5409, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

Quimby Act: California Government Code Section 66477, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fee are based upon the residential density and housing type, land cost, and other factors. Land dedicated and fees collected pursuant to the Quimby Act may be used for developing new or rehabilitating existing park or recreational facilities.

3.16.4 Local Regulatory Setting

The Yuba City General Plan and the City's Parks Master Plan provide a goal of providing 5 acres of public parkland per 1,000 residents, while it also requires 1 acre of Neighborhood Park for every 1,000 residents.

The City's development impact fee program collects fees for new development which is allocated for the acquisition and development of open space in the City.

3.16.5 Impact Assessment/Environmental Consequences:

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?

Since there is no residential development associated with the Project, it will not materially increase the use of the City's park system. Therefore, the impact on the City park system from this Project is considered to be a less than significant impact.

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?

This Project does not propose any on-site recreational facilities and most non-residential development does not typically increase demand for park usage. As a result, the impact on recreation facilities from this Project is considered to be a less than significant impact.

3.17 Transportation/Traffic

Table 4-17: Transportation Recreation

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?		X		
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

3.17.1 Federal Regulatory Setting

Federal Highway Administration: FHWA is the agency of the U.S. Department of Transportation (DOT) responsible for the Federally funded roadway system, including the interstate highway network and portions of the primary State highway network. FHWA funding is provided through the Safe, Accountable, Flexible, Efficiency Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA- LU can be used to fund local transportation improvement projects, such as projects to improve the efficiency of existing roadways, traffic signal coordination, bikeways, and transit system upgrades.

Several federal regulations govern transportation issues. They include:

- Title 49, CFR, Sections 171-177 (49 CFR 171-177), governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.
- Title 49 CFR 350-399, and Appendices A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.

3.17.2. State Regulatory Setting

The measurement of the impacts of a project's traffic is set by the CEQA Guidelines. Section 15064.3 of the Guidelines states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. VMT is a metric which refers to the amount of distance of automobile traffic that is generated by a project. Per the Guidelines "Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact." "Projects that decrease vehicle miles traveled compared to existing conditions should be presumed to have a less than significant environmental impact."

The CEQA Guidelines also states that the lead agency (Yuba City) may "choose the most appropriate methodology to evaluate a project's vehicle miles traveled …". As this is a new form of calculating significant traffic events, the City has not yet determined its own methodology to calculate levels of significance for VMT. Until that methodology is determined, for purposes of this initial study the information provided by the Sacramento Council of Governments (SACOG) and the CA Office of Planning and Research is utilized. A review of these studies indicates several factors that may be utilized for determining levels of significance. One is that if the project will generate less than 110 vehicle trips per day, it is assumed that with the small size of the project, the impact is less than significant. A second criteria is that for a project, on a per capita or per employee basis, the VMT will be at least 15 percent below that of existing development is a reasonable threshold for determining significance.

As this is a new methodology, future projects may utilize different criterion as they become available.

3.17.3. Impact Assessment/Environmental Consequences:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

DP 24-01: A traffic study titled "Transportation Impact Study for Harter Parkway Career Technical Building" ("Traffic Study") was prepared for this Project by W-Trans (A copy of that report is provided as Appendix A to this environmental document). Its conclusions are as follows:

The Traffic Study analyzed the traffic related impacts from the proposed approximately 38,000 square foot educational facility. Although the property fronts onto Harter Parkway, the Project will be accessed primarily from an extension of Spirit Way on the east side of Harter Parkway with secondary access through the existing Sutter County Schools property onto Klamath Lane, and a possible (future) third access onto Lassen Boulevard, also through the existing Sutter County Schools facility.

Per the traffic study, the Project will generate an estimated 643 vehicle trips per day (a trip is one-way). The Traffic Study disaggregates those trips by assuming that the largest percentage of new traffic will utilize the Spirit Way access (68%), followed by Lassen Boulevard (20%) and Klamath Lane (18%).

Regarding Project impacts on multi-modal facilities, which includes transit, bicycle, and pedestrian facilities, the Traffic Study concludes that the Project's impacts on multimodal facilities will be less than significant.

Regarding policies and programs for roadways the Yuba City General Plan Policy 5.2-1-12 (Traffic Level of Service or LOS) was reviewed as to whether the Project is consistent with that policy. This policy requires that most City streets that are identified in the General Plan as a collector or larger should operate at LOS D or better. In general, any degradation in service by a project that would cause the intersection to worsen lower than LOS D would be considered a significant impact. As such, projects must still meet this standard for General Plan consistency requirements, which remains a CEQA standard. The Traffic Study concludes that, on a long-tern cumulative basis the Project will worsen the impacts at Harter Parkway/Spirit Drive and Walton Avenue/Lassen Boulevard intersections to worse than an LOS D. Both are in need of signalization. A mitigation is proposed that requires this Project pay its fair share for those improvements. This fair-share payment will reduce the impacts on the nearby intersections to a less than significant level.

RZ 24-02: The proposed rezoning is an ordinance change that would eliminate the X_{19} Combining Zone District from the property. This zone district provides criteria that requires development of the property to pay it fair share for improvements to several nearby intersections.

It is important to note that all of these intersections are not signalized but are scheduled to be signalized as this newer area of the City develops. It is anticipated that new growth will pay its fair-share. In lieu of the rezoning, a mitigation measure is proposed that is tailored to address the Project's impacts on the Lassen Boulevard/Walton Avenue and Harter Parkway/Spirit Drive. The mitigation requires that the Project pay its fair share for the signalization of those intersections. As such the impacts caused by the elimination of this zoning will be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?

This CEQA section describes specific considerations for evaluating a project's transportation impacts in terms of Vehicle Miles Traveled (VMT). SACOG, in "Technical Advisory: On Evaluating Transportation Impacts in CEQA" provides two criteria for which if the Project meets either of them, the traffic impacts are considered less than significant. One criterion is that the Project generates less than 110 vehicle trips per day is considered to be less than a significant impact. The Project will exceed this criterion, so it is not considered any further in this review. The second criterion is that if a project, on a per capita or per employee basis, the VMT will be at least 15 percent below that of existing development is a reasonable threshold for determining significance. SACOG also has released a draft document (SB 743 regional screening maps) that provides mapping data indicating the average miles traveled for different areas within and around Yuba City. The range of the categories are:

Less than 50% of regional average.
50-85% of regional average.
85-100% of the regional average.
115-150% of the regional average.
More than 150% of the regional average.

The Traffic Study concluded that for the employee traffic, per the SACOG maps for the Project area, the estimated average vehicle distance traveled per residence is in the 50-85% range of the norm. In other words, per the SACOG regional screening maps this Project is located in an area that meets the 15 percent vehicle trip reduction criteria. Thus, the transportation impacts from this Project are consistent with CEQA

Guidelines Section 15063.4(b) and it follows that the traffic impacts generated by the future employees of this Project are considered to be less than significant.

The Traffic Study also concluded that because the student traffic is considered" local serving" the VMT impacts from student generated traffic would also be less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Traffic Study concluded that there is adequate site distance at all intersections and, in relation to their design, all intersections will operate in accordance with all City standards.

The Project does not introduce any incompatible users (e.g., farm equipment) to a roadway or transportation facility not intended for those users.

d) Result in inadequate emergency access?

The Fire and Police Departments have reviewed the Project plans and did not express concerns about emergency access to the property. The Traffic Study concluded that the Project's multiple access points would be considered a benefit for emergency access.

3.17.4 Transportation/Traffic Mitigation Measures

Transportation/Traffic Mitigation 1: Prior to certificate of occupancy, the applicant shall pay its fair share to install future traffic signals at the Harter Parkway/Spirit Drive and Lassen Boulevard/Walton Avenue intersections. Fair share shall be determined for the cumulative-plus-project conditions, or as approved by the Public Works Director.

3.18 Tribal Cultural Resources

Table 3-18: Tribal Cultural Resources				
	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause of substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

3.18.1 Environmental Setting/Affected Environment

This section describes the affected environment and regulatory setting for Tribal Cultural Resources (TCRs). The following analysis of the potential environmental impacts related to TCRs is derived primarily from the Environmental Impact Report for the City of Yuba City General Plan (2004) and consultation with the California Native American tribes under Assembly Bill 52 and Senate Bill 18.

Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on Tribal Cultural Resources as the rezoning involves only methods of financing street improvements. Therefore, the rezoning is not further discussed in this section.

3.18.2 State Regulatory Setting

Assembly Bill 52: Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to require that: 1) a lead agency provide notice to any California Native American tribes that have requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include TCRs, the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as “a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004.” This includes both federally and non-federally

recognized tribes.

Section 21074(a) of the Public Resource Code defines TCRs for the purpose of CEQA as:

1) Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

    a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or

    b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or

    c. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a and b also meet the definition of a Historical Resource under CEQA, a TCR may also require additional consideration as a Historical Resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their TCRs and heritage, AB 52 requires that CEQA lead agencies initiate consultation with tribes at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures.

3.18.3 Cultural Setting

The Nisenan (also referred to as Southern Maidu) inhabited the General Plan area prior to large-scale European and Euroamerican settlement of the surrounding area. Nisenan territory comprised the drainages of the Yuba, Bear, and American Rivers, and the lower drainages of the Feather River. The Nisenan, together with the Maidu and Konkow, their northern neighbors, form the Maiduan language family of the Penutian linguistic stock (Shipley 1978:89). Kroeber (1976:392) noted three dialects: Northern Hill Nisenan, Southern Hill Nisenan, and Valley Nisenan. Although cultural descriptions of this group in the English language are known from as early as 1849, most of our current cultural knowledge comes from various anthropologists in the early part of the 20th century (Levy 1978:413; Wilson and Towne 1978:397).

The basic subsistence strategy of the Nisenan was seasonally mobile hunting and gathering. Acorns, the primary staple of the Nisenan diet, were gathered in the valley along with seeds, buckeye, salmon, insects, and a wide variety of other plants and animals. During the warmer months, people moved to mountainous areas to hunt and collect food resources, such as pine nuts. Bedrock and portable mortars and pestles were used to process acorns. Nisenan settlement patterns were oriented to major river drainages and tributaries. In the foothills and lower Sierra Nevada, Nisenan located their villages in large flats or ridges near major streams. These villages tended to be smaller than the villages in the valley. (Wilson and Towne 1978:389–390.)

Trade provided other valuable resources that were not normally available in the Nisenan environment.

The Valley Nisenan received black acorns, pine nuts, manzanita berries, skins, bows, and bow wood from the Hill Nisenan to their east, in exchange for fish, roots, grasses, shells, beads, salt, and feathers (Wilson and Towne 1978). To obtain, process, and utilize these material resources, the Nisenan had an array of tools to assist them. Wooden digging sticks, poles for shaking acorns loose, and baskets of primarily willow and redbud were used to gather vegetal resources. Stone mortars and pestles were used to process many of the vegetal foods; baskets, heated stones, and wooden stirring sticks were used for cooking. Basalt and obsidian were primary stone materials used for making knives, arrow and spear points, clubs, arrow straighteners, and scrapers. (Wilson and Towne 1978.)

Nisenan settlement locations depended primarily on elevation, exposure, and proximity to water and other resources. Permanent villages were usually located on low rises along major watercourses. Village size ranged from three houses to 40 or 50 houses. Larger villages often had semi-subterranean dance houses that were covered in earth and tule or brush and had a central smoke hole at the top and an entrance that faced east (Wilson and Towne 1978:388).Early Nisenan contact with Europeans appears to have been limited to the southern reaches of their territory. Spanish expeditions intruded into Nisenan territory in the early 1800s. In the two or three years following the gold discovery, Nisenan territory was overrun by immigrants from all over the world. Gold seekers and the settlements that sprang up to support them were nearly fatal to the native inhabitants. Survivors worked as wage laborers and domestic help and lived on the edges of foothill towns. Despite severe depredations, descendants of the Nisenan still live in their original land area and maintain and pass on their cultural identity.

3.18.4 Summary of Native American Consultation

AB 52 requires lead agencies to analyze Project impacts on "tribal cultural resources" separately from archaeological resources (PRC § 21074; 21083.09). AB 52 also requires lead agencies to engage in additional consultation procedures with respect to California Native American tribes (PRC § 21080.3.1, 21080.3.2, 21082.3). In response to AB 52, the City supplied the following Native American tribes with a Project description and map of the proposed Project area and a request for comments:

- United Auburn Indian Community of the Auburn Rancheria
- Yocha Dehe Wintun Nation
- Estom Yomeka Maidu Tribe of the Enterprise Rancheria
- Mechoopda Indian Tribe
- Pakan'yani Maidu of Strawberry Valley
- Mooretown Rancheria of Maidu Indians
- Ione Band of Miwok Indians

3.18.5 Thresholds of Significance

AB 52 established that a substantial adverse change to a TCR has a significant effect on the environment. The thresholds of significance for impacts to TCRs are as follows:

Would the Project cause a substantial adverse change to a TCR, defined in Section 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a Native American tribe that are:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources;

- Included in a local register of historical resources as defined in subdivision k of Section 5010.1; and/or
- Determined by the City to be significant, as supported by substantial evidence, including:
    - A cultural landscape with a geographically defined boundary;
    - A historical resource as described in Section 21084.1 (either eligible for or listed on the California Register of Historical Resources or listed on a local registry);
    - A unique archaeological resource as defined in Section 21083.2; and/or
    - A non-unique archaeological resource as defined in Section 21083.2.

In assessing substantial adverse change, the City must determine whether or not the Project will adversely affect the qualities of the resource that convey its significance. The qualities are expressed through integrity. Integrity of a resource is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association [CCR Title 14, Section 4852(c)]. Impacts are significant if the resource is demolished or destroyed or if the characteristics that made the resource eligible are materially impaired [CCR Title 14, Section 15064.5(a)]. Accordingly, impacts to a TCR would likely be significant if the Project negatively affects the qualities of integrity that made it significant in the first place. In making this determination, the City need only address the aspects of integrity that are important to the TCR's significance.

3.18.6 Impact Assessment/Environmental Consequences:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

There are no buildings on the property that will be removed as part of this Project. Therefore, the impacts on any historical resources, directly or indirectly is considered to be less than significant.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The City solicited consultation with culturally affiliated California Native American tribes (regarding the proposed project in accordance with AB 52) to which no tribes responded. No known TCRs have been identified (as defined in Section 21074) within the proposed Project area. Given the level of previous disturbance within the Project area, it is not expected that any TCRs would remain. However, during grading and excavation activities, there is a potential to encounter native soils, which may contain undiscovered TCRs. In the unlikely event resources are discovered during ground disturbing activities that are associated with Native American culture, compliance with the TCR Mitigation Measure provided below would reduce the potential impacts to a less than significant level.

3.18.7 Tribal Cultural Mitigation Measures

Tribal Cultural Resources Mitigation 1: Unanticipated Discoveries: If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal

Representative from a California Native American Tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC 21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, returning objects to a location within the project area where they will not be subject to future impacts. The Tribe does not consider curation of TCR's to be appropriate or respectful and request that materials not be permanently curated, unless approved by the Tribe.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including but limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a Tribal Cultural Resource may include Tribal monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of CEQA, including AB 523 has been satisfied.

3.19 Utilities and Service Systems

Table 3-19: Utilities and Service Systems				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the projected demand in addition to the existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

3.19.1 Environmental Setting/Affected Environment

Wastewater:

Yuba City owns, operates, and maintains the wastewater collection, treatment, and disposal system that provides sewer service to approximately 60,000 residents and numerous businesses. The remainder of the residents and businesses in the Yuba City Sphere of Influence (SOI) are currently serviced by private septic systems. In the early 1970s, the City's original sewage treatment plant was abandoned, and the current Wastewater Treatment Facility (WWTF) was constructed.

Water:

The water supply source for the City is surface water from the Feather River with use of a backup groundwater well. The City of Yuba City is a public water agency with over 18,000 connections. City policy only allows areas within the City limits to be served by the surface water system.

Reuse and Recycling:

Solid waste generated in Yuba City is collected by Recology Yuba-Sutter. Recology offers residential, commercial, industrial, electronic, and hazardous waste collection, processing, recycling, and disposal, as well as construction and demolition waste processing, diversion, and transfer to a disposal facility. The

City's municipal solid waste is delivered to the Ostrom Road Landfill; a State-permitted solid waste facility that provides a full range of transfer and diversion services. As of June 2021, the Recology Ostrom Road Landfill Remaining Site Net Airspace is 33,764,000 cy; and has a remaining capacity of 21,297,000 tons; and remaining landfill service life is 53 years.

Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on Utilities and Service Systems as the rezoning involves only methods of financing street improvements. Therefore, the rezoning is not further discussed in this section.

3.19.2 Federal Regulatory Setting

National Pollutant Discharge Elimination System: Discharge of treated wastewater to surface water(s) of the U.S., including wetlands, requires an NPDES permit. In California, the RWQCB administers the issuance of these federal permits. Obtaining a NPDES permit requires preparation of detailed information, including characterization of wastewater sources, treatment processes, and effluent quality. Any future development that exceeds one acre in size would be required to comply with NPDES criteria, including preparation of a Stormwater Pollution Prevention Plan (SWPPP) and the inclusion of BMPs to control erosion and offsite transport of soils.

3.19.3 State Regulatory Setting

State Water Resources Control Board (SWRCB): Waste Discharge Requirements Program. State regulations pertaining to the treatment, storage, processing, or disposal of solid waste are found in Title 27, CCR, Section 20005 et seq. (hereafter Title 27). In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non-Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to Section 20230 of Title 27. Several programs are administered under the WDR Program, including the Sanitary Sewer Order and recycled water programs.

Department of Resources Recycling and Recovery (CalRecycle): The Department of Resources Recycling and Recovery (CalRecycle) is the State agency designated to oversee, manage, and track the 76 million tons of waste generated each year in California. CalRecycle develops laws and regulations to control and manage waste, for which enforcement authority is typically delegated to the local government. The Board works jointly with local government to implement regulations and fund programs.

The Integrated Waste Management Act of 1989 (PRC 40050 et seq. or Assembly Bill (AB 939, codified in PRC 40000), administered by CalRecycle, requires all local and county governments to adopt a Source Reduction and Recycling Element to identify means of reducing the amount of solid waste sent to landfills. This law set reduction targets at 25 percent by the year 1995 and 50 percent by the year 2000. To assist local jurisdictions in achieving these targets, the California Solid Waste Reuse and Recycling Access Act of 1991 requires all new developments to include adequate, accessible, and convenient areas for collecting and loading recyclable and green waste materials.

Regional Water Quality Control Boards: The primary responsibility for the protection of water quality in California rests with the State Water Resources Control Board (State Board) and nine Regional Water Quality Control Boards. The State Board sets statewide policy for the implementation of state and federal laws and regulations. The Regional Boards adopt and implement Water Quality Control Plans (Basin

Plans), which recognize regional differences in natural water quality, actual and potential beneficial uses, and water quality problems associated with human activities.

National Pollutant Discharge Elimination System (NPDES) Permit: As authorized by the Clean Water Act (CWA), the National Pollutant Discharge Elimination System (NPDES) Permit Program controls water pollution by regulating point sources that discharge pollutants into water of the United States. In California, it is the responsibility of Regional Water Quality Control Boards (RWQCB) to preserve and enhance the quality of the state's waters through the development of water quality control plans and the issuance of waste discharge requirements (WDRs). WDRs for discharges to surface waters also serve as NPDES permits.

California Department of Water Resources: The California Department of Water Resources (DWR) is a department within the California Resources Agency. The DWR is responsible for the State of California's management and regulation of water usage.

3.19.4 Impact Assessment/Environmental Consequences:

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

See b) below.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

The Project will connect to both the City's water and wastewater treatment systems.

The City's Water Treatment plant (WTP), for which its primary source of water is from the Feather River, has adequate capacity to accommodate the Project. The WTP uses two types of treatment systems, conventional and membrane treatment. The permitted capacity of the conventional WTP is 24 million gallons per day (mgd). The membrane treatment system has a permitted capacity of 12 mgd. Water produced from the conventional and the membrane treatment plants are blended for chlorine disinfection. Operating the conventional and membrane treatment facilities provides a total WTP capacity of 36 mgd. The City is permitted to draw 30 mgd from the Feather River. The current maximum day use is 26 mgd. The City also has an on-site water well at the water plant that supplements the surface water when needed.

The Yuba City Wastewater Treatment Facility (WWTF) has available capacity to accommodate new growth. The WWTF current permitted capacity is 10.5 mgd (annual average dry weather flow). The existing average influent flow to the WWTF is approximately 6 mgd. The remaining treatment capacity at the WWTF can be used to accommodate additional flow from future developments.

For both public facilities there are City adopted master plans to expand those plants to the extent that they will accommodate the overall growth of the city.

The ongoing expansions of those plants to accommodate growth beyond this Project are funded by the connection fees paid by each new connection. Therefore, the impact on the water and wastewater treatment facilities will be less than significant.

Stormwater drainage in this area is provided by the Sutter County Water Agency. As the Sutter County Water Agency did not comment on the Project, the impacts on the stormwater drainage system are considered to be a less than significant impact.

The extension of electric power facilities, natural gas facilities and telecommunication facilities are provided by private companies, none of which have voiced concerns over the extensions of their services to this Project site. With these considerations the impact on these types of facilities are expected to be less than significant.

c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the projected demand in addition to the existing commitments?

See Part b), above.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

Recology Yuba-Sutter provides solid waste disposal for the area as well as for all of Sutter and Yuba Counties in compliance with all regulations. There is currently a 40-50 year landfill capacity to accommodate the proposed development and its associated waste. As a result, a less than significant impact is anticipated.

e) Comply with federal, state, and local statutes and regulations related to solid waste?

See Part d), above.

3.20 Wildfire

Table 3-20: Wildfire				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

3.20.1 Environmental Setting/Affected Environment

Wildland fires are an annual hazard in Sutter County, particularly in the vicinity of the Sutter Buttes, and, to a lesser degree due to urbanized development, Yuba City. Wildland fires burn natural vegetation on undeveloped lands and include rangeland, brush, and grass fires. Long, hot, and dry summers with temperatures often exceeding 100°F add to the County's fire hazard. Human activities are the major causes of wildland fires, while lightning causes the remaining wildland fires. Irrigated agricultural areas, which tend to surround Yuba City, are considered a low hazard for wildland fires.

The California Department of Forestry and Fire Protection's Fire and Resource Assessment Program identifies fire threat based on a combination of two factors: 1) fire frequency, or the likelihood of a given area burning, and 2) potential fire behavior (hazard). These two factors are combined in determining the following Fire Hazard Severity Zones: Moderate, High, Very High, Extreme. These zones apply to areas designated as State Responsibility Areas – areas in which the State has primary firefighting responsibility. The Project site is not within a State Responsibility Area and therefore has not been placed in a Fire Hazard Severity Zone.

Regarding the rezoning to remove the X_{19} Combining Zone District, there is no impact on wildfire potential as the rezoning involves only methods of financing street improvements. Therefore, the rezoning is not further discussed in this section.

3.20.2 Impact Assessment/ Environmental Consequences

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

As discussed in Section 3.17 of this Initial Study, the construction that would result from this Project is not expected to substantially obstruct emergency vehicles or any evacuations that may occur in the area. Therefore, the impacts of the Project related to emergency response or evacuations would be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The Project site is in a level urban area with little to no native vegetation remaining, and the urban area is surrounded by irrigated farmland. This type of environment is generally not subject to wildfires. In light of this, the exposure of the Project to wildfire is considered to be a less than significant impact.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

As discussed above, the site is not near any wildland areas and the Project itself will not create any improvements that potentially could generate wildfire conditions. As such the Project will not be constructing or maintaining wildfire related infrastructure such as fire breaks, emergency water sources, etc. Thus, the Project will not create any potential significant impacts that could result from these types of improvements.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The Project site is in a topographically flat area. There are no streams or other channels that cross the site. As such, it is not expected that people or structures would be exposed to significant risks from changes resulting from fires in steeper areas, including downslope or downstream flooding or landslides. Impacts from the Project related to these issues would be less than significant.

3.21 Mandatory Findings of Significance

Table 3.21: Mandatory Findings of Significance				
Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important example of the major periods of California history or prehistory?			X	
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)			X	
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

3.21.1 Impact Assessment/Environmental Consequences:

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, substantially reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important example of the major periods of California history or prehistory?

This 2.5-acre property was stripped many years ago of native vegetation and it is currently surrounded by urban development. There are no trees on this portion of the property, and there are not on-site or nearby waterways or wetland areas. Therefore, the proposed development will not significantly degrade the quality of the natural 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 an important example of the major periods of California history or prehistory.

The analysis conducted in this Initial Study/Mitigated Negative Declaration results in a determination that the proposed Project, with its mitigation measures, will have a less than significant effect on the local environment.

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)

CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects.

This Project is consistent with the policies of the General Plan. As such, with the suggested mitigation measure for traffic, the traffic that will be generated is within the range of what was anticipated in the General Plan which considered anticipated future growth of the area. The City has adequate water and wastewater capacity, and the Project will be extending those services to the site. Stormwater drainage will also meet all City standards. The City has good development and design standards that are being applied to the new building. The loss of agricultural land is cumulative but based on City and County agricultural protection program, the loss is limited to within the urban areas of the City, which is a minor portion of the entire County. The school district is not significantly impacted as there are no new residences proposed. The FRAQMD also did not comment that the Project would create any significant cumulative impacts on air quality. Therefore, there are no significant impacts that will be individually limited but cumulatively considerable.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

The proposed Project in and of itself would not create a significant hazard to the public or the environment. Construction-related air quality, noise, and hazardous materials exposure impacts would occur for a very short period and only be a minor impact during that time period. Therefore, the proposed Project would not have any direct or indirect significant adverse impacts on humans.

4. Section References and/or Incorporated by Reference

According to Section 15150 of the CEQA Guidelines, an ND may incorporate by reference all or portions of another document that is a matter of public record. The incorporated language will be considered to be set forth in full as part of the text of the ND. All documents incorporated by reference are available for review at, or can be obtained through, the City of Yuba City Development Services Department located at the address provided above. The following documents are incorporated by reference:

W-Trans, Transportation Impact Study for the Harter Parkway Career Technical Building, April 11, 2024.

Fehr & Peers, Inc. September 2020. SB 743 Implementation Guidelines for City of Yuba City.

Governor's Office of Planning and Research, November 2017. Technical Advisory on Evaluating Transportation Impacts in CEQA.

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Appendix A

Transportation Impact Study for the Harter Parkway Career Technical Building

By

W-Trans

Transportation Impact Study for the Harter Parkway Career Technical Building

Prepared for the City of Yuba City

Submitted by
W-Trans

April 11, 2024

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C. Traffic Signal Warrant Spreadsheets

Executive Summary

The proposed project would result in the construction of a 35,717-square-foot educational facility on the east side of Harter Parkway south of the extension of Spirit Drive in the City of Yuba City. The project would be expected to generate an average of 643 daily trips, including 66 morning peak hour trips and 59 evening peak hour trips.

Existing pedestrian, bicycle, and transit facilities in the vicinity of the project site are adequate. The project site plan includes paths connecting to the existing pedestrian network and the provision of 22 bicycle parking spaces, which would be sufficient to meet the City's requirements for a building with 171 parking spaces. No demonstrated pattern of pedestrian collisions at the intersections studied could be identified. While the three bicycle collisions reported at the study intersections were attributed to the bicyclist, the City may wish to enhance the bicycle facilities on north/south streets at intersections with Highway 20 to address issues associated with two of the three reported collisions as well as difficulties crossing Highway 20 noted in the *Yuba City Bicycle Master Plan*.

The proposed project would not be expected to directly increase the number of prospective students seeking career training; instead, it would be expected to redistribute where students enroll and introduce a more convenient option for nearby residents, resulting in shifts in vehicle miles traveled (VMT) but not an increase. Therefore, it is reasonable to consider the proposed facility as a local-serving public facility as has been done in other jurisdictions and conclude that the project may be presumed to have a less-than-significant impact on student VMT. The project's impact on employee VMT is also expected to be less-than-significant as the project falls into an area with an employee VMT of 50 to 85 percent of the regional average value according to the Sacramento Area Council of Governments (SACOG) screening map.

Site access would occur via the end of the extension of Spirit Drive, via connection to the parking area for the existing school district facilities on Klamath Lane, and via a connection to the parking area for 855 Harter Parkway. Sight distances to and from the proposed east leg of Harter Parkway/Spirit Drive are adequate for entering and exiting drivers. Left-turn lanes would not be needed at any of the entrances to the project site. Project traffic is not expected to cause maximum queues to exceed the available stacking space at any of the study intersections and would therefore have a less-than-significant impact on queueing.

Proposed site access and on-site circulation are anticipated to function acceptably for emergency response vehicles. Traffic from the proposed development would be expected to have a less-than-significant impact on emergency response times.

The study intersections currently operate at acceptable Levels of Service (LOS) and would be expected to continue doing so with the addition of project trips to existing volumes. Under projected future volumes and with the planned modifications to the roadway network indicated in the *El Margarita Master Plan* and *Yuba City General Plan*, seven of the ten study intersections are expected to operate acceptably with and without project traffic. While Highway 20/North Walton Avenue-Stabler Lane and Harter Parkway/Spirit Drive would operate deficiently under Future and Future plus Project conditions, the expected increase in average delay due to project traffic would be less than five seconds, which is considered acceptable. The intersection of North Walton Avenue/Lassen Boulevard would be anticipated to operate acceptably under Future and Future plus Project volumes upon installation of a traffic signal with protected left-turn phasing on the northbound approach, as is recommended for conditions without the project.

Introduction

This report presents an analysis of the potential transportation impacts and adverse operational effects that would be associated with development of a proposed educational facility to be located on the east side of Harter Parkway south of the extension of Spirit Drive in the City of Yuba City. The traffic study was completed in accordance with the criteria established by the City, reflects a scope of work requested by City staff, and is consistent with standard traffic engineering techniques.

Prelude

The purpose of a transportation impact study (TIS) is to provide City staff and policy makers with data that they can use to make an informed decision regarding the potential transportation impacts of a proposed project, and any associated improvements that would be required to mitigate these impacts to an acceptable level under CEQA, the City's General Plan, or other policies. This report provides an analysis of those items that are identified as areas of environmental concern under the California Environmental Quality Act (CEQA) and that, if significant, require an EIR. Impacts associated with access for pedestrians, bicyclists, and to transit; the vehicle miles traveled (VMT) generated by the project; potential safety concerns such as increased queuing in dedicated turn lanes, adequacy of sight distance, need for turn lanes, and need for additional right-of-way controls; and emergency access are addressed in the context of the CEQA criteria. While no longer a part of the CEQA review process, vehicular traffic service levels at key intersections were evaluated for consistency with General Plan policies by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on anticipated travel patterns specific to the proposed project, then analyzing the effect the new traffic would be expected to have on the study intersections and need for improvements to maintain acceptable operation.

Applied Standards and Criteria

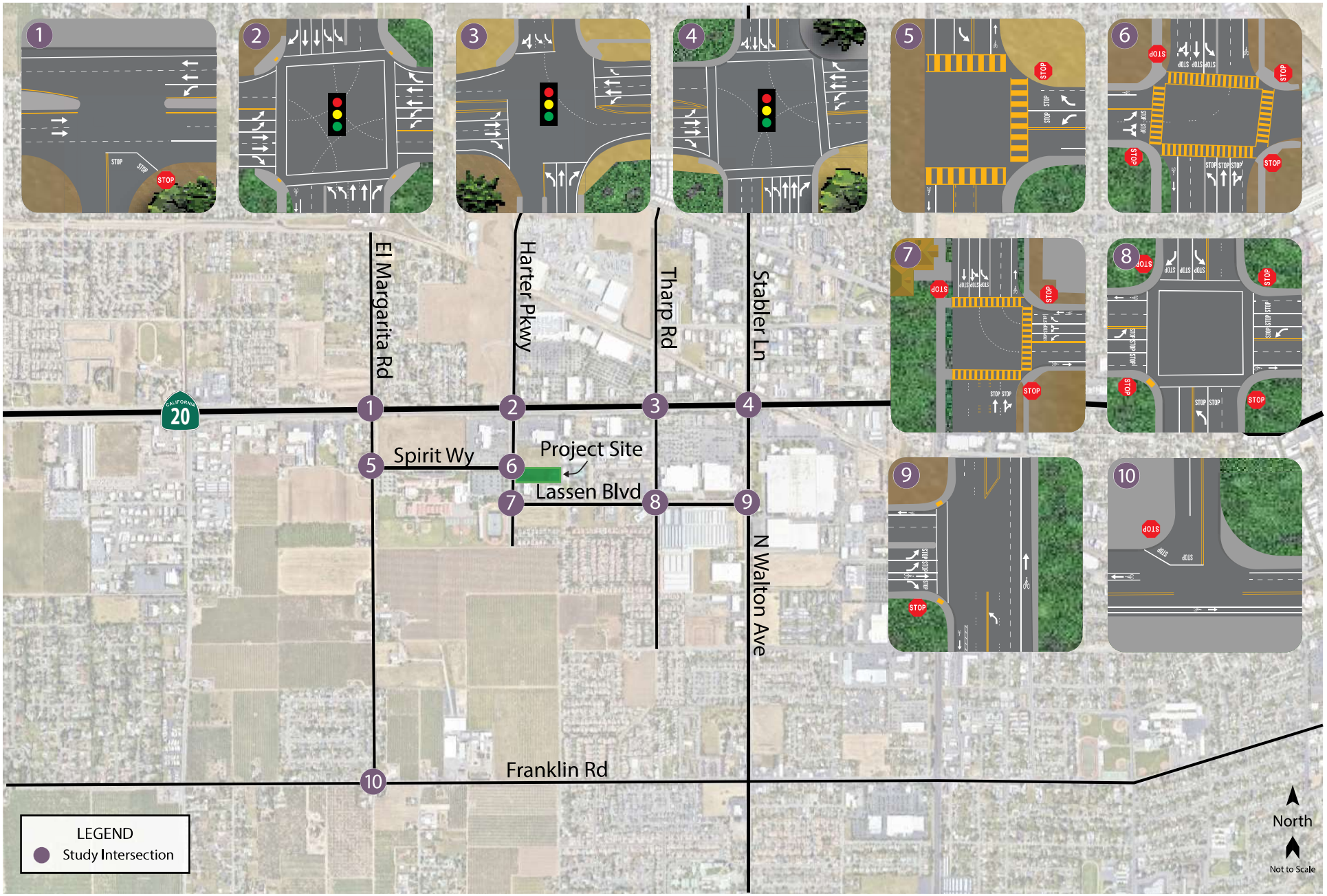
The report is organized to provide background data that supports the various aspects of the analysis, followed by the assessment of CEQA issues and then evaluation of policy-related issues. The CEQA criteria evaluated are as follows.

Would the project:

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
d. Result in inadequate emergency access?

Project Profile

The project as proposed includes 35,717 square feet of building space that would house 21 classrooms, conference rooms, and office space for technical instruction. A staff of 44 is anticipated to serve a student population of 304. The project site is located on the southeast corner of the intersection of Harter Parkway/Spirit Drive and would include construction of an easterly extension of Spirit Drive, terminating in a cul-de-sac approximately midway through the site. The location of the project site is shown in Figure 1.



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Transportation Impact Study for the Harter Parkway Career Technical Building Project

Figure 1 – Study Area and Existing Lane Configurations

W-Trans

Transportation Setting

Study Area and Periods

The study area varies depending on the topic. For pedestrian trips it consists of all streets within a half-mile of the project site that would lie along primary routes of pedestrian travel, or those leading to nearby generators. For bicycle trips it consists of all streets within one mile of the project site that would lie along primary routes of bicycle travel. For the safety and operational analyses, it consists of the project frontage and driveways and the following intersections:

1. Highway 20/El Margarita Road
2. Highway 20/Harter Parkway
3. Highway 20/Tharp Road
4. Highway 20/North Walton Avenue-Stabler Lane
5. El Margarita Road/Spirit Drive
6. Harter Parkway/Spirit Drive
7. Harter Parkway/Lassen Boulevard
8. Tharp Road/Lassen Boulevard
9. North Walton Avenue/Lassen Boulevard
10. El Margarita Road/Franklin Road

Operating conditions during the weekday a.m. and p.m. peak periods were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute. Counts were obtained for the study intersections on Tuesday, April 18, 2023, during clear weather and while local schools were in session.

Study Intersections

Highway 20/El Margarita Road is an unsignalized tee intersection with stop control on the northbound terminating El Margarita Road approach. The intersection has a northbound flared right-turn lane with space to store approximately two vehicles.

Highway 20/Harter Parkway is a signalized four-legged intersection with protected left-turn phasing on all approaches and right-turn overlap phasing on the southbound and westbound approaches. There are marked crosswalks on all legs and a southbound bicycle lane on the south leg.

Highway 20/Tharp Road is a signalized four-legged intersection with protected left-turn phasing for both Highway 20 and Tharp Road. The intersection is currently under construction for pedestrian improvements including crosswalks and curb ramps.

Highway 20/North Walton Avenue-Stabler Lane is a signalized four-legged intersection with protected left-turn phasing on all four approaches. There are marked high-visibility crosswalks across all legs and curb ramps on each corner.

El Margarita Road/Spirit Drive is an unsignalized tee intersection that is stop-controlled on the westbound terminating Spirit Drive approach. High-visibility crosswalks are striped across all legs, and there are bicycle lanes on the east leg.

Harter Parkway/Spirit Drive is a four-legged intersection with all-way stop control and high-visibility crosswalks across all legs. Bicycle lanes are marked on the north, south, and west legs, while the east leg terminates immediately east of the intersection and would be extended with the proposed project.

Harter Parkway/Lassen Boulevard is an all-way stop-controlled tee intersection with high-visibility ladder-style crosswalk markings on all legs. There are bicycle lanes on the north and east legs.

Tharp Road/Lassen Boulevard is a four-legged, all-way stop-controlled intersection with marked crosswalks across all four legs. Bicycle lanes are provided on Lassen Boulevard.

North Walton Avenue/Lassen Boulevard is an unsignalized tee intersection with the eastbound Lassen Boulevard approach stop-controlled. There is a marked crosswalk across the west leg and bicycle lanes are striped on all legs.

El Margarita Road/Franklin Road is an unsignalized tee intersection with a stop control on the southbound terminating El Margarita Road approach. A flared right-turn lane with storage space for approximately two vehicles is available on the southbound approach. Bicycle lanes are marked on Franklin Road in both directions.

The locations of the study intersections and the existing lane configurations and controls are shown in Figure 1.

Project Data

The proposed project is an educational facility for technical career training. It consists of a 35,717 square-foot building with 21 classrooms as well as conference rooms and office space for instructors. It is expected to have 44 staff members and up to 304 students. As part of the project, Spirit Drive would be extended west from its current terminus at Harter Parkway and provide access to the project site. The proposed site plan is shown in Figure 2.

Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021. As there are no rates for this specific land use, those for a Junior/Community College (LU #540) were applied as this description most closely matches the proposed project. Based on the application of these rates, the proposed project is expected to generate an average of 643 trips per day, including 66 a.m. peak hour trips and 59 trips during the p.m. peak hour. These results are summarized in Table 1.

Table 1 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Career Tech Building	44 emp	14.61	643	1.49	66	50	16	1.34	59	29	30

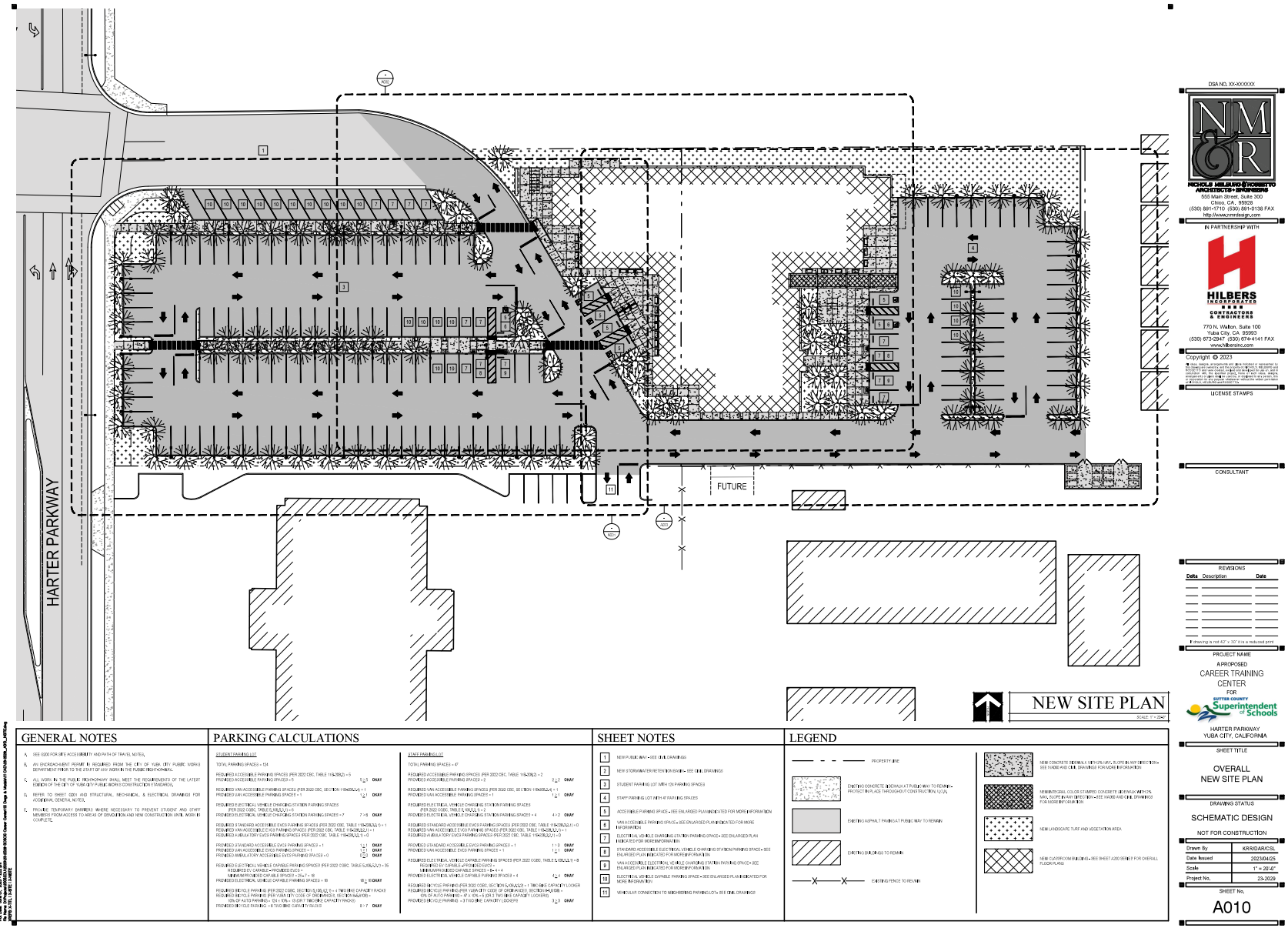
Note: Tech = Technical; emp = employees

Trip Distribution

The pattern used to allocate new project trips to the surrounding street network was determined based on existing turning movement counts collected at the study intersections as well as consideration of anticipated travel paths for project patrons. The project would be accessible from Spirit Drive, which would be the main entrance, as well as from Klamath Lane and Lassen Boulevard since the project site would be connected to the existing school district facilities on Klamath Lane and the property to the south on Lassen Boulevard. As a result, project trips were assigned to all three access points. The applied trip distribution assumptions, which were developed with input from City staff, are shown in Table 2.

Table 2 – Trip Distribution Assumptions

Route	Via Spirit Dr Access Percent	Via Klamath Ln Access Percent	Via Lassen Blvd Access Percent	Total Percent
To/From Hwy 20 West of El Margarita Rd	15	0	0	15
To/From Harter Pkwy North of Hwy 20	7	0	0	7
To/From Tharp Rd North of Hwy 20	4	3	0	7
To/From Stabler Ln North of Hwy 20	8	2	2	12
To/From Hwy 20 East of Stabler Ln	20	7	3	30
To/From Tharp Rd South of Lassen Blvd	0	2	4	6
To/From N. Walton Ave South of Lassen Blvd	0	4	11	15
To/From Franklin Rd West of El Margarita Rd	5	0	0	5
To/From Franklin Rd East of El Margarita Rd	3	0	0	3
TOTAL	**62**	**18**	**20**	**100**



Source: Nichols, Melburg, & Rossotto Architects + Engineers 6/21

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Transportation Impact Study for the Harter Parkway Career Technical Building Project

Figure 2 – Site Plan

Circulation System

This section addresses the first transportation bullet point on the CEQA checklist, which relates to the potential for a project to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Pedestrian Facilities

Existing and Planned Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a continuous network of sidewalks with streetlighting, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the vicinity of the proposed project site; however, sidewalk gaps can be found on the north side of Spirit Drive along the undeveloped parcel 700 feet west of the project site, as well as on the west side of Harter Parkway north of Highway 20.

Pedestrian Safety

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue for pedestrians. Collision records available from the California Highway Patrol (CHP) as published in their Statewide Integrated Traffic Records System (SWITRS) reports were reviewed for the most current five-year period available at the time of this analysis, which was August 1, 2016, through July 31, 2021. During the five-year study period there were two reported collisions with pedestrians at the study intersections: one collision at Harter Parkway/Spirit Drive and one collision at North Walton Avenue/Lassen Boulevard.

At Harter Parkway/Spirit Drive, the collision involved two pedestrians crossing west within a crosswalk and a driver proceeding north after stopping. The collision was attributed to unsafe starting or backing and resulted in injury for the two pedestrians. Since the collision occurred in 2017 high-visibility crosswalks have been striped at the intersection replacing the previous basic parallel-line crosswalks. The collision at North Walton Avenue/Lassen Boulevard involved a driver turning right and a pedestrian crossing Lassen Boulevard in the crosswalk. No party was assigned fault and the primary collision factor was reported to be unknown.

Given that no more than a single pedestrian-related collision occurred at any study intersection within a five-year period, no trends could be identified that would indicate a demonstrated safety issue for pedestrians within the vicinity of the project site.

Project Impacts on Pedestrian Facilities

Given the proximity of the site to commercial uses north of Highway 20, residences to the south, and to River Valley High School, it is reasonable to assume that some project students and employees will want to walk between the project site and these uses. The project site plan identifies two pedestrian paths with crosswalks across internal circulation roadways to connect the existing sidewalk on Harter Parkway and the project building. The existing pedestrian network on surrounding roadways consisting of sidewalks, crosswalks, and street lighting would adequately connect the project site to nearby uses.

Finding – Pedestrian facilities serving the project site and on-site facilities would be adequate.

Bicycle Facilities

Existing and Planned Bicycle Facilities

The *Highway Design Manual*, Caltrans, 2020, classifies bikeways into four categories:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway.
- **Class IV Bikeway** – also known as a separated bikeway, a Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and the motor vehicle traffic lane. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

In the project area, Class II bike lanes exist on Harter Parkway, Spirit Drive, Lassen Boulevard, North Walton Avenue, Stabler Lane, Bridge Street, and Sunsweet Boulevard. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. Table 3 summarizes the existing and planned bicycle facilities in the project vicinity, as contained in the *Yuba City Bicycle Master Plan*, Yuba City Public Works, 2011.

Table 3 – Bicycle Facility Summary

Status Facility	Class	Length (miles)	Begin Point	End Point
Existing				
Harter Pkwy	II	0.23	Hwy 20	Lassen Blvd
Spirit Dr	II	0.35	El Margarita Rd	Harter Pkwy
Lassen Blvd	II	0.60	Harter Pkwy	N. Walton Ave
N. Walton Ave	II	0.60	Sam's Club	Anneka Ln
Stabler Ln	II	1.31	Starr Dr	Jamie Dr
Bridge St	II	0.23	Tharp Rd	N. Walton Ave
Sunsweet Blvd	II	0.51	N. Walton Ave	Hwy 99
Planned				
Railroad Right-of-Way Bike Path	I	2.93	Hooper Rd	Bridge St
Harter Pkwy	II	0.65	Hwy 20	Butte House Rd
Tharp Rd	II	1.17	Butte House Rd	Bridge St
Walton Ave	II	2.98	Hwy 20	Bogue Rd
Bridge St	II	2.02	N. Walton Ave	Second St
El Margarita Rd	II	0.98	S. Colusa Frontage Rd	Franklin Rd
N. Colusa Frontage Rd	II	1.58	Western Pkwy	Harter Pkwy
S. Colusa Frontage Rd	II	0.50	George Washington Blvd	El Margarita Rd
Poole Blvd	III	0.49	Civic Center Blvd	Tharp Rd

Source: *Yuba City Bicycle Master Plan*, Yuba City Public Works, 2011

Bicyclist Safety

Collision records for the study area were reviewed to determine if there had been any bicyclist-involved crashes. During the same five-year study period previously described, there were three reported collisions involving bicyclists at the study intersections: one collision each at Highway 20/Harter Parkway, Highway 20/North Walton Avenue-Stabler Lane, and Tharp Road/Lassen Boulevard.

The collision at Highway 20/Harter Parkway was a broadside collision that occurred at night and involved a westbound through-moving driver and southbound through-moving bicyclist. The primary collision factor was reported to be a traffic signals and signs violation and the bicyclist was noted to be at fault. The collision at Highway 20/North Walton Avenue-Stabler Lane was also a broadside collision, and it involved a southbound

through-moving bicyclist and right-turning driver. The primary collision factor was marked as unknown and the bicyclist was recorded to be at fault. At Tharp Road/Lassen Boulevard, the collision included a northbound bicyclist and westbound driver both traveling straight, and the collision was attributed to a right-of-way violation by the bicyclist. Given that the bicyclists were found to be at fault in all three collisions, no remedial actions appear necessary, though the City may wish to consider enhancing bicycle facilities on north/south streets at intersections with Highway 20 to address the aforementioned collisions as well as difficulties crossing Highway 20 as noted in the *Yuba City Bicycle Master Plan*.

Project Impacts on Bicycle Facilities

The existing bicycle facilities together with shared use of minor streets provide adequate access for bicyclists within the vicinity of the project site. Connectivity would be further improved upon completion of planned facilities outlined in the City's bicycle plan such as the Class I multi-use trail along the railroad right-of-way east of Hooper Road.

Bicycle Storage

The *Yuba City Municipal Code*, *Section 8-5.6017* states that trade schools, business colleges, and commercial schools must provide secure bicycle parking at a rate of ten percent of the total required automobile parking. The project site plan notes that eight two-bicycle-capacity racks and three two-bicycle-capacity lockers would be installed, which is a total of 22 bicycle parking spaces. As 124 student parking spaces and 47 staff parking spaces would be provided, or 171 total parking spaces, a minimum of 18 spaces are required and the proposed supply of 22 bicycle parking spaces would be sufficient to meet the City's requirement.

Finding – Off-site bicycle facilities serving the project site are adequate, and the proposed bicycle parking supply is adequate.

Transit Facilities

Existing Transit Facilities

Yuba-Sutter Transit provides fixed route bus service in Yuba City and throughout Sutter County. Yuba-Sutter Transit Route 1 provides service to Central Yuba City, Marysville Amtrak, and Yuba College. Route 1 operates with 30-minute headways between 6:30 a.m. and 6:30 p.m. Monday through Friday and between 8:30 a.m. and 5:30 p.m. on Saturday. Route 5 provides service to destinations in South and North Yuba City via Walton Avenue. Route 5 operates with one-hour headways between 6:30 a.m. and 6:30 p.m. Monday through Friday and between 8:00 a.m. and 5:30 p.m. on Saturday. Neither route operates on Sundays. The nearest transit stop to the project site is located at Harter Parkway/Spirit Drive about 200 feet north of the project site.

Two bicycles can be carried on most Yuba-Sutter Transit buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on Yuba-Sutter Transit buses at the discretion of the driver.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. Yuba-Sutter Transit's ADA Paratransit is designed to serve the needs of individuals with disabilities within Yuba and Sutter Counties.

Finding – Transit facilities serving the project site are adequate.

Significance Finding – The proposed project would not conflict with any plans or policies for transportation facilities and would provide adequate on-site pedestrian and bicycle facilities. It would therefore have a less-than-significant impact on these facilities.

Vehicle Miles Traveled (VMT)

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

Background and Guidance

Senate Bill (SB) 743 established VMT as the metric to be applied for determining transportation impacts associated with development projects. Project-related VMT impacts were assessed based on guidance provided by the California Governor's Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018, as well as information contained within the *SB 743 Implementation Guidelines for the City of Yuba City*, Fehr & Peers, 2020. Many of the recommendations in the City's *Implementation Guidelines* are consistent with the OPR *Technical Advisory*. As indicated in these documents, each component of the proposed project was assessed individually considering both students and employees.

Student VMT

The OPR *Technical Advisory* provides recommended VMT significance thresholds for residential, office, and retail land use categories. OPR does not specifically address schools as a land use type, indicating that lead agencies may develop their own thresholds for other land uses, and also allowing assessment on a case-by-case basis. Like the *Technical Advisory*, the City's *Implementation Guidelines* do not contain specific thresholds for educational land uses and instead state that schools and colleges should be analyzed on a case-by-case basis while applying the general intent of the *Technical Advisory* and other available information. Several jurisdictions have established that local-serving public facilities may be presumed to have a less-than-significant VMT impact, applying the same justification as established for local-serving retail uses in the *Technical Advisory*, wherein it may be presumed that such uses typically generate few *new* trips within a region; rather, they tend to redistribute trips that are already occurring.

While career technical facilities do serve a larger geographic area than grade schools with some trips extending long distances to the broader region, construction of the proposed career technical facility would be unlikely to increase the overall number of prospective students seeking career training. Instead, it would be expected to redistribute where students enroll and introduce a more convenient option for students who live in the area, resulting in VMT shifts but not necessarily VMT increases. Therefore, it is reasonable to consider the proposed career technical building as a local-serving public facility as has been done in other jurisdictions and conclude that student VMT may generally be presumed to have a less-than-significant transportation-related VMT impact.

Finding – The proposed project would reasonably be classified as local-serving with a less-than-significant impact on student VMT.

Employee VMT

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

The Sacramento Area Council of Governments (SACOG) developed a screening map for the six county Sacramento Region that can be used to screen employment-based projects that are located in low-VMT generating areas. The map uses data from the SACOG travel demand model, which is an activity/tour-based model designed to estimate per person daily travel accounting for land use, transportation, and demographics that influence travel behaviors.

The VMT screening map uses HEX geography zones where the work-based VMT per employee is calculated by tallying all the work-based VMT in the HEX and dividing by the total jobs in the HEX. The VMT for each HEX is then compared to the regional average value and classified into groups of less than 50 percent of the regional average, 50 to 85 percent, 85 to 100 percent, 100 to 115 percent, 115 to 150 percent, and greater than 150 percent. The Harter Parkway Career Technical Building site falls within a screened area with an employee VMT of 50 to 85 percent of the regional average value indicating that employee VMT may be presumed to have a less-than-significant impact.

Finding – The employees of the proposed project would be expected to generate 50 to 85 percent of the regional average employee VMT and would therefore be expected to have a less-than-significant impact on VMT.

Significance Finding – The proposed project would be expected to result in a less-than-significant impact on VMT.

Safety Issues

The potential for the project to impact safety was evaluated in terms of the adequacy of sight distance and need for turn lanes at the project accesses as well as the adequacy of stacking space in dedicated turn lanes at the study intersections to accommodate additional queuing due to adding project-generated trips and need for additional right-of-way controls. This section addresses the third transportation bullet on the CEQA checklist which is whether or not the project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Site Access

The project site would be accessed via an extension of Spirit Drive that would be constructed to the east of Harter Parkway, via a connection to the parking area for the existing school district facilities on Klamath Lane, and via a connection to the parking area for 855 Harter Parkway which is accessible from Lassen Boulevard or Harter Parkway. It is also noted on the project site plan that a future connection to the Feather River Academy parking area on Lassen Boulevard could be constructed. The project site would not connect to Spirit Drive via a driveway; rather, Spirit Drive would narrow east of Harter Parkway and become the primary circulation road through the project site.

Sight Distance

Sight distances to and from the proposed east leg of the Harter Parkway/Spirit Drive intersection were evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distance at intersections of public streets is typically based on corner sight distances; however, because the Harter Parkway/Spirit Drive intersection is all-way stop-controlled sight lines are only needed from each approach to a vehicle stopped at the other three approaches. Sight lines were measured from the position of a driver stopped on the proposed westbound approach and were determined to be clear to each of the northbound, southbound, and eastbound approaches of the intersection. Although not required, consideration was given to the available stopping sight distance on each approach in the case of an errant stop sign violation and it was determined that sight lines extend more than 250 feet from the westbound approach to the north and south on Harter Parkway and to the west on Spirit Drive which would be adequate stopping sight distance for speeds in excess of 35 miles per hour (mph). As a result, existing sight lines are adequate to accommodate all turns into and out of the proposed east leg of the Harter Parkway/Spirit Drive intersection.

Finding – Available sight lines are adequate to accommodate all turns into and out of the proposed east leg of the all-way stop-controlled Harter Parkway/Spirit Drive intersection.

Access Analysis

The proposed project would take access at the end of a new extension of Spirit Drive and through the parking lots to the adjacent school district facilities on Klamath Lane and 855 Harter Parkway office building. As no turning movements would be necessary for inbound drivers on the extension of Spirit Drive and an existing two-way left-turn lane (TWLTL) exists at the entrance to the 855 Harter Parkway office building from Lassen Boulevard, the provision of any new turn lanes would not be necessary at the entrances on Sprit Drive or Lassen Boulevard. A left-turn lane on Klamath Lane would not be appropriate as Klamath Lane is a local street presumably serving minimal through traffic that would conflict with left-turning vehicles; further, the project is expected to result in minimal new trips at the Klamath Lane driveways.

Queuing

The City of Yuba City does not prescribe thresholds of significance regarding queue lengths. However, an increase in queue length due to project traffic was considered a potentially significant impact if the increase would cause the queue to extend out of a dedicated turn lane into a through traffic lane, or the back of queue into a visually restricted area, such as a blind corner. If queues would already be expected to extend past a dedicated turn lane

or into a visually restricted area without project traffic, the addition of project traffic was considered to constitute a potentially significant impact only if it would cause a new unacceptable condition; in other words, if the queue were already beyond the turn lane and the project would cause it to stack into an adjacent intersection or a visually restricted area, and that would not occur without the project, that would be considered an impact.

Unsignalized Intersection(s)

Queue lengths in dedicated turn lanes at two-way stop-controlled intersections were determined using a methodology contained in "Estimating Maximum Queue Length at Unsignalized Intersections," John T. Gard, *ITE Journal*, November 2001. Maximum queues in vehicles were converted into queue length in feet by multiplying the typical storage length occupied by a passenger car, or 25 feet. Queues for the study intersections with stop signs on all approaches were analyzed using Synchro software, which returns a 95th percentile queue length for each intersection approach lane in number of vehicles. The predicted queue lengths for unsignalized intersections are summarized in Table 4. Queueing calculations for the two-way stop-controlled study intersections are provided in Appendix A and queueing calculations for the all-way stop-controlled study intersections are included with Appendix B.

Table 4 – Maximum/95th Percentile Queues in Turn Lanes at Unsignalized Intersections

Study Intersection Approach	Available Storage	Maximum/95th Percentile Queues							
		AM Peak Hour				PM Peak Hour			
		E	E+P	F	F+P	E	E+P	F	F+P
1. Hwy 20/El Margarita Rd*									
WB Left Turn	225	175	175	-	-	75	75	-	-
5. El Margarita Rd/Spirit Dr									
SB Left Turn	110	75	75	**125**	**125**	50	50	50	50
WB Left Turn	150**	150	150	225	225	100	100	125	125
6. Harter Pkwy/Spirit Dr									
NB Left Turn	100	53	55	**195**	**205**	8	10	18	18
SB Left Turn	100	0	5	0	5	0	3	0	3
EB Left Turn	180**	68	73	285	293	10	10	18	18
7. Harter Pkwy/Lassen Blvd									
SB Left Turn	100	33	33	80	80	13	13	25	25
WB Left Turn	100**	3	3	5	5	0	0	0	0
8. Tharp Rd/Lassen Blvd									
NB Left Turn	150**	25	25	68	73	10	10	23	25
SB Left Turn	160**	8	8	20	20	20	23	58	60
EB Left Turn	150**	18	18	40	43	8	8	20	20
WB Left Turn	150**	3	3	3	3	3	3	8	8
9. N. Walton Ave/Lassen Blvd									
NB Left Turn	200**	150	150	275	300	125	125	250	275
EB Right Turn	125	**150**	**150**	**225**	**225**	**200**	**200**	**300**	**300**

Notes: Maximum queues at two-way stop-controlled intersection based on methodology from "Estimating Maximum Queue Length at Unsignalized Intersections"; 95th percentile queues at all-way stop-controlled intersections based on HCM 6th Edition methodology; E = existing conditions; E+P = existing plus project conditions; F = future conditions; F+P = future plus project conditions; * = intersection assumed to be signalized under future conditions; ** = two-way left-turn lane (TWLTL) provides additional storage; **Bold** text = queue length exceeds available storage

Under existing volumes, maximum queues were determined to exceed the available storage space in the eastbound right-turn lane at North Walton Avenue/Lassen Boulevard during both the a.m. and p.m. peak hours. Under Future conditions and assuming completion of the infrastructure projects noted in the "Capacity Analysis" section, queues are expected to extend beyond the storage space in the southbound left-turn lane at El Margarita Road/Spirit Drive during the a.m. peak hour, the northbound left-turn lane at Harter Parkway/Spirit Drive during the a.m. peak hour, and the eastbound right-turn lane at North Walton Avenue/Lassen Boulevard during both peak hours. Queues at several locations are projected to spill back into existing two-way left-turn lanes and, as a result, would not conflict with through traffic. As adverse queueing conditions under Existing and Future conditions at unsignalized intersections would not be a result of adding project traffic, and the addition of project traffic would not result in any new adverse queuing conditions, this is considered a less-than-significant impact.

Signalized Intersection(s)

Under each scenario, the projected 95th percentile queues in dedicated turn pockets at the signalized study intersections were determined using Synchro. Summarized in Table 5 are the predicted queue lengths for signalized intersections. Copies of the Synchro projections are contained in Appendix A.

Table 5 – 95th Percentile Queues in Turn Lanes at Signalized Intersections									
Study Intersection Approach	**Available Storage**	**95th Percentile Queues**							
		AM Peak Hour				**PM Peak Hour**			
		E	**E+P**	**F**	**F+P**	**E**	**E+P**	**F**	**F+P**
1. Hwy 20/El Margarita Rd*									
NB Right Turn	90	-	-	71	71	-	-	73	73
WB Left Turn	225	-	-	**363**	**363**	-	-	128	128
2. Hwy 20/Harter Pkwy									
NB Left Turn	185	35	37	46	49	50	53	87	92
NB Right Turn	200	40	41	82	86	31	38	62	67
SB Left Turn	500	61	62	127	127	70	70	151	151
SB Right Turn	400	31	31	139	139	33	33	144	144
EB Left Turn	600	100	100	201	201	144	144	334	334
EB Right Turn	550	8	15	36	39	0	0	12	15
WB Left Turn	525	113	122	227	240	28	36	33	43
WB Right Turn	550	30	30	43	43	120	121	154	156
3. Hwy 20/Tharp Rd									
NB Left Turn	150	96	96	**224**	**224**	**156**	**157**	**279**	**279**
NB Right Turn***	150	-	-	67	67	-	-	**288**	**290**
SB Left Turn	150	77	77	**156**	**156**	**180**	**181**	**368**	**368**
EB Left Turn	250	82	84	130	131	73	76	127	128
EB Right Turn	85	63	63	**97**	**97**	69	70	**101**	**101**
WB Left Turn	175**	252	261	535	547	171	175	358	365
4. Hwy 20/N Walton Ave-Stabler Ln									
NB Left Turn	150	79	80	122	122	115	116	**261**	**261**
NB Right Turn	350	50	50	77	77	58	58	146	146
SB Left Turn	100	66	67	90	90	96	97	**157**	**157**
EB Left Turn	200**	128	132	242	247	163	167	344	352
EB Right Turn***	200	45	45	-	-	78	79	-	-
WB Left Turn	230**	104	104	192	192	145	145	317	317
WB Right Turn	300	50	50	73	73	52	52	156	157
9. N. Walton Ave/Lassen Blvd*									
NB Left Turn	200**	-	-	769	784	-	-	448	454
EB Right Turn	125	-	-	78	78	-	-	**242**	**250**

Notes: 95th percentile queue based on Synchro output; all distances are measured in feet; E = existing conditions; E+P = existing plus project conditions; F = future conditions; F+P = future plus project conditions; * = intersection analyzed with a traffic signal under future conditions; ** = two-way left-turn lane (TWLTL) provides additional storage; *** = dedicated turn lane assumed to be added or converted into a shared through/turn lane under future conditions; **Bold** text = queue length exceeds available storage

Under Existing Conditions, the left-turn queues on the northbound and southbound approaches to the intersection of Highway 20/Tharp Road exceed storage capacity during the p.m. peak hour. Additionally, the westbound left-turn queue at Highway 20/Tharp Road exceeds storage capacity during the a.m. peak hour under Existing Conditions; however, as the queue spills back into an existing two-way left-turn lane, it does not impact through traffic. With Future volumes and assuming that the infrastructure projects noted in the "Capacity Analysis" section are completed, 95th-percentile queues are projected to exceed the storage space in dedicated turn lanes

at Highway 20/El Margarita Road, Highway 20/Tharp Road, Highway 20/North Walton Avenue-Stabler Lane, and North Walton Avenue/Lassen Boulevard during one or more peak hours. Increases in queues beyond the available storage space at signalized intersections would not be a result of adding project traffic and therefore would be considered a less-than-significant impact.

Finding – The project would not cause any queues to exceed available storage that would not already be expected to exceed storage without project trips, and would therefore be expected to have a less-than-significant impact on queueing.

Significance Finding – The proposed project would not create any new hazards or introduce incompatible uses to the roadway system, so its impact on safety would be less than significant.

Emergency Access

The final transportation bullet on the CEQA checklist requires an evaluation as to whether the project would result in inadequate emergency access or not.

Adequacy of Site Access

Emergency vehicles would be able to access the project site from multiple access points: the extension of Spirit Drive east from Harter Parkway, the connection to the parking lot for the nearby school district facilities on Klamath Lane, and the connection to the parking lot for the 855 Harter Parkway office building. As two of the three drive aisles into the project site already exist, they can be presumed to have been designed in accordance with City design standards.

According to the *Yuba City Municipal Code*, Section 8-5.6104, the minimum width of driveways is 24 feet for two-way traffic serving nine or more spaces. Additionally, *California Fire Code* (CFC) requires that fire access roads of at least 20 feet width and 13.5 feet vertical clearance be provided within 150 feet of all exterior building walls. The new interior drive aisles are anticipated to be designed in accordance with applicable design standards; therefore, site access and circulation are expected to function acceptably for emergency response vehicles. The fact that the site would have multiple access points would be considered a benefit for emergency access since responders would have alternative ways to reach the site should one of the driveways be compromised during an emergency.

Finding – Site access for emergency response vehicles would be adequate.

Off-Site Impacts

While the project would be expected to result in minor increases in delay for vehicles at the study intersections, emergency response vehicles have lights and sirens to bypass queued traffic and minimize the effects of intersection delay; therefore, the project would be expected to have a negligible impact on emergency response times.

Finding – The proposed project is expected to have a nominal effect on response times.

Significance Finding – The proposed project is anticipated to be designed to accommodate emergency response vehicles and would not impede emergency responders, resulting in a less-than-significant impact on emergency response.

Capacity Analysis

Intersection Level of Service Methodologies

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

The study intersections were analyzed using methodologies published in the HCM 6th Edition, with the exception of the intersection of North Walton Avenue/Lassen Boulevard which was analyzed using the unsignalized methodology from the HCM 2000 as the HCM 6th Edition is not able to evaluate two-way stop-controlled intersections with multiple dedicated turning lanes. These sources contain methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle.

The Levels of Service for the intersections with side street stop controls, or those which are unsignalized and have one or two approaches stop controlled, were analyzed using the "Two-Way Stop-Controlled" intersection capacity method from the HCM. This methodology determines a level of service for each minor turning movement by estimating the level of average delay in seconds per vehicle. Results are presented for the stop-controlled approaches together with the weighted overall average delay for the intersection.

The study intersections with stop signs on all approaches were analyzed using the "All-Way Stop-Controlled" Intersection methodology from the HCM. This methodology evaluates delay for each approach based on turning movements, opposing and conflicting traffic volumes, and the number of lanes. Average vehicle delay is computed for the intersection as a whole and is then related to a Level of Service.

The study intersections that are currently or planned to be controlled by a traffic signal were evaluated using the signalized methodology from the HCM. This methodology is based on factors including traffic volumes, green time for each movement, phasing, whether the signals are coordinated or not, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology. Delays were calculated using actual signal timing parameters obtained from Caltrans staff.

The ranges of delay associated with the various levels of service are indicated in Table 6.

Table 6 – Intersection Level of Service Criteria			
LOS	**Two-Way Stop-Controlled**	**All-Way Stop-Controlled**	**Signalized**
A	Delay of 0 to 10 seconds. Gaps in traffic are readily available for drivers exiting the minor street.	Delay of 0 to 10 seconds. Upon stopping, drivers are immediately able to proceed.	Delay of 0 to 10 seconds. Most vehicles arrive during the green phase, so do not stop at all.
B	Delay of 10 to 15 seconds. Gaps in traffic are somewhat less readily available than with LOS A, but no queuing occurs on the minor street.	Delay of 10 to 15 seconds. Drivers may wait for one or two vehicles to clear the intersection before proceeding from a stop.	Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.
C	Delay of 15 to 25 seconds. Acceptable gaps in traffic are less frequent, and drivers may approach while another vehicle is already waiting to exit the side street.	Delay of 15 to 25 seconds. Drivers will enter a queue of one or two vehicles on the same approach, and wait for vehicle to clear from one or more approaches prior to entering the intersection.	Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.
D	Delay of 25 to 35 seconds. There are fewer acceptable gaps in traffic, and drivers may enter a queue of one or two vehicles on the side street.	Delay of 25 to 35 seconds. Queues of more than two vehicles are encountered on one or more approaches.	Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.
E	Delay of 35 to 50 seconds. Few acceptable gaps in traffic are available, and longer queues may form on the side street.	Delay of 35 to 50 seconds. Longer queues are encountered on more than one approach to the intersection.	Delay of 55 to 80 seconds. Most, if not all, vehicles must stop and drivers consider the delay excessive.
F	Delay of more than 50 seconds. Drivers may wait for long periods before there is an acceptable gap in traffic for exiting the side streets, creating long queues.	Delay of more than 50 seconds. Drivers enter long queues on all approaches.	Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.

Reference: *Highway Capacity Manual,* Transportation Research Board, 6th Edition

Traffic Operation Standards

As outlined in Policy 5.2-1-12 of the Transportation section of the *Yuba City General Plan*, LOS D is considered the minimum acceptable operating standard for all major roadways and intersections in the City. This policy does not extend to residential streets (i.e., streets with direct driveway access to homes) or bridges across the Feather River. Exceptions to LOS D may be allowed by the City Council in certain areas, such as Downtown, where allowing a lower service level would result in clear benefit to the public.

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

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

Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the a.m. and p.m. peak periods. This condition does not include project-generated traffic volumes. Volume data was collected on Tuesday, April 18, 2023, while local schools were in session.

Under Existing conditions, all study intersections operate acceptably at LOS C or better overall and on the minor street approaches. A summary of the intersection Level of Service calculations is contained in Table 7. The existing traffic volumes are shown in Figure 3, and copies of the calculations for all scenarios are provided in Appendix B.

Table 7 – Existing Peak Hour Intersection Levels of Service

Study Intersection *Approach*	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Hwy 20/El Margarita Rd	4.0	A	1.8	A
Northbound (El Margarita Rd) Approach	*23.3*	*C*	*15.0*	*C*
2. Hwy 20/Harter Pkwy	18.6	B	16.3	B
3. Hwy 20/Tharp Rd	23.6	C	27.0	C
4. Hwy 20/N. Walton Ave-Stabler Ln	24.6	C	30.9	C
5. El Margarita Rd/Spirit Dr	5.2	A	3.3	A
Westbound (Spirit Dr) Approach	*12.9*	*B*	*10.5*	*B*
6. Harter Pkwy/Spirit Dr	15.0	B	8.6	A
7. Harter Pkwy/Lassen Blvd	9.6	A	7.8	A
8. Tharp Rd/Lassen Blvd	13.5	B	12.2	B
9. N. Walton Ave/Lassen Blvd	4.5	A	4.1	A
Eastbound (Lassen Blvd) Approach	*14.9*	*B*	*21.8*	*C*
10. El Margarita Rd/Franklin Rd	3.5	A	3.2	A
Southbound (El Margarita Rd) Approach	*20.9*	*C*	*14.8*	*B*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Future Conditions

Daily segment volumes for the horizon year of 2040 were obtained from the City's travel demand model and translated to peak hour turning movement volumes at each of the study intersections using a growth factor of 1.87. Project trips were subtracted from the Future volumes, as the City's model assumes that the project site will already have been developed by 2040 per the land use type specified in the General Plan. The following infrastructure projects were assumed to be completed by 2040:

- Based on the *El Margarita Master Plan*, 2018, the intersection of Highway 20/El Margarita Road was assumed to be signalized under Future conditions, including protected left-turn phasing on Highway 20. A 90-foot-long right-turn lane was added to the northbound El Margarita Road approach.
- Tharp Road was modeled to be widened to four lanes north of Highway 20 in accordance with the *Yuba City General Plan*. The right-turn lane on the northbound approach lane was converted into a through lane, and a right-turn lane with a storage length of 150 feet was added. On the southbound approach, a second through lane was added.
- Per the *Yuba City General Plan,* Highway 20 was assumed to be widened to six lanes east of North Walton Avenue-Stabler Lane. The right-turn lane on the eastbound approach to the intersection was converted into

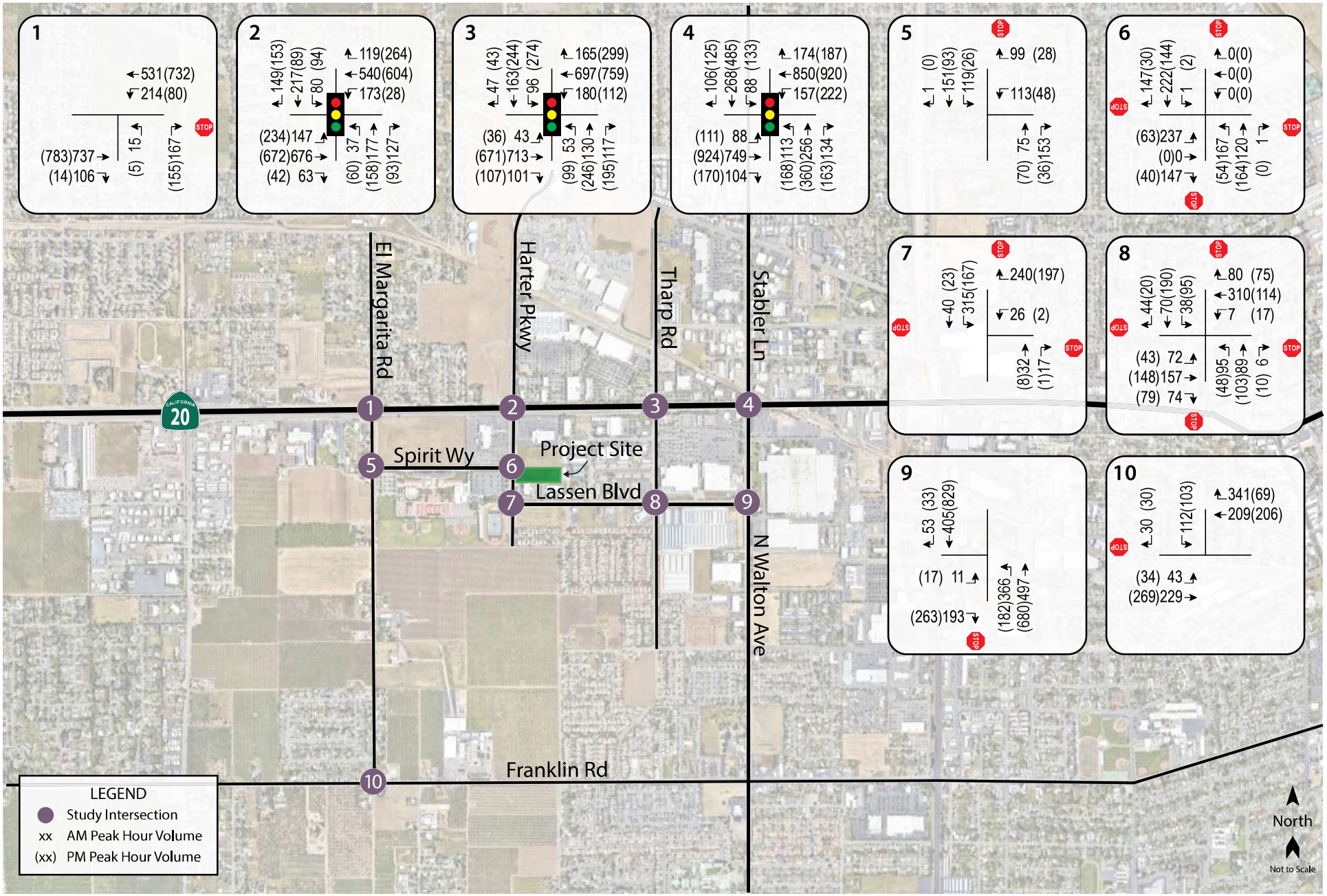

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Figure 3 – Existing Traffic Volumes

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a shared through/right-turn lane, and the westbound approach to Highway 20/North Walton Avenue-Stabler Lane was modeled to include one additional through lane.

- Tharp Road is expected to be widened to four lanes south of Lassen Boulevard according to the *Yuba City General Plan*. A second through lane was added to the northbound approach, and the right-turn lane on the southbound approach was converted to a shared through/right-turn lane.
- Per the *El Margarita Master Plan*, El Margarita Road/Franklin Road was modeled as a signalized intersection. Franklin Road was also assumed to be widened to four lanes at El Margarita Road, including one additional through lane on each Franklin Road approach, in accordance with the *Yuba City General Plan*.

Under the anticipated Future volumes, and with the aforementioned infrastructure projects, seven of the ten study intersections are expected to operate acceptably at LOS D or better overall. The intersections of Highway 20/North Walton Avenue-Stabler Lane, Harter Parkway/Spirit Drive, and North Walton Avenue/Lassen Boulevard are expected to operate unacceptably during at least one peak hour. Operating conditions are summarized in Table 8, and future volumes are shown in Figure 4.

Table 8 – Future Peak Hour Intersection Levels of Service

Study Intersection	**AM Peak**		**PM Peak**	
Approach	**Delay**	**LOS**	**Delay**	**LOS**
1. Hwy 20/El Margarita Rd	32.6	C	14.4	B
2. Hwy 20/Harter Pkwy	31.3	C	39.8	D
3. Hwy 20/Tharp Rd	39.2	D	50.0	D
4. Hwy 20/N. Walton Ave-Stabler Ln	37.3	D	**76.0**	**E**
5. El Margarita Rd/Spirit Dr	9.0	A	3.6	A
Westbound (Spirit Dr) Approach	*25.0*	*D*	*11.7*	*B*
6. Harter Pkwy/Spirit Dr	**50.9**	**F**	10.3	B
7. Harter Pkwy/Lassen Blvd	13.7	B	9.1	A
8. Tharp Rd/Lassen Blvd	32.3	D	18.9	C
9. N. Walton Ave/Lassen Blvd	**	**F**	**	**F**
Eastbound (Lassen Blvd) Approach	**	***F***	**	***F***
With Traffic Signal Control	30.0	C	42.1	D
10. El Margarita Rd/Franklin Rd	6.1	A	5.7	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics;* ** = delay greater than 120 seconds; **Bold** text = deficient operation; Shaded cells = conditions with recommended improvements

Traffic Signal Warrants

Given the excessive delays calculated for the intersection of North Walton Boulevard/Lassen Boulevard, a signal warrant analysis was performed to determine potential need for a traffic signal to accommodate projected future volumes at the intersection.

Chapter 4C of the *California Manual on Uniform Traffic Control Devices* (CA-MUTCD) provides guidance on when a traffic signal should be considered. There are nine different warrants, or criteria, presented, as follows:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour Volume
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing

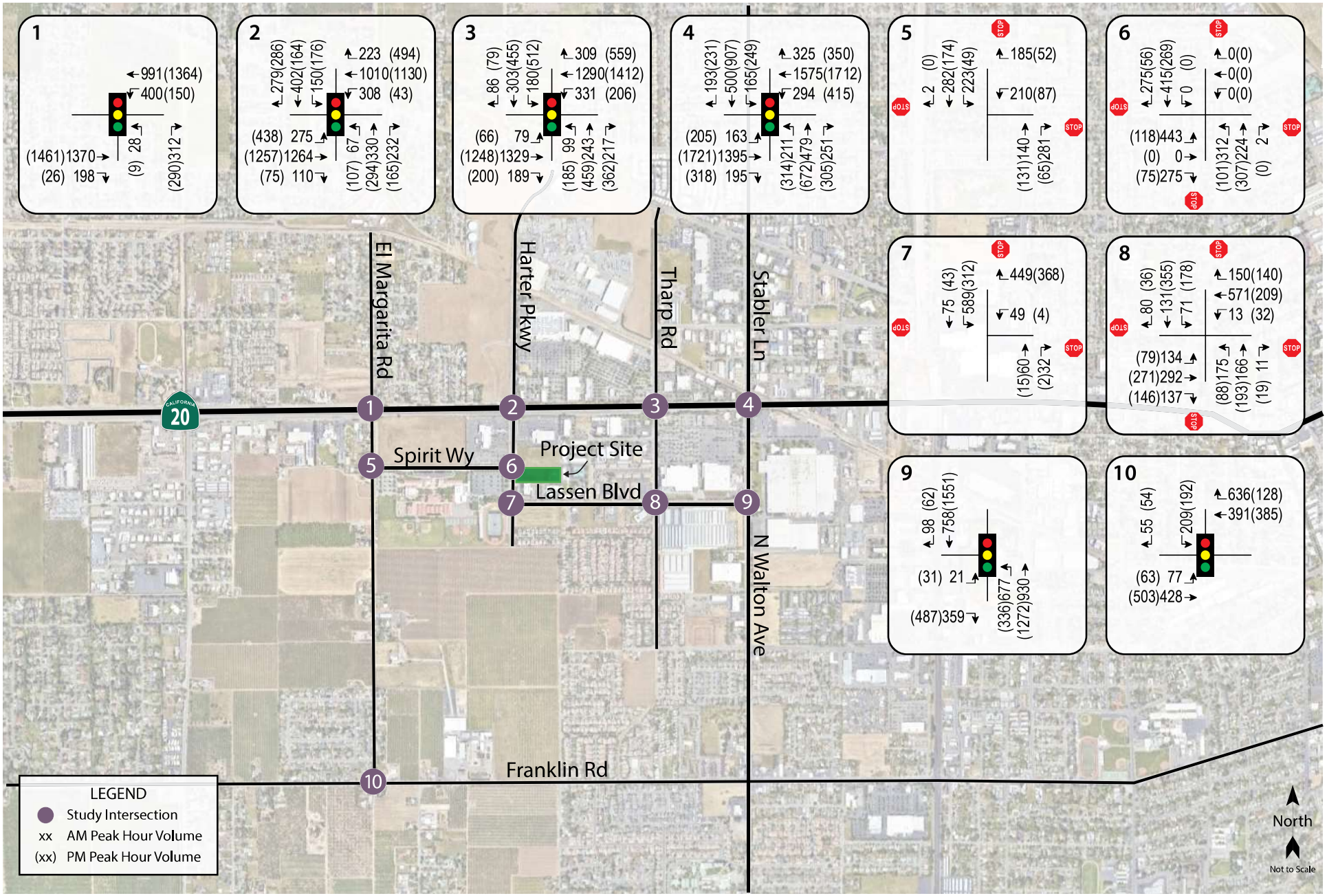

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Figure 4 – Future Traffic Volumes

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- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

For the purposes of this study the Peak Hour Volume Warrant, which determines the need for traffic control based on the highest volume hour of the day, was used as an initial indication of traffic control needs. The use of this signal warrant is common practice for planning studies. Other warrants, which are more generally applicable to existing traffic issues, require collection of traffic volumes for the highest four or eight hours of the day, review of the collision history, and evaluation of the system surrounding the location.

Under the Peak Hour Warrant the need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

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

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

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes. If the intersection is within a built-up area of an isolated community with a population over 10,000 or the posted, statutory, or critical speed on the major street exceeds 40 mph, Figure 4C-4 may be used instead.

The Peak Hour Volume Warrant (particularly Condition B of the warrant) would be met for North Walton Avenue/Lassen Boulevard with either existing or future volumes for both the a.m. and p.m. peak hours. Copies of the signal warrant worksheets are included in Appendix C.

Finding – The Peak Hour Volume Warrant for a traffic signal is met by existing volumes at the intersection of North Walton Avenue/Lassen Boulevard, though it is noted that operation is currently accepted. The need for a traffic signal would be greater under the anticipated higher future volumes when delay would reach unacceptable levels.

Recommendation – It is recommended that the City plan for installation of a traffic signal at the intersection of North Walton Avenue/Lassen Boulevard to accommodate buildout of the City's General Plan. Installation of a traffic signal with protected left-turn phasing on the northbound approach would be expected to improve operations to an acceptable level.

Project Conditions

Existing plus Project Conditions

Upon the addition of project-related traffic to the existing volumes, the study intersections are expected to continue operating acceptably at LOS C or better with no change or minor increases in delay. Project traffic volumes are shown in Figure 5 and Existing plus Project volumes in Figure 6. These results are summarized in Table 9.

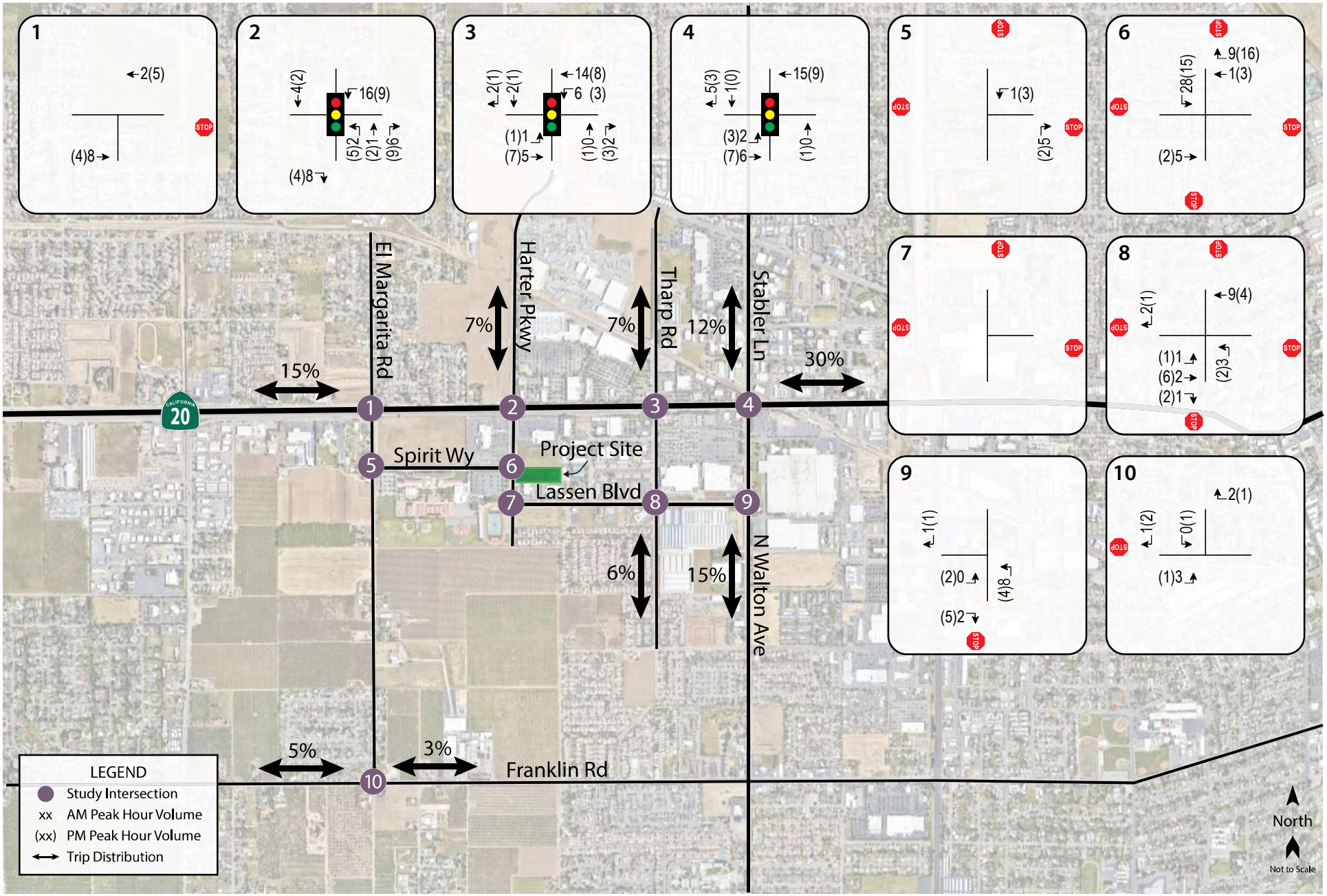

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Figure 5 – Project Traffic Volumes and Trip Distribution

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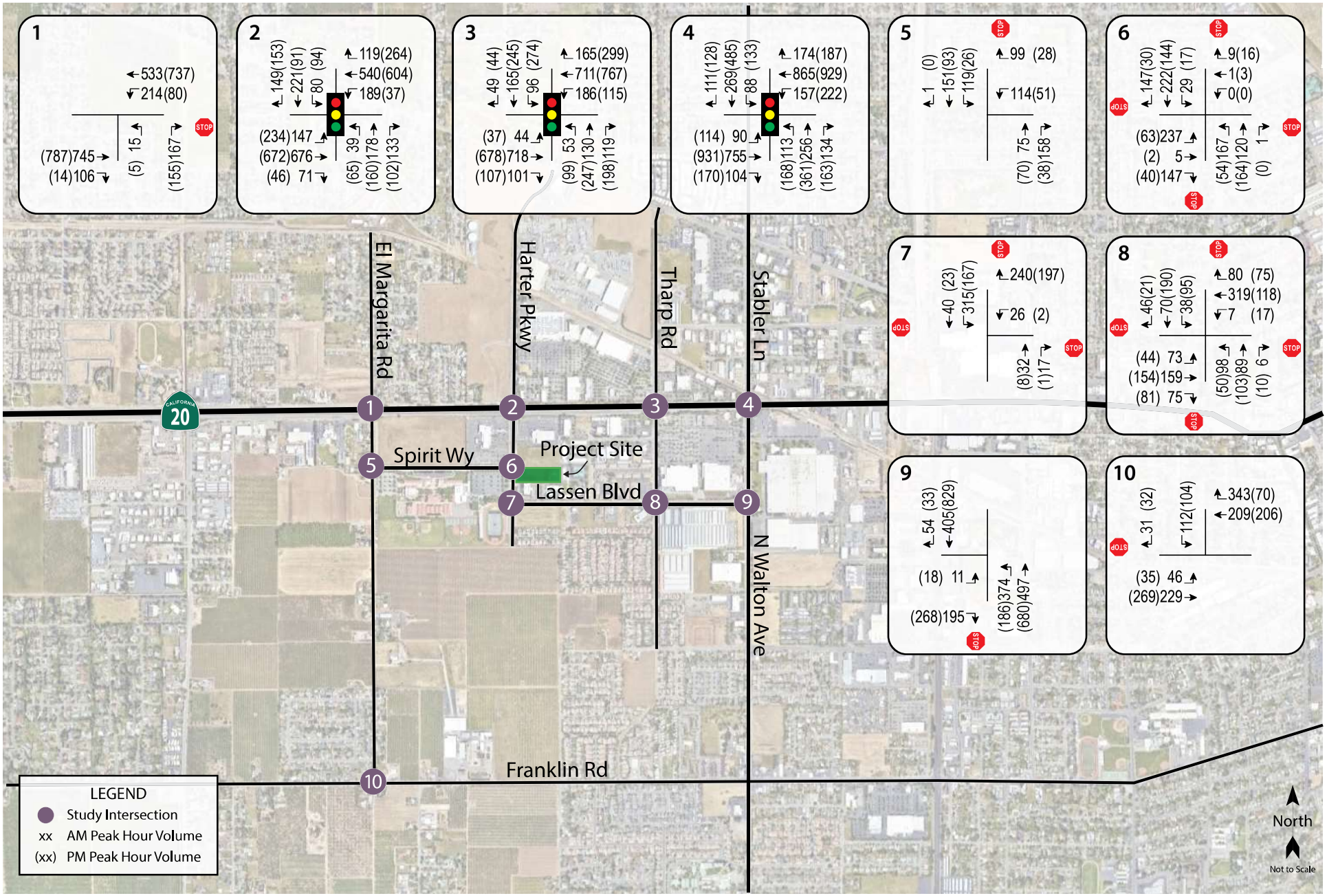

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Figure 6 – Existing plus Project Traffic Volumes

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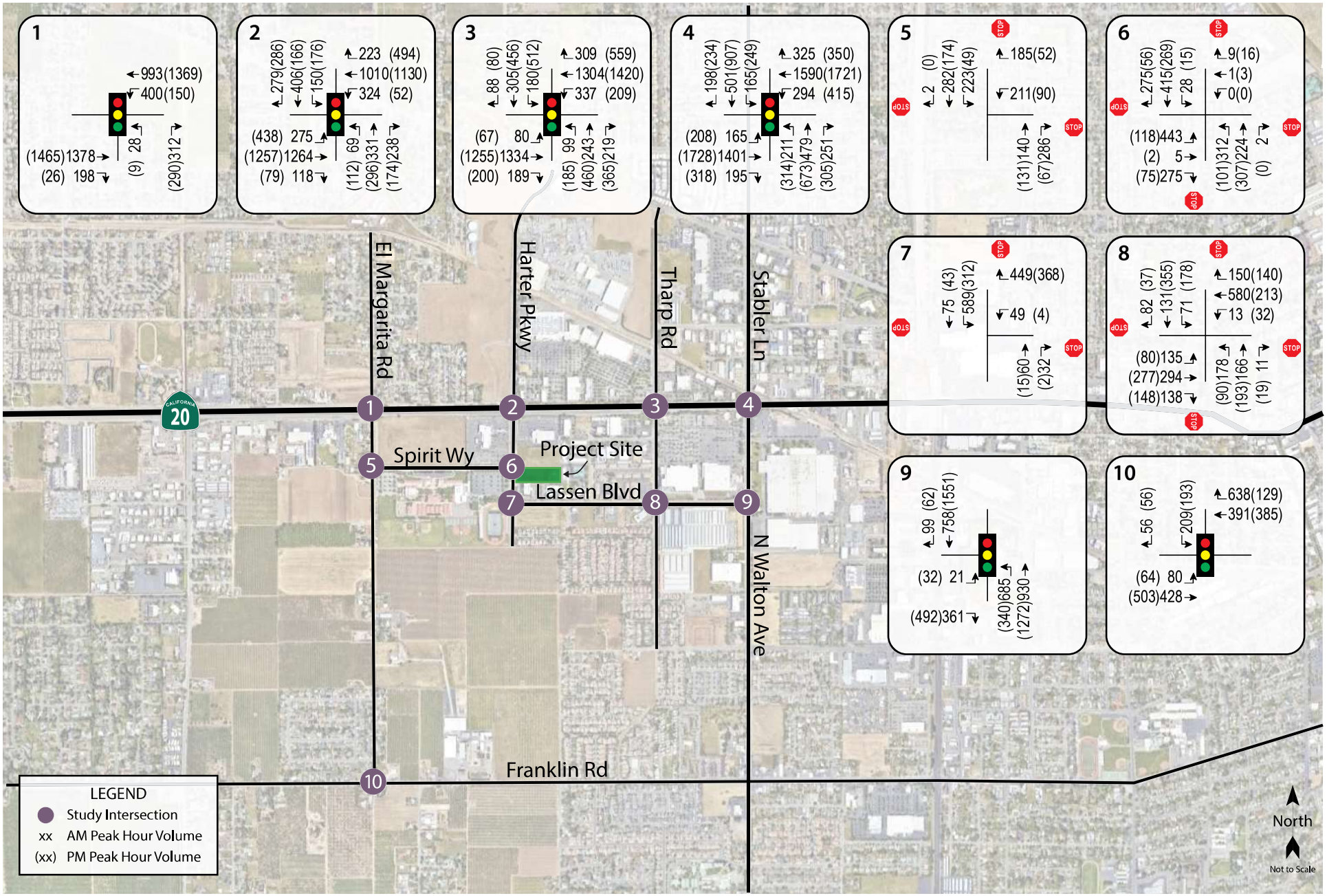
Table 9 – Existing and Existing plus Project Peak Hour Intersection Levels of Service								
Study Intersection ***Approach***	**AM Peak Hour**				**PM Peak Hour**			
	Existing		**Existing plus Project**		**Existing**		**Existing plus Project**	
	Delay	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
1. Hwy 20/El Margarita Rd	4.0	A	4.0	A	1.8	A	1.8	A
NB (El Margarita Rd) Approach	*23.3*	*C*	*23.6*	*C*	*15.0*	*C*	*15.1*	*C*
2. Hwy 20/Harter Pkwy	18.6	B	18.8	B	16.3	B	16.6	B
3. Hwy 20/Tharp Rd	23.6	C	24.0	C	27.0	C	27.2	C
4. Hwy 20/N. Walton Ave-Stabler Ln	24.6	C	24.9	C	30.9	C	31.1	C
5. El Margarita Rd/Spirit Dr	5.2	A	5.2	A	3.3	A	3.4	A
WB (Spirit Dr) Approach	*12.9*	*B*	*12.9*	*B*	*10.5*	*B*	*10.6*	*B*
6. Harter Pkwy/Spirit Dr	15.0	B	15.2	C	8.6	A	8.8	A
7. Harter Pkwy/Lassen Blvd	9.6	A	9.6	A	7.8	A	7.8	A
8. Tharp Rd/Lassen Blvd	13.5	B	13.7	A	12.2	B	12.4	B
9. N. Walton Ave/Lassen Blvd	4.5	A	4.6	A	4.1	A	4.2	A
EB (Lassen Blvd) Approach	*14.9*	*B*	*15.0*	*C*	*21.8*	*C*	*22.3*	*C*
10. El Margarita Rd/Franklin Rd	3.5	A	3.6	A	3.2	A	3.2	A
SB (E. Margarita Rd) Approach	*20.9*	*C*	*21.2*	*C*	*14.8*	*B*	*14.8*	*A*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Finding – The study intersections are expected to continue operating acceptably upon the addition of project-generated traffic to existing volumes.

Future plus Project Conditions

Upon the addition of project-generated traffic to the anticipated future volumes, and with the planned infrastructure projects, seven of the ten study intersections are expected to continue operating acceptably. The volumes are shown in Figure 7, and the Future plus Project operating conditions are summarized in Table 10.



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Transportation Impact Study for the Harter Parkway Career Technical Building Project

Figure 7 – Future plus Project Traffic Volumes

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Table 10 – Future and Future plus Project Peak Hour Intersection Levels of Service								
Study Intersection ***Approach***	**AM Peak Hour**				**PM Peak Hour**			
	Future		**Future plus Project**		**Future**		**Future plus Project**	
	Delay	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
1. Hwy 20/El Margarita Rd	32.6	C	32.9	C	14.4	B	14.5	B
2. Hwy 20/Harter Pkwy	31.3	C	32.6	C	39.8	D	39.9	D
3. Hwy 20/Tharp Rd	39.2	D	39.9	D	50.0	D	50.6	D
4. Hwy 20/N. Walton Ave-Stabler Ln	37.3	D	37.8	D	**76.0**	**E**	**76.7**	**E**
5. El Margarita Rd/Spirit Dr	9.0	A	9.0	A	3.6	A	3.6	A
WB (Spirit Dr) Approach	*25.0*	*D*	*25.2*	*D*	*11.7*	*B*	*11.7*	*B*
6. Harter Pkwy/Spirit Dr	**50.9**	**F**	**52.9**	**F**	10.3	B	10.5	B
7. Harter Pkwy/Lassen Blvd	13.7	B	13.7	B	9.1	A	9.1	A
8. Tharp Rd/Lassen Blvd	32.3	D	34	D	18.9	C	19.2	C
9. N. Walton Ave/Lassen Blvd	**	**F**	**	**F**	**	**F**	**	**F**
EB (Lassen Blvd) Approach	**	***F***	**	***F***	**	***F***	**	***F***
With Traffic Signal Control	30.0	C	31.1	C	42.1	D	43.2	D
10. El Margarita Rd/Franklin Rd	6.1	A	6.1	A	5.7	A	5.7	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics;* ** = delay greater than 120 seconds; **Bold** text = deficient operation; Shaded cells = conditions with recommended improvements

The intersections of Highway 20/North Walton Avenue-Stabler Lane and Harter Parkway/Spirit Drive would continue operating unacceptably with the addition of project traffic; however, as the anticipated increases in overall delay at the two intersections would be less than five seconds, the project's effect would be considered acceptable. With installation of a traffic signal at the intersection of North Walton Avenue/Lassen Boulevard, the intersection would operate acceptably without or with the addition of project trips.

Finding – The study intersections would either continue operating acceptably with the addition of project trips to the anticipated future volumes and with the planned infrastructure improvements, or project trips would result in a less than a five-second increase in delay, so the project's effect on operations would be considered acceptable.

Conclusions and Recommendations

Conclusions

- The project is expected to generate an average of 643 trips per day, including 66 a.m. peak hour trips and 59 trips during the p.m. peak hour.
- Pedestrian, bicycle, and transit facilities serving the project site are adequate, and continuous pedestrian paths connecting the project site with Harter Parkway would be provided. The project would have a less-than-significant impact in terms of plans and policies for these modes.
- As the project would reasonably be classified as local-serving and is located in an area where employee-based VMT is less than 85 percent of the regional average, the proposed project would be expected to have a less-than-significant transportation impact on VMT.
- Sight lines at the new extension of Spirit Drive would be adequate.
- The project would not cause queues to exceed the available stacking space in dedicated turn lanes at any of the study intersections that would not already exceed storage lengths without project traffic.
- The Peak Hour Volume Warrant for a traffic signal is met at North Walton Avenue/Lassen Boulevard for both the a.m. and p.m. peak hours under volumes for all scenarios.
- Emergency access and circulation within the project sites would be adequate with incorporation of applicable design standards into site layout. The project would have a less-than-significant impact on emergency response times.
- Under Existing conditions, the study intersections operate acceptably under the City's standards of LOS D or better overall without or with the addition of project trips.
- Under projected future volumes and upon completion of planned infrastructure projects, including the recommended traffic signal at North Walton Avenue/Lassen Boulevard, the study intersections would operate acceptably without or with the addition of project traffic, except for the intersections of Harter Parkway/Spirit Drive and Highway 20/North Walton Avenue-Stabler Lane. While these two intersections would operate unacceptably, the project's effect would be considered acceptable since it would result in fewer than five seconds of additional delay.

Recommendations

- The City may wish to consider installing a traffic signal with northbound protected left-turn phasing at North Walton Avenue/Lassen Boulevard to achieve acceptable operation under projected future volumes. This improvement would be needed without or with traffic from the proposed project.

Study Participants and References

Study Participants

Principal in Charge	Dalene J. Whitlock, PE (Civil, Traffic), PTOE
Associate Engineer	Cameron Nye, PE (Traffic)
Assistant Engineer	Nathan Sharafian, EIT
Graphics	Cameron Wong
Editing/Formatting	Jessica Bender
Quality Control	Dalene J. Whitlock, PE (Civil, Traffic), PTOE

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YCI008

Appendix A

Intersection Queueing Calculations

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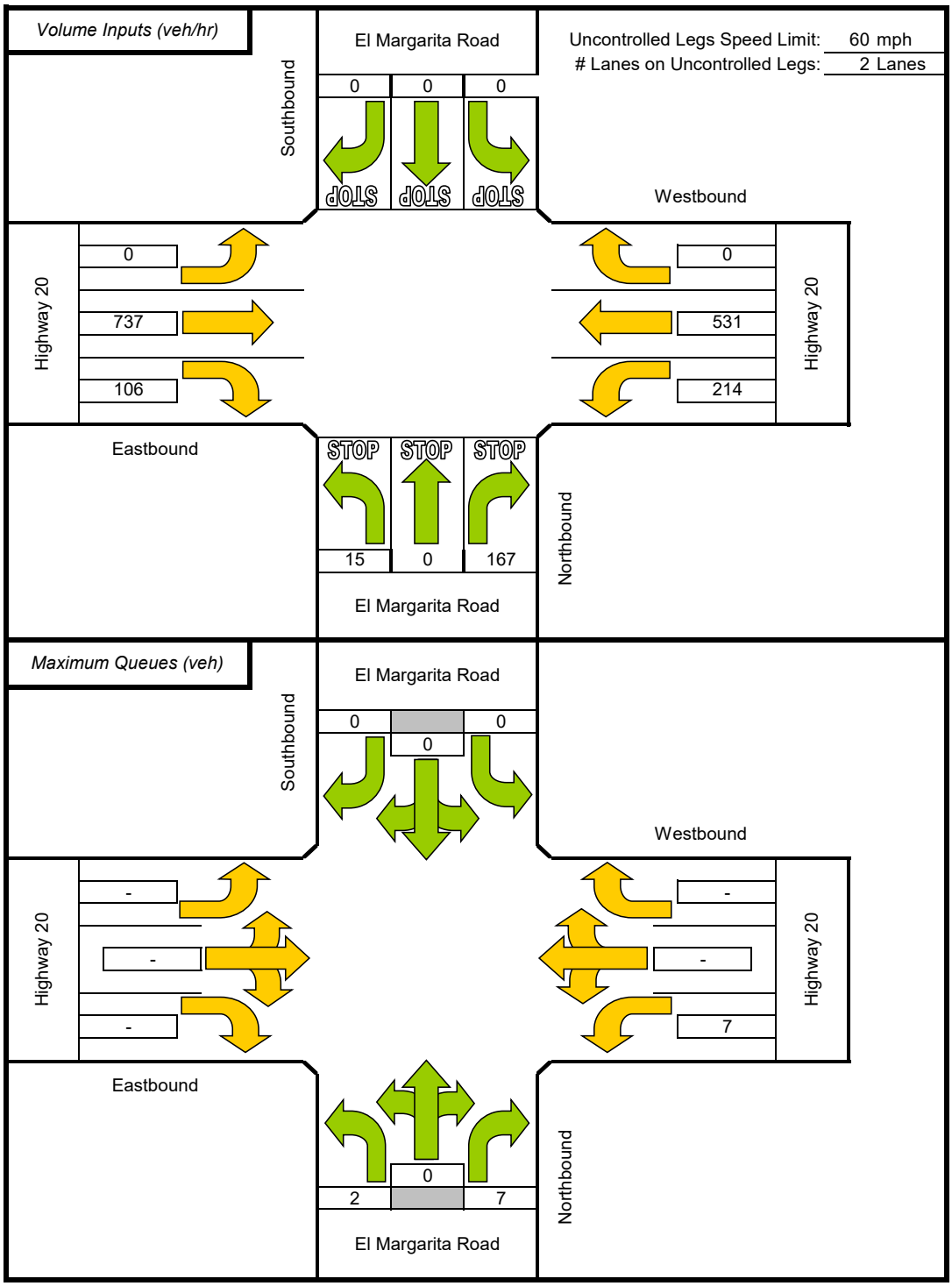
Maximum Queue Length
Two-Way Stop-Controlled Intersections

Through Street: Highway 20
Side Street: El Margarita Road

Scenario: AM Existing
Stop Controlled Legs: North/South

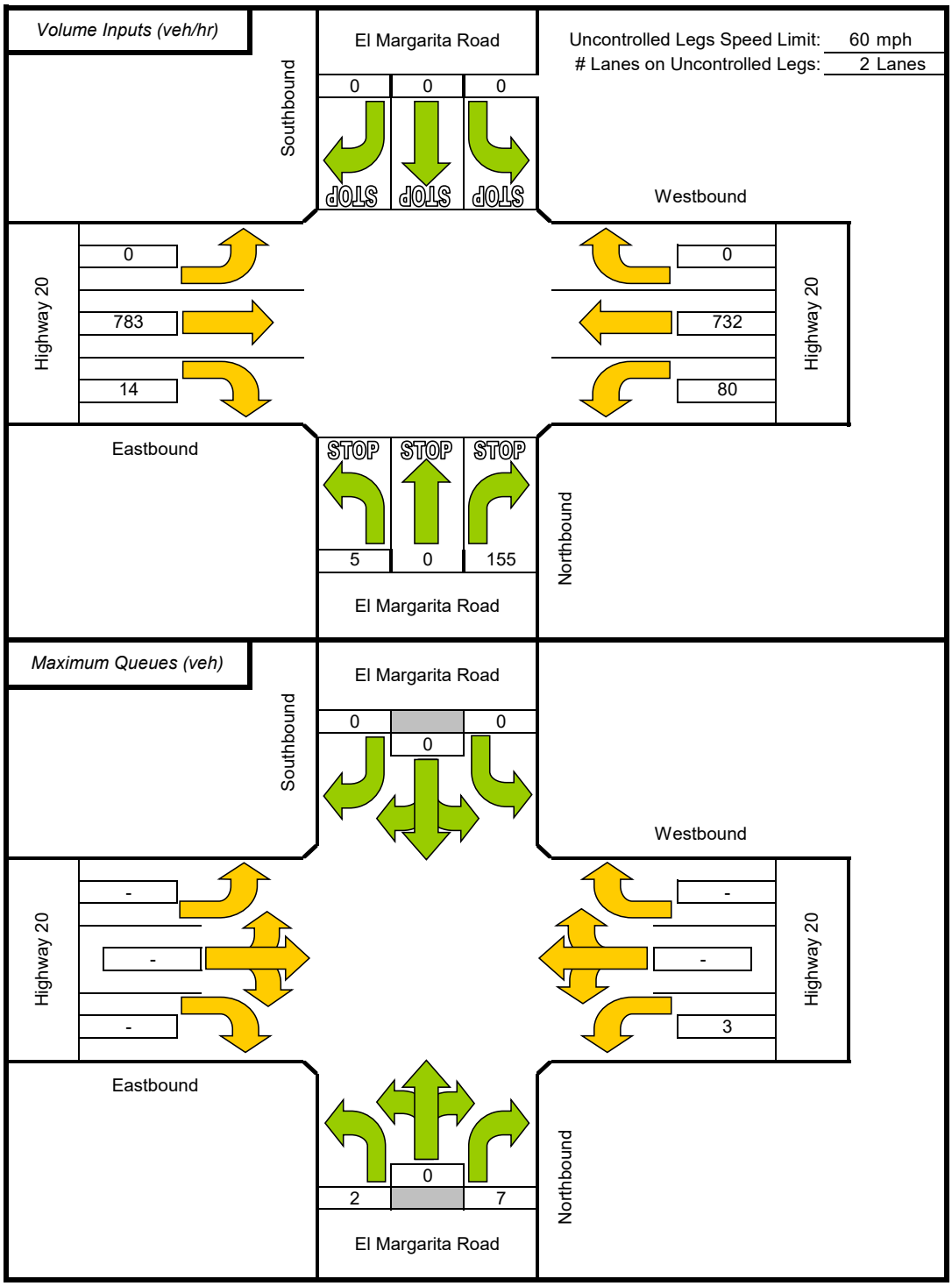


Source: John T. Gard, ITE Journal, November 2001, "Estimating Maximum Queue Length at Unsignalized Intersections"

Maximum Queue Length
Two-Way Stop-Controlled Intersections

Through Street: Highway 20
Side Street: El Margarita Road

Scenario: PM Existing
Stop Controlled Legs: North/South



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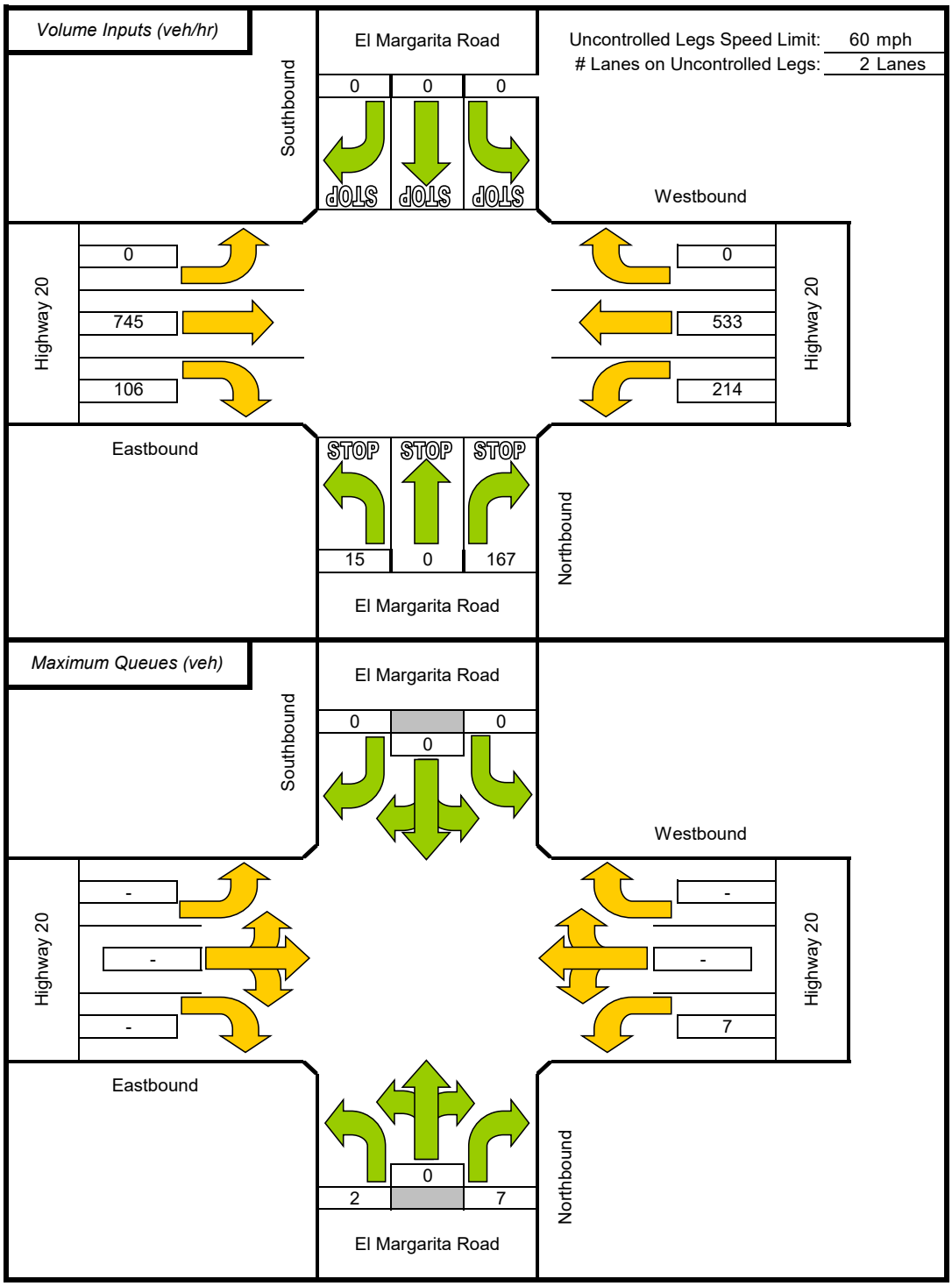
Maximum Queue Length
Two-Way Stop-Controlled Intersections

Through Street: Highway 20
Side Street: El Margarita Road

Scenario: AM Exsting plus Project
Stop Controlled Legs: North/South



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Maximum Queue Length
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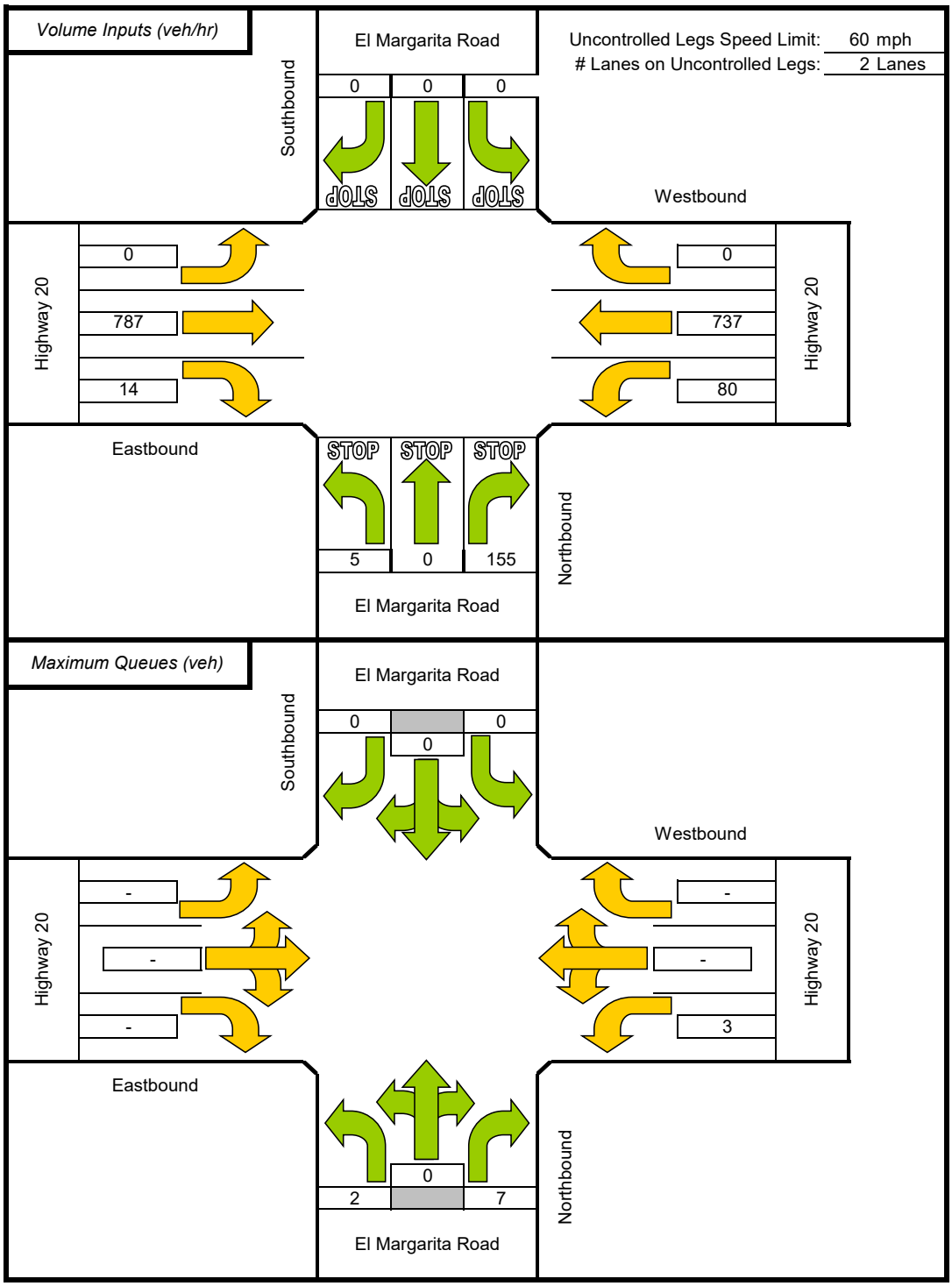
Through Street: Highway 20
Side Street: El Margarita Road

Scenario: PM Existing plus Project
Stop Controlled Legs: North/South

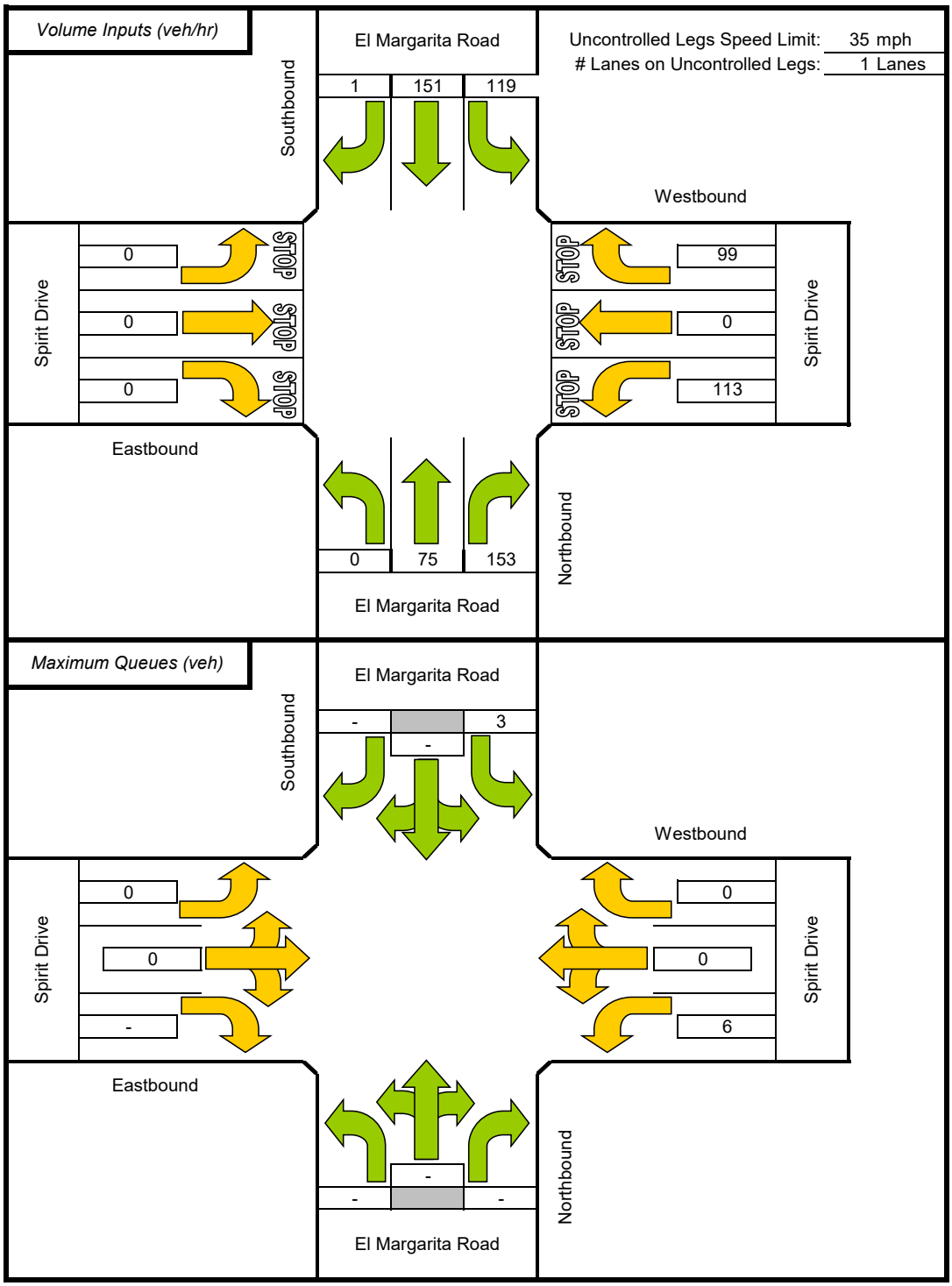


Source: John T. Gard, ITE Journal, November 2001, "Estimating Maximum Queue Length at Unsignalized Intersections"

Maximum Queue Length
Two-Way Stop-Controlled Intersections

Through Street: El Margarita Road
Side Street: Spirit Drive

Scenario: AM Existing
Stop Controlled Legs: East/West



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Scenario: PM Existing
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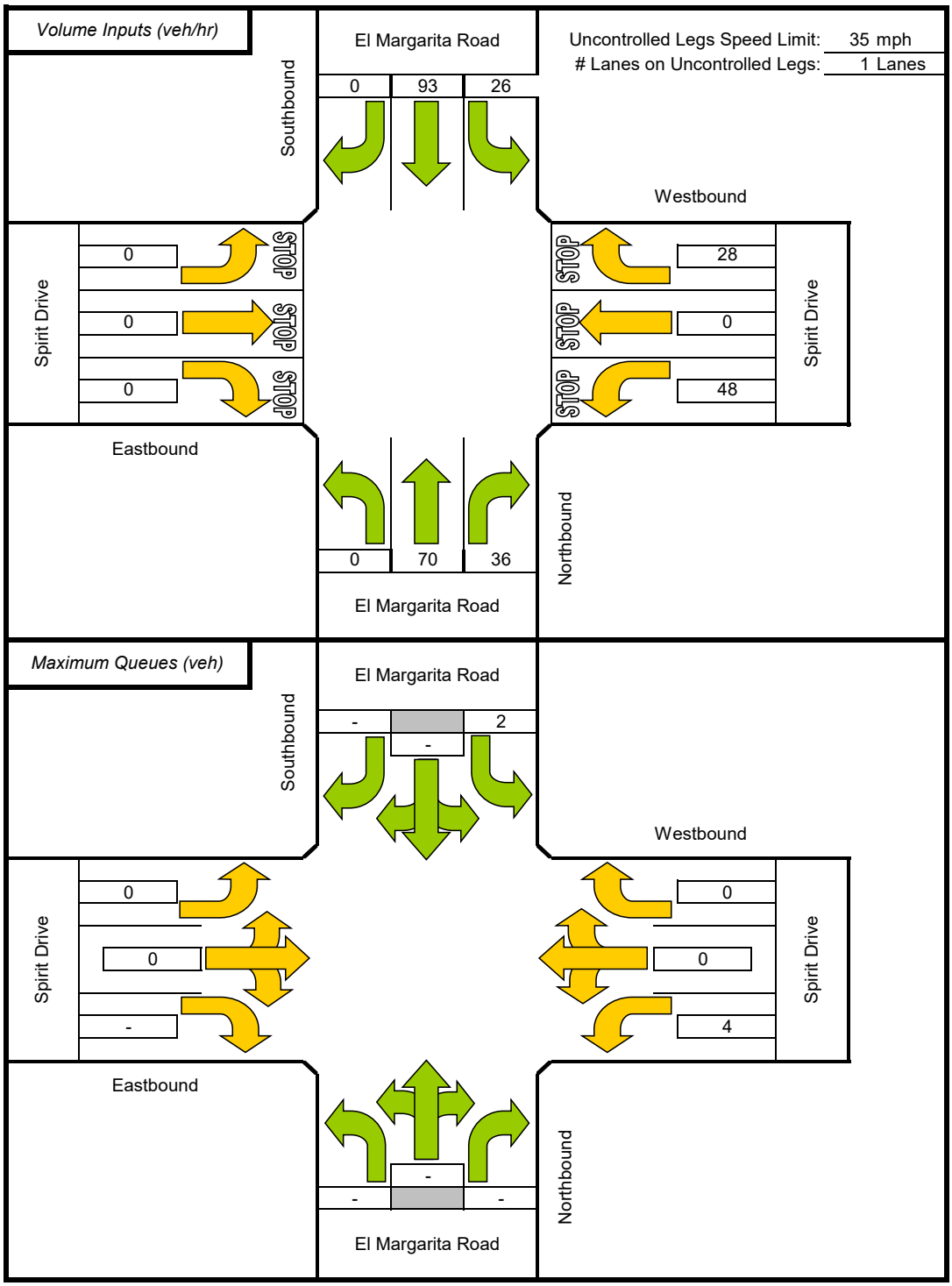

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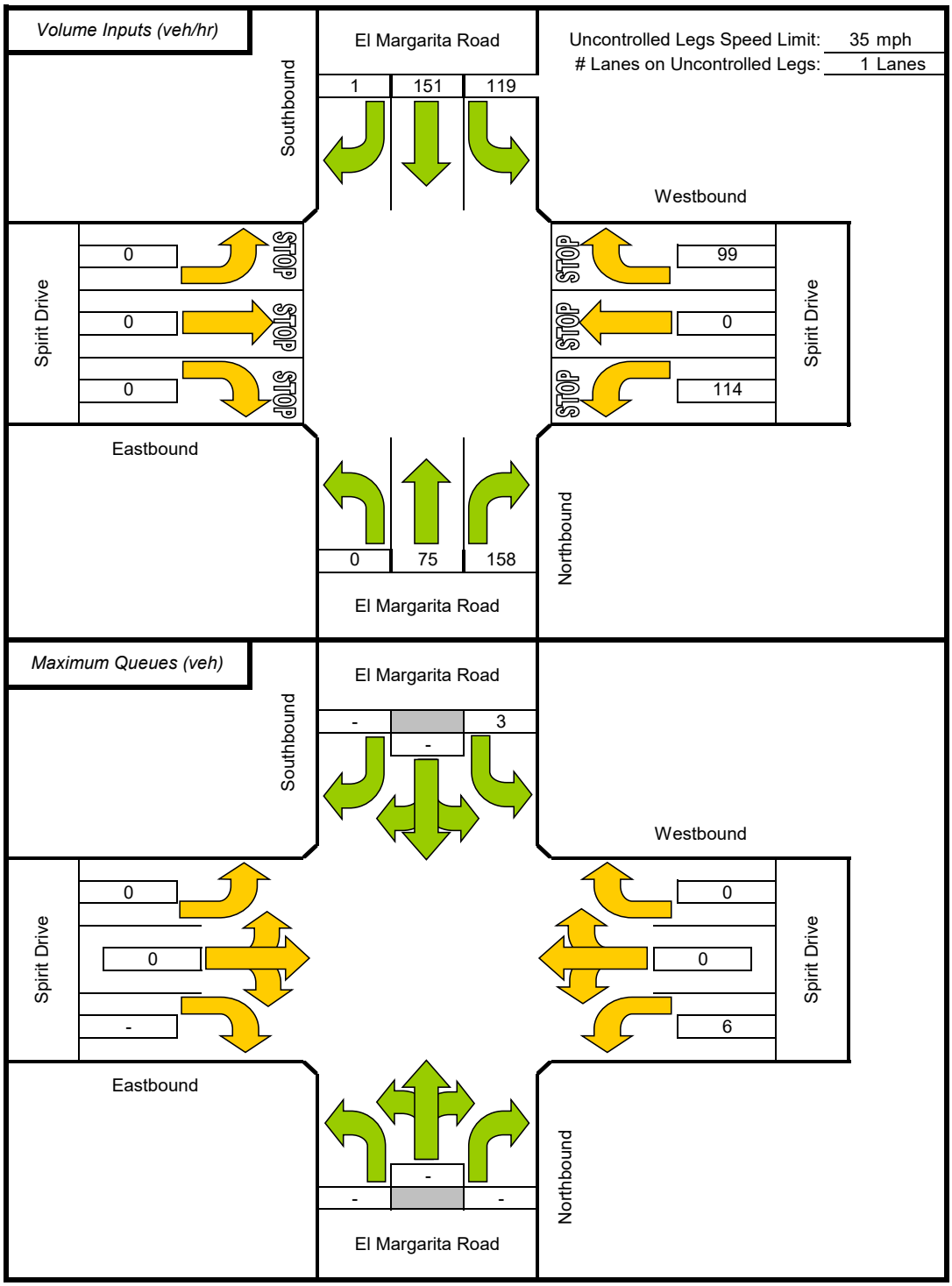
Through Street: El Margarita Road
Side Street: Spirit Drive

Scenario: AM Existing plus Project
Stop Controlled Legs: East/West



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Scenario: PM Existing plus Project
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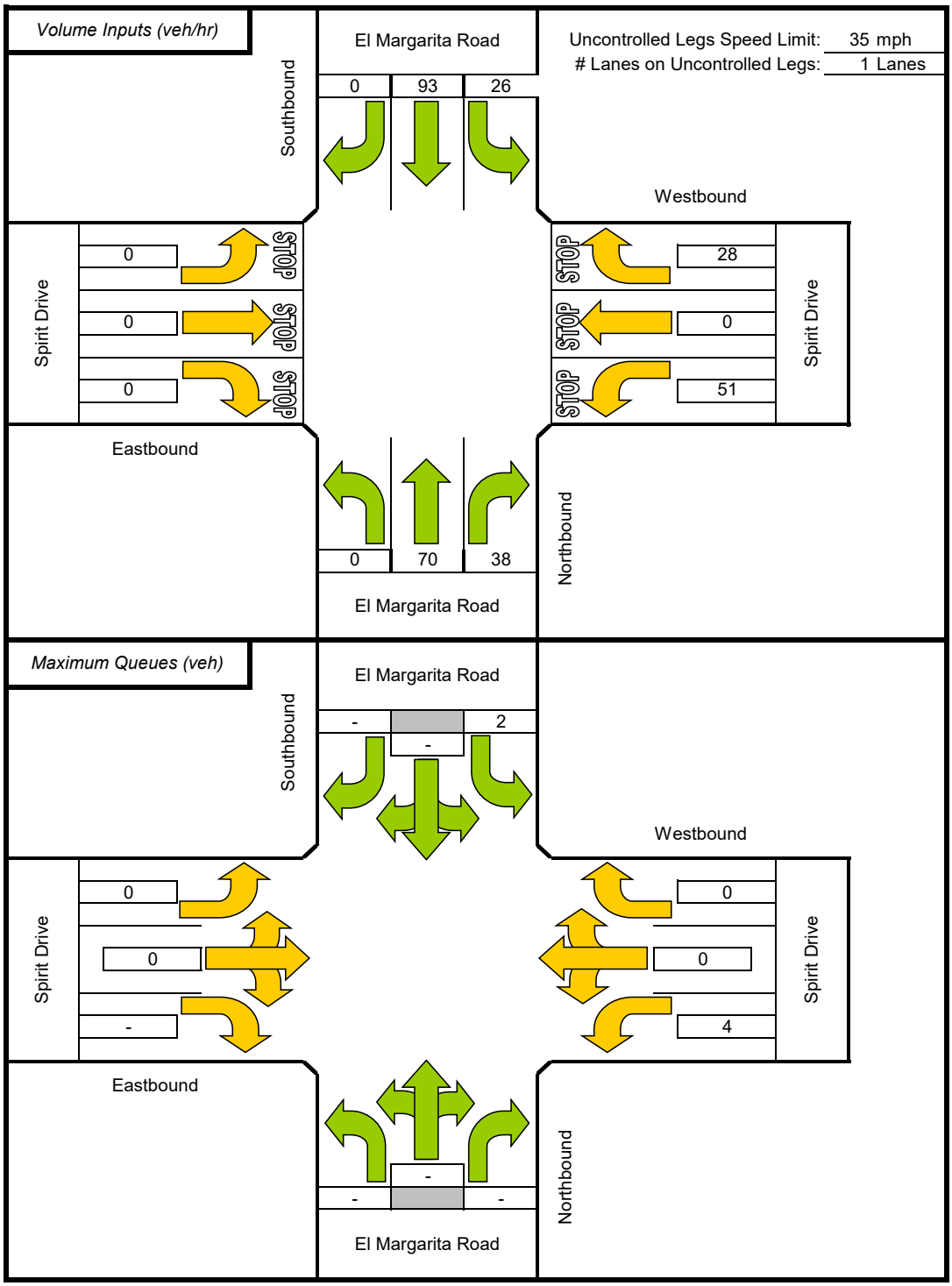

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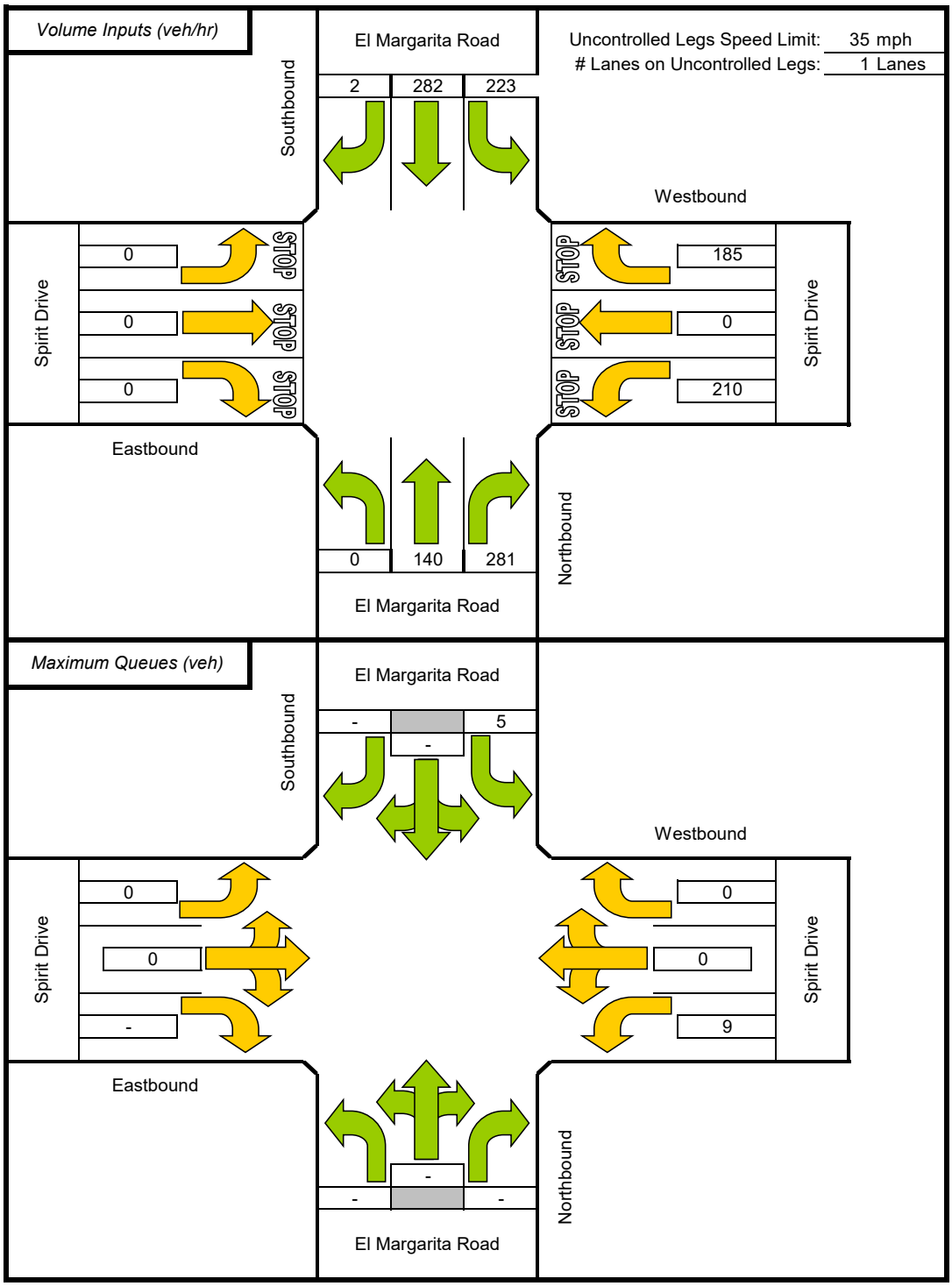
Maximum Queue Length
Two-Way Stop-Controlled Intersections

Through Street: El Margarita Road
Side Street: Spirit Drive

Scenario: AM Future
Stop Controlled Legs: East/West



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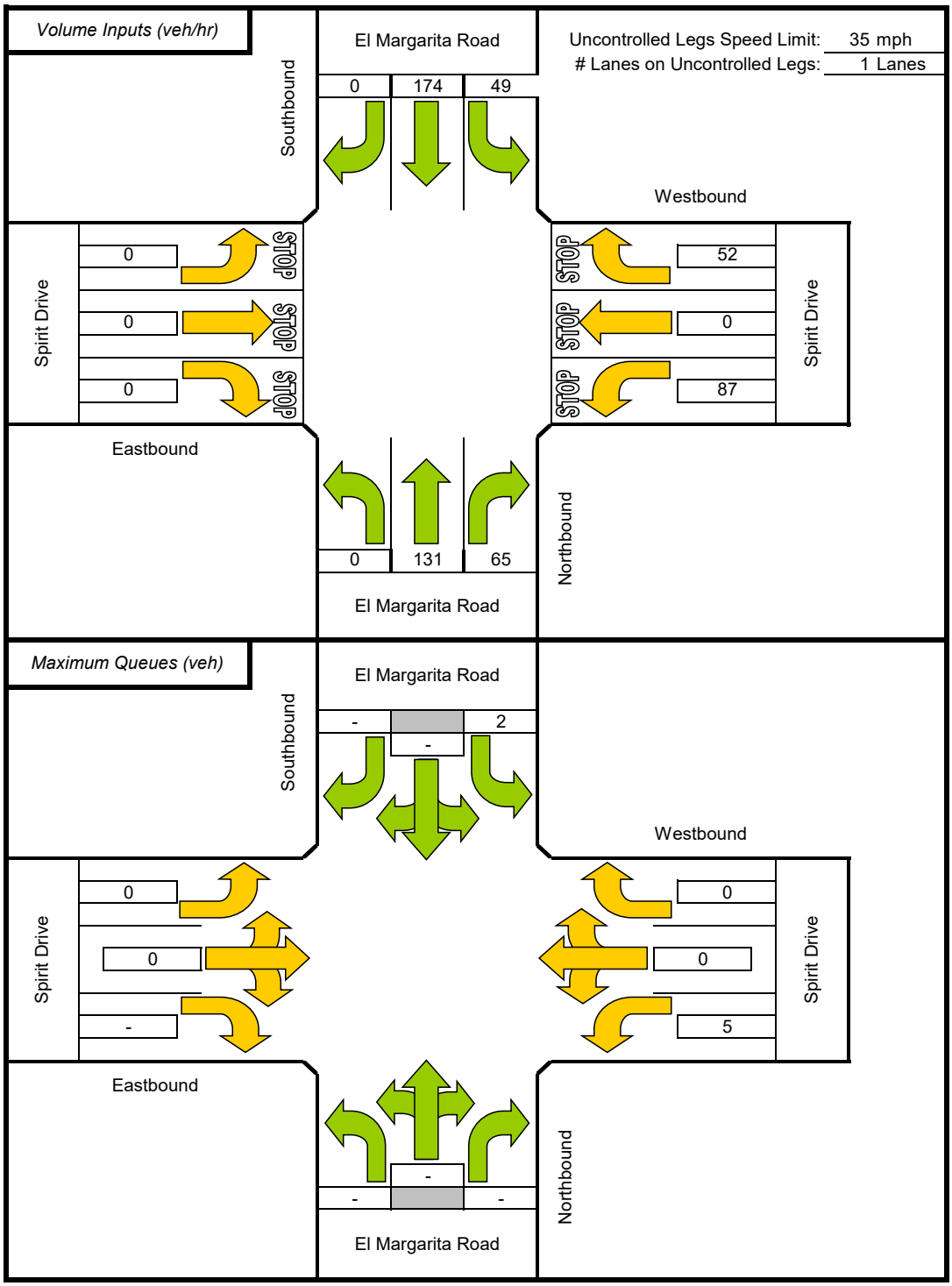
Through Street: El Margarita Road
Side Street: Spirit Drive

Scenario: PM Future
Stop Controlled Legs: East/West



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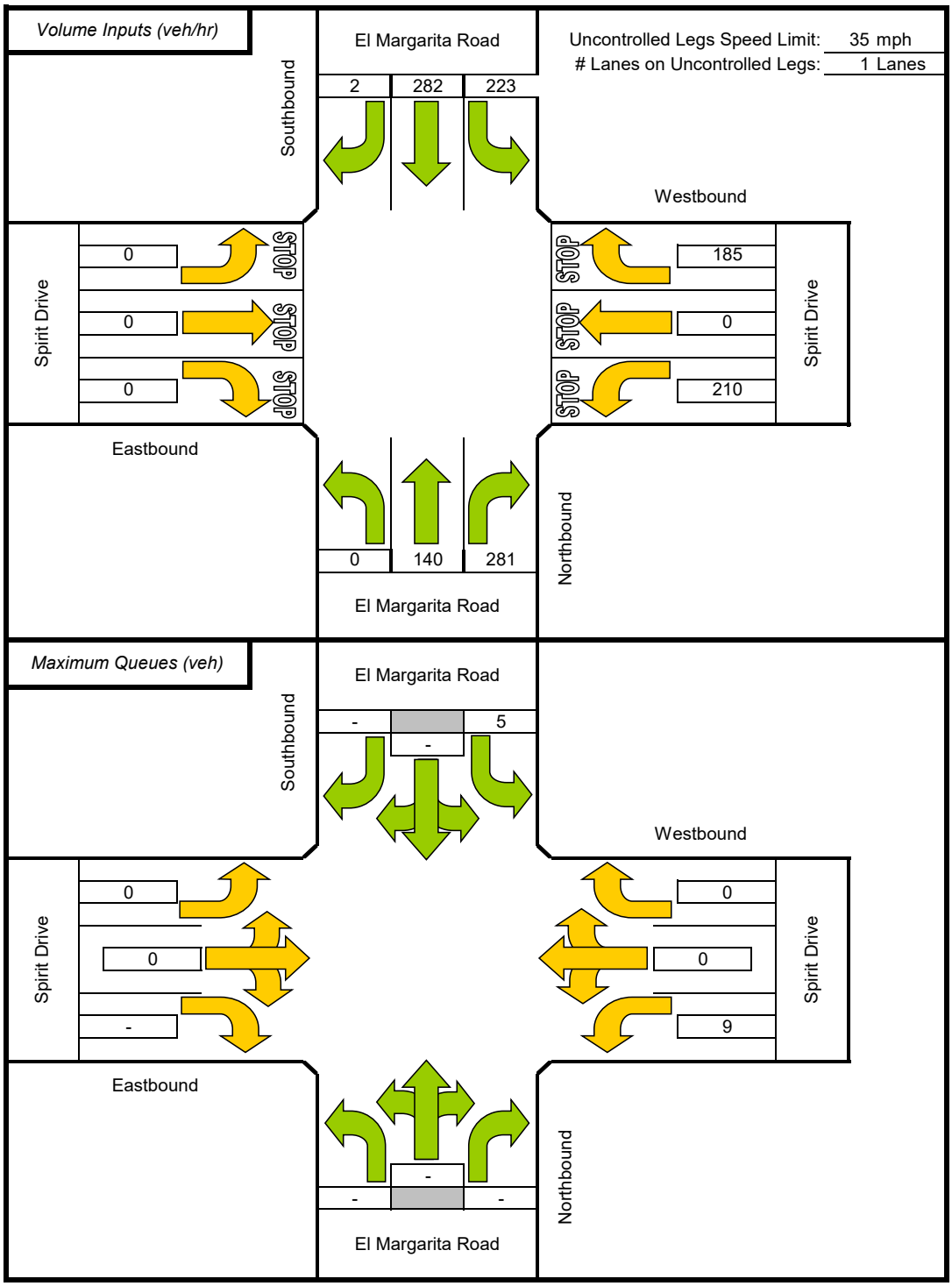
Two-Way Stop-Controlled Intersections

Through Street: El Margarita Road
Side Street: Spirit Drive

Scenario: AM Future plus Project
Stop Controlled Legs: East/West



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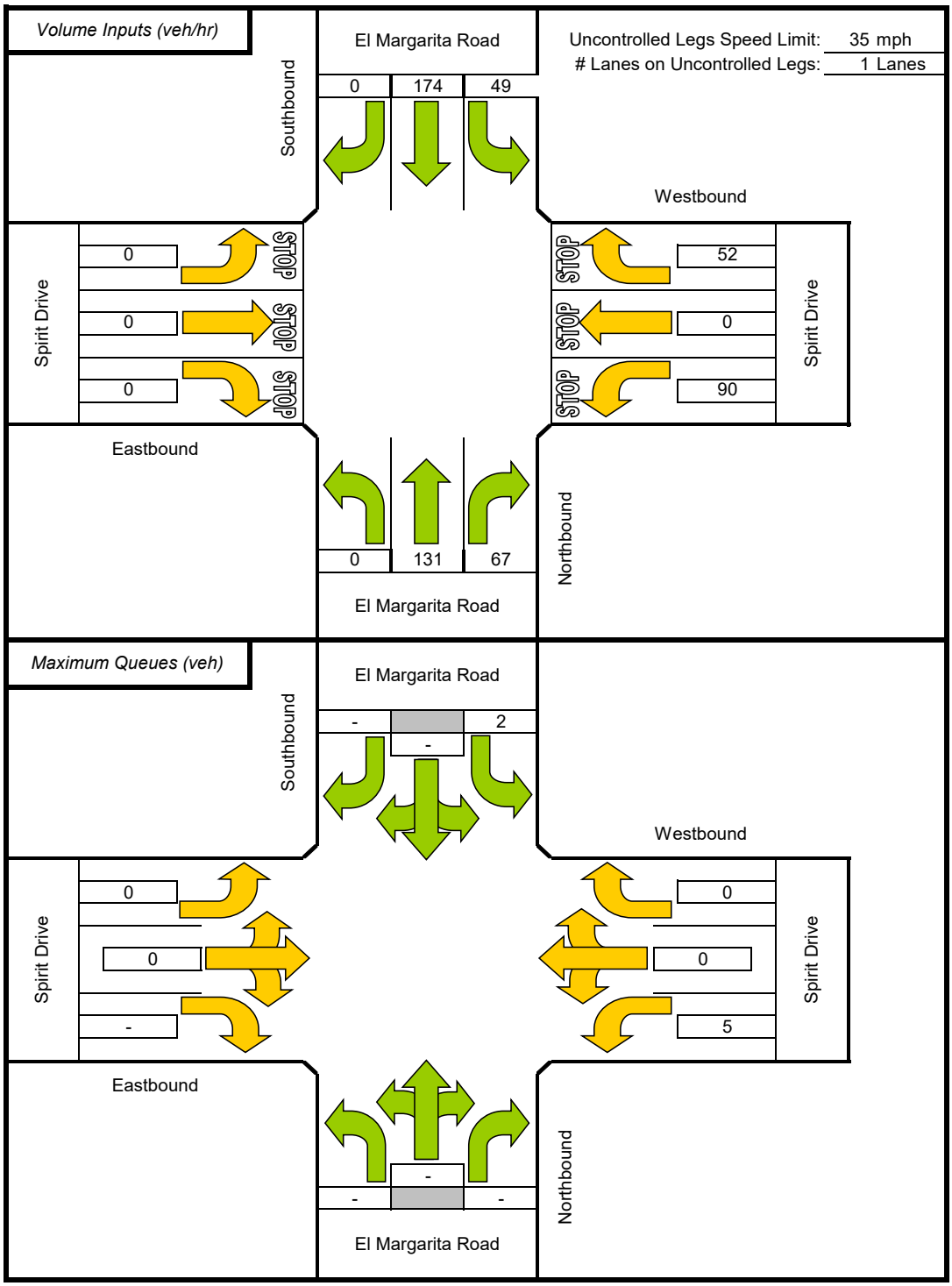

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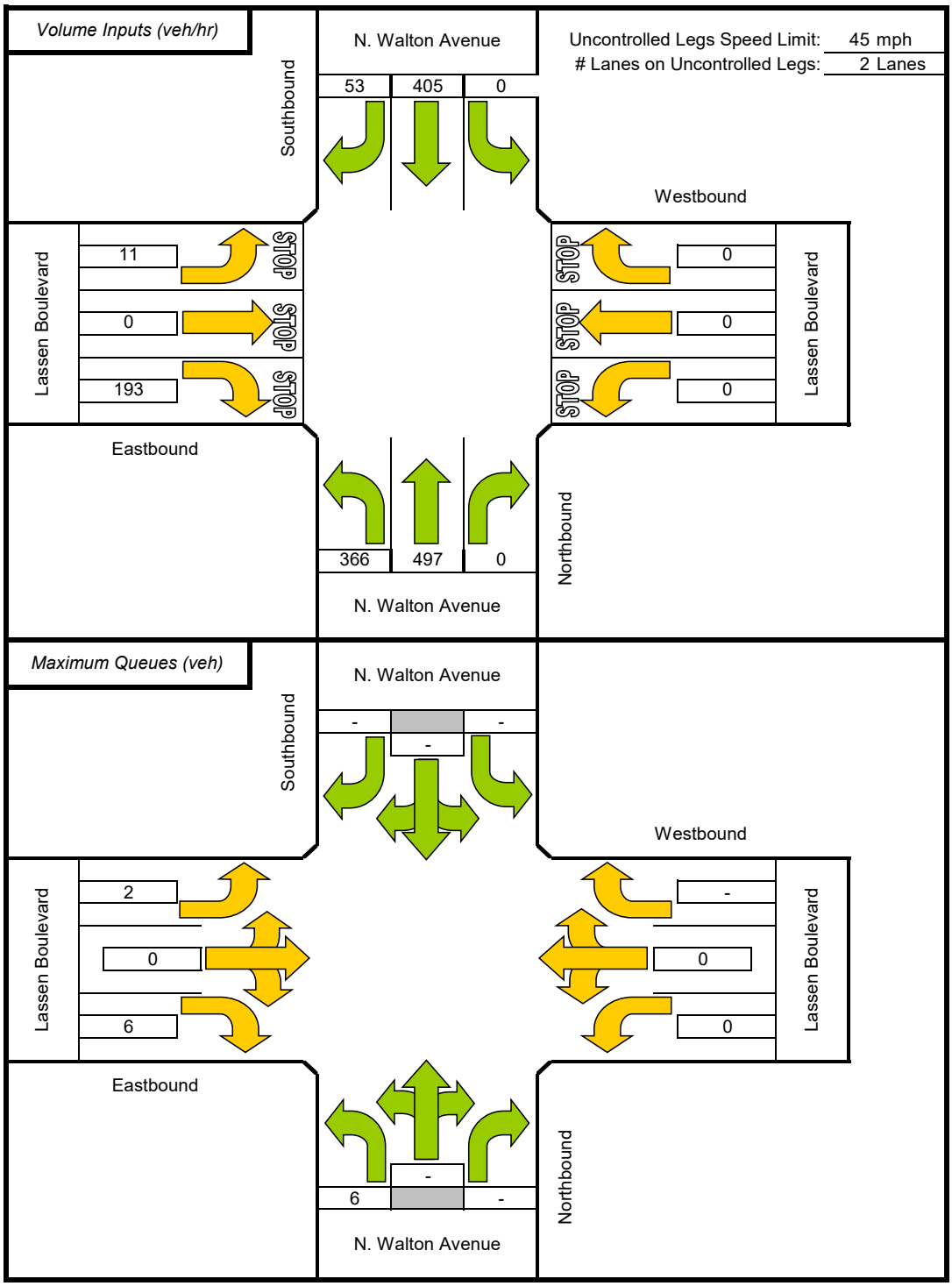
Side Street: Lassen Boulevard

Scenario: AM Existing
Stop Controlled Legs: East/West



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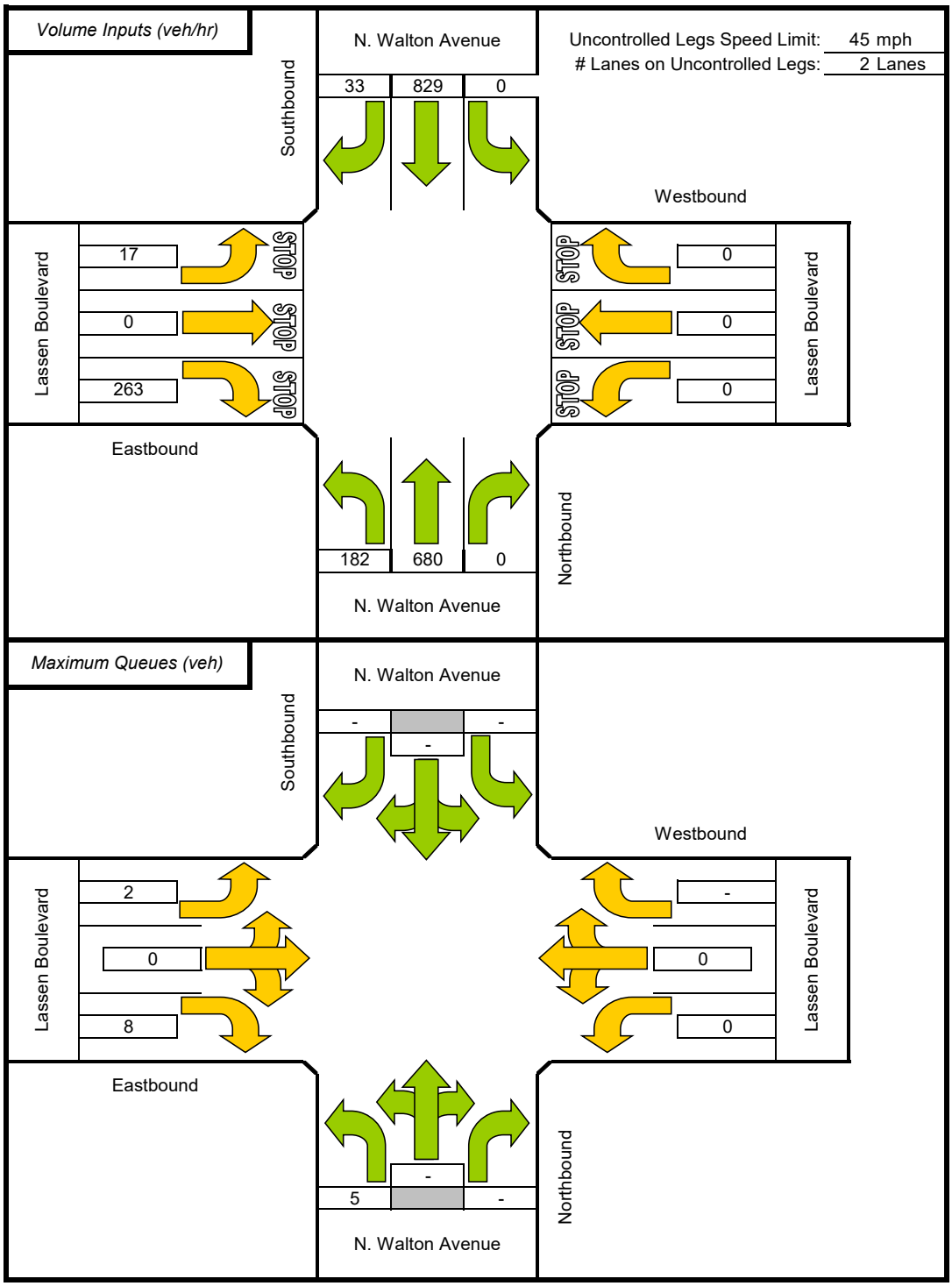

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Maximum Queue Length
Two-Way Stop-Controlled Intersections

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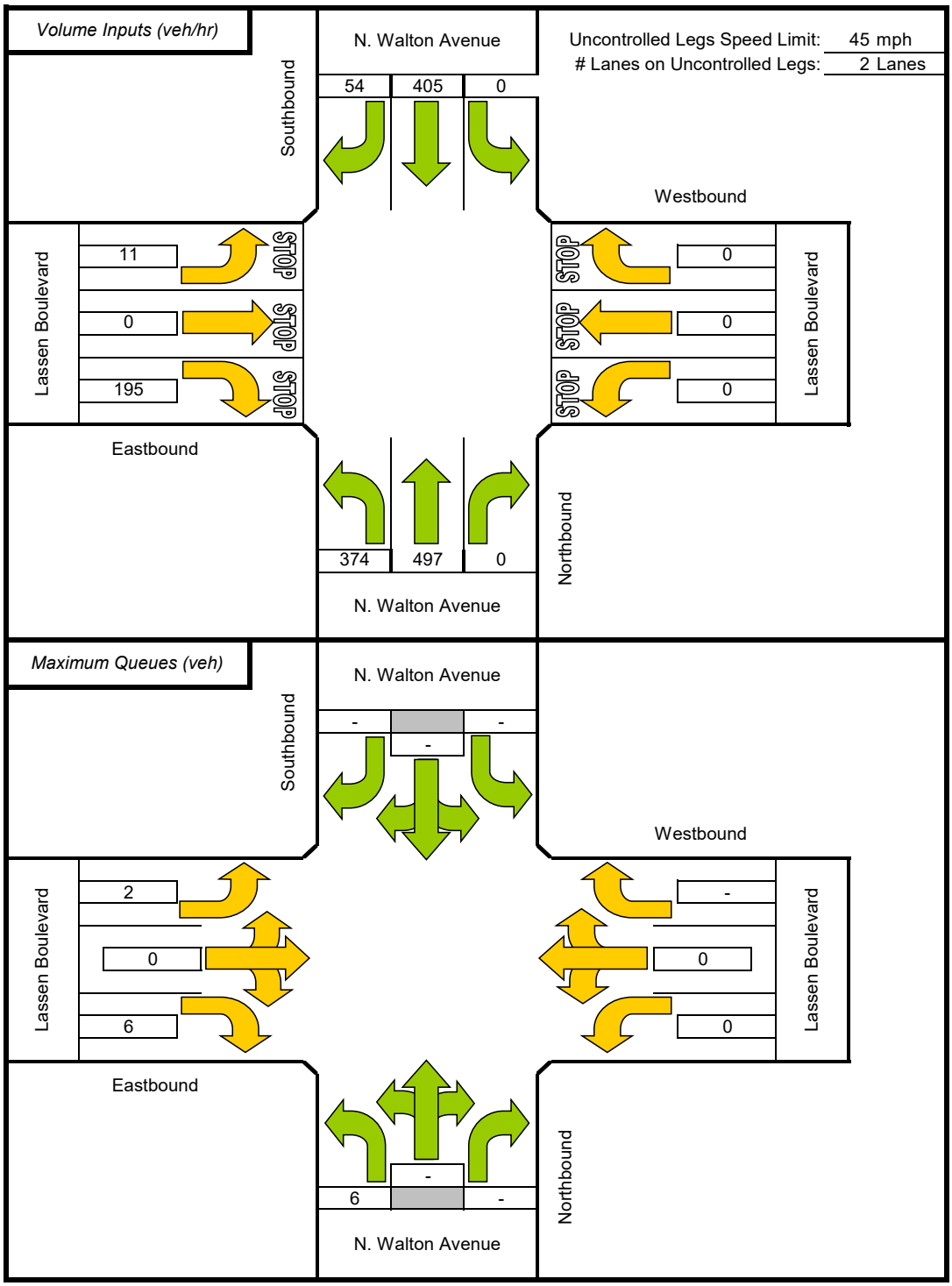
Side Street: Lassen Boulevard

Scenario: AM Existing plus Project
Stop Controlled Legs: East/West



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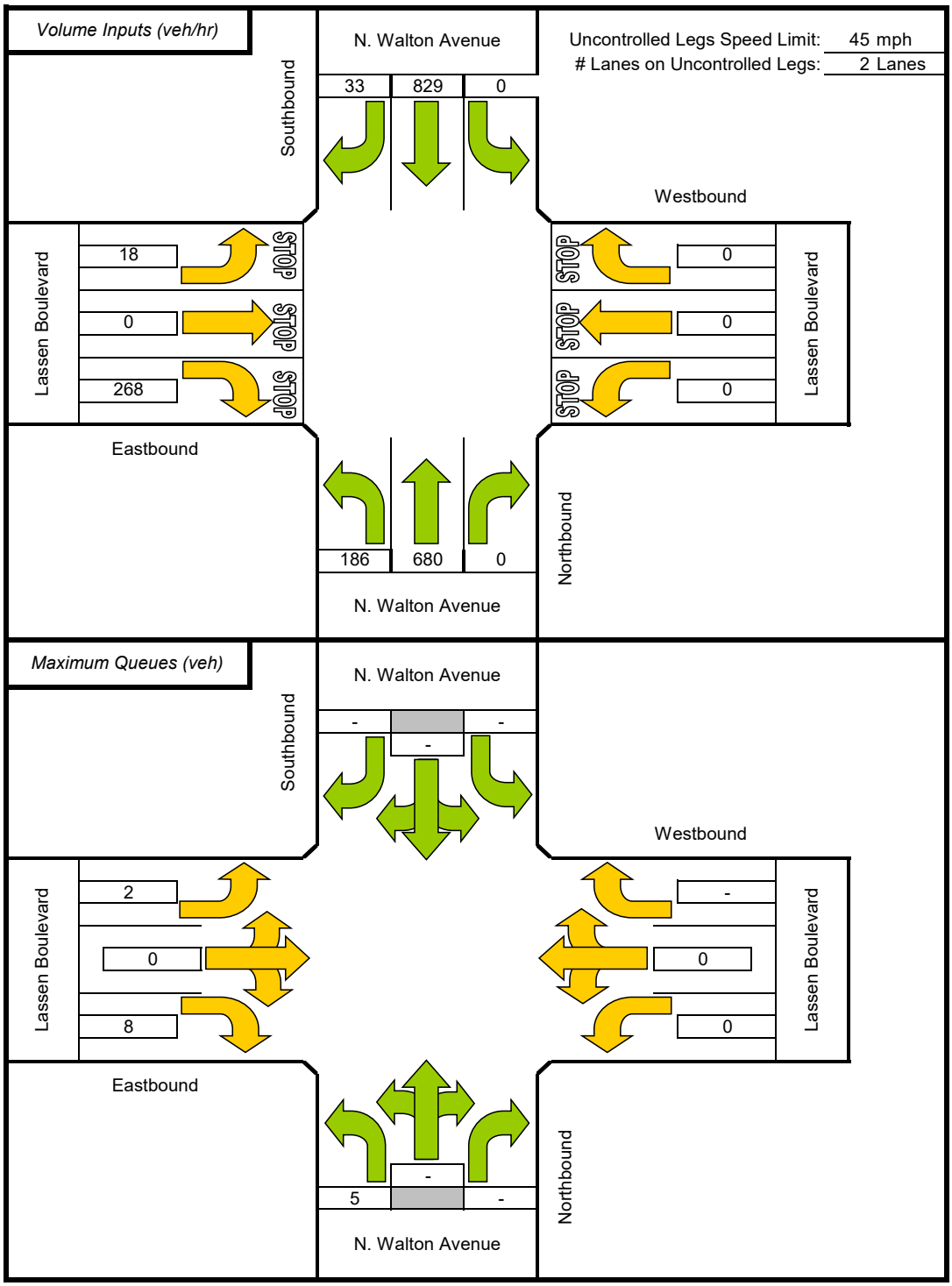

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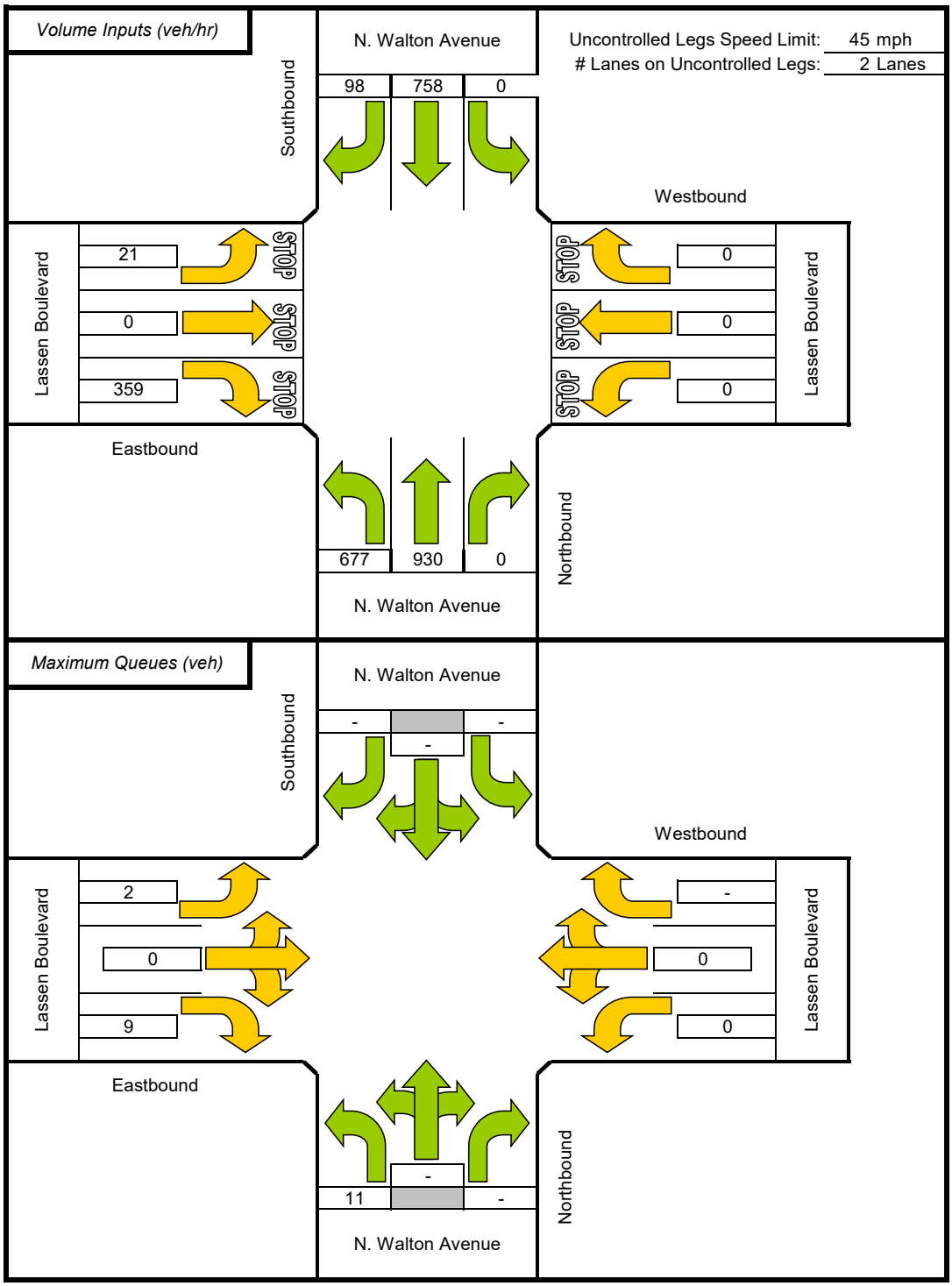
Scenario: AM Future
Stop Controlled Legs: East/West



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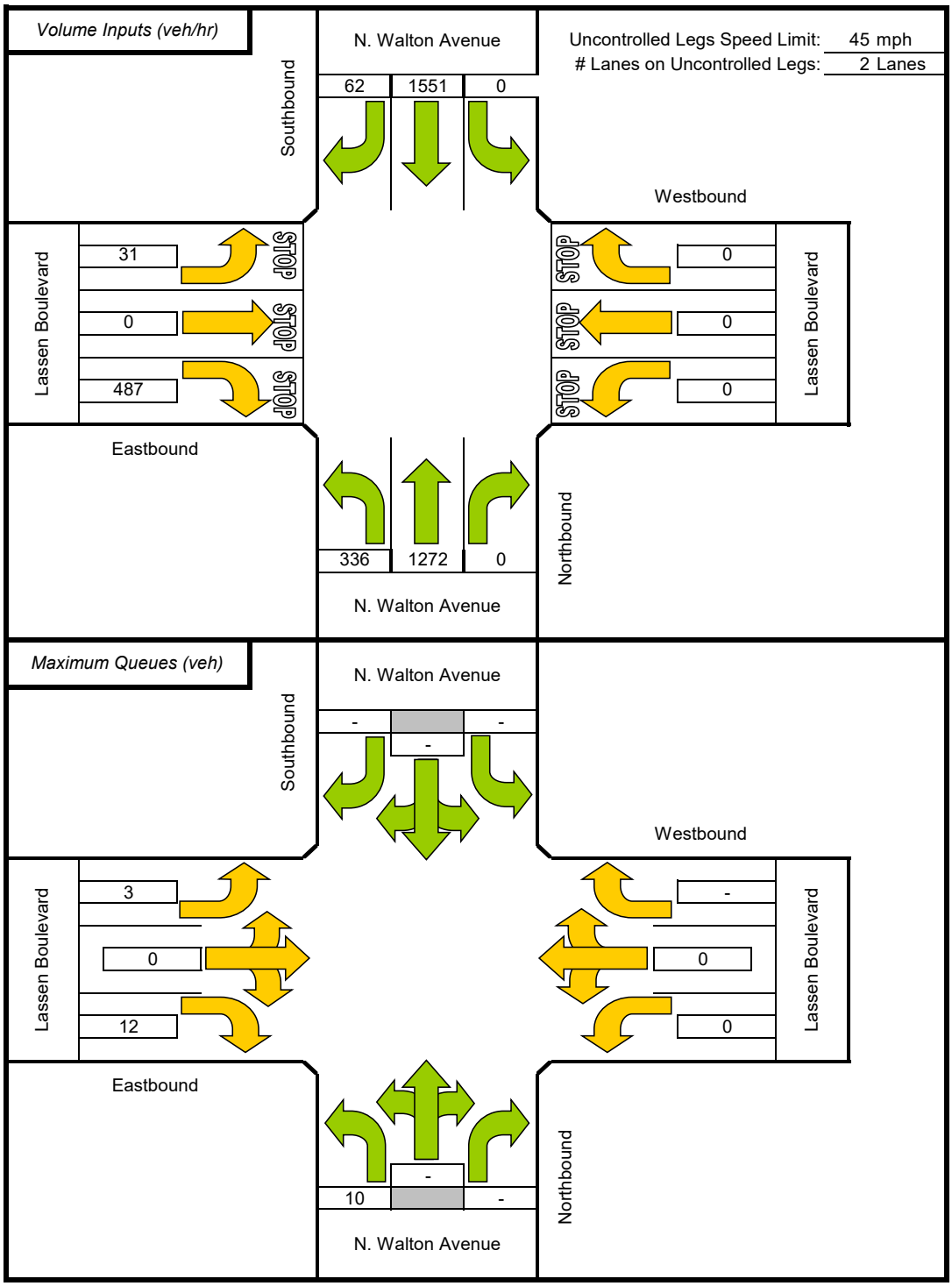

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Maximum Queue Length
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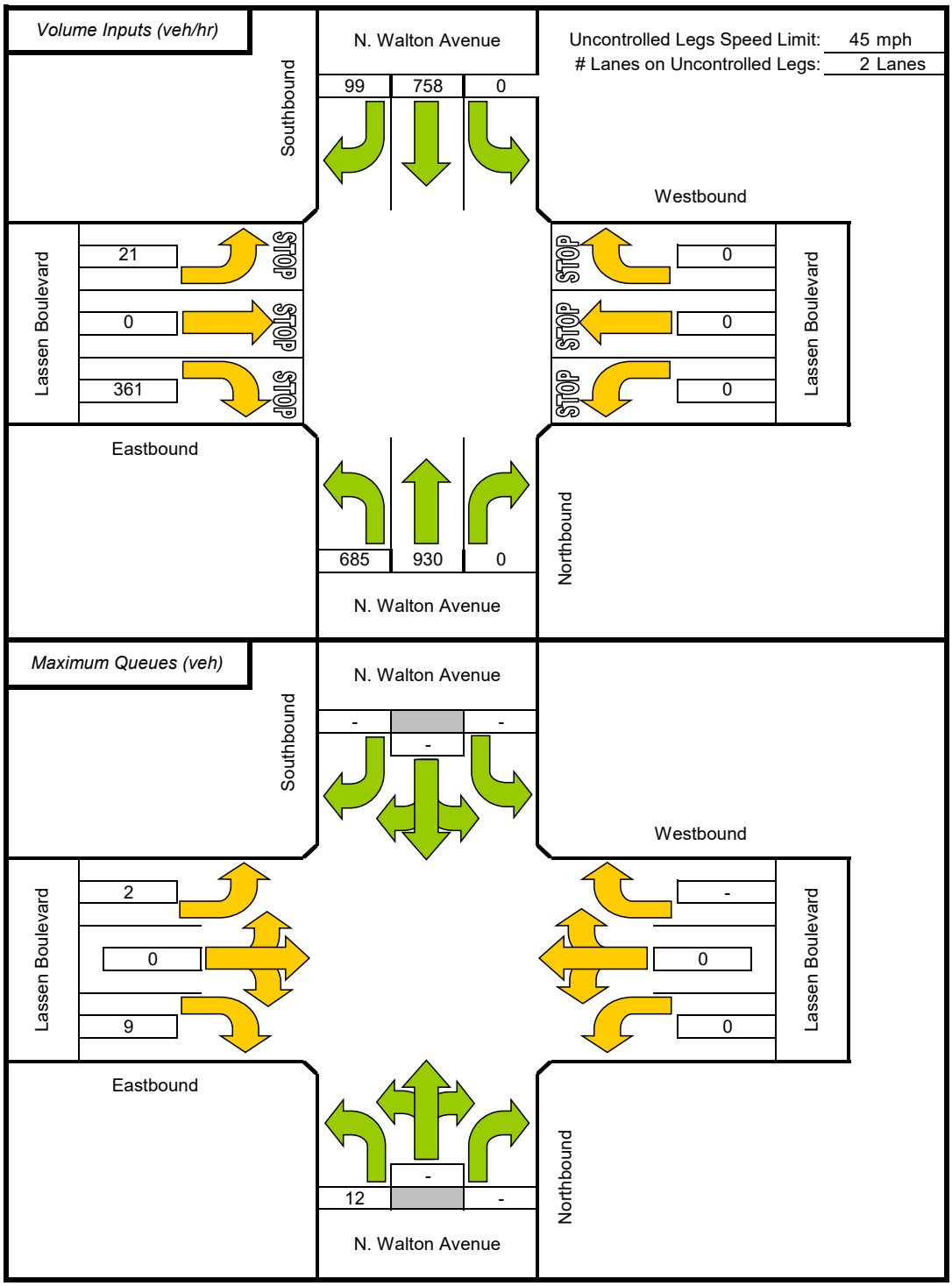
Side Street: Lassen Boulevard

Scenario: AM Future plus Project
Stop Controlled Legs: East/West



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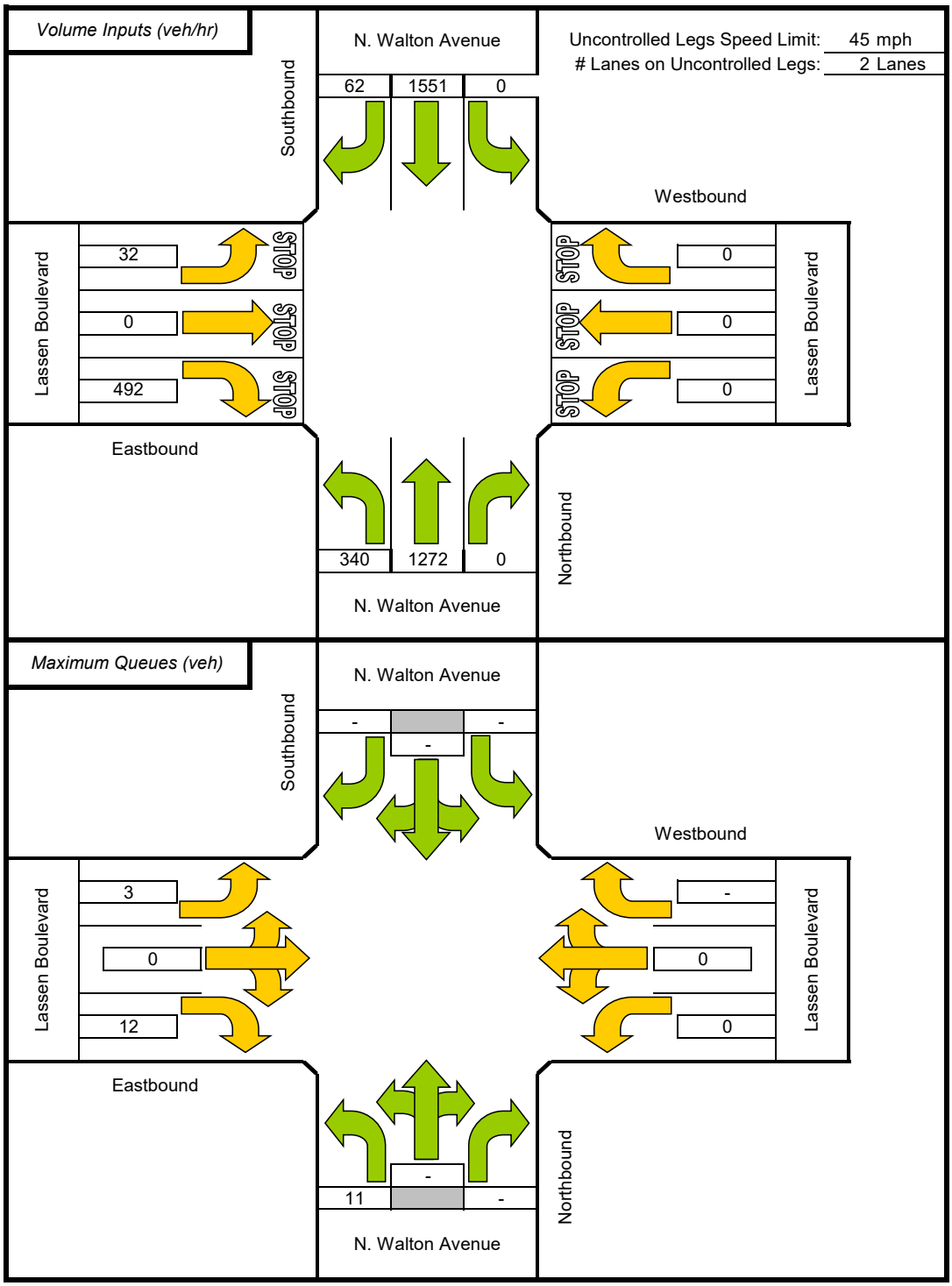
Scenario: PM Future plus Project
Stop Controlled Legs: East/West



Source: John T. Gard, ITE Journal, November 2001, "Estimating Maximum Queue Length at Unsignalized Intersections"

Queues
2: Harter Parkway & SR 20

06/27/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	173	795	74	204	635	140	44	208	149	94	255	175
v/c Ratio	0.41	0.68	0.12	0.44	0.53	0.16	0.17	0.34	0.39	0.28	0.29	0.22
Control Delay	40.2	28.1	2.1	39.6	24.5	3.2	44.8	32.0	8.7	42.5	27.9	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	28.1	2.1	39.6	24.5	3.2	44.8	32.0	8.7	42.5	27.9	3.6
Queue Length 50th (ft)	35	153	0	41	113	0	9	43	0	19	52	0
Queue Length 95th (ft)	100	342	8	113	261	30	35	91	40	61	105	31
Internal Link Dist (ft)		1882			1905			385			800	
Turn Bay Length (ft)	600		550	525		550	185		200	500		400
Base Capacity (vph)	921	2806	1278	921	2806	1132	691	1266	649	921	1492	1002
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.28	0.06	0.22	0.23	0.12	0.06	0.16	0.23	0.10	0.17	0.17

Intersection Summary

Queues
3: Tharp Road & SR 20

06/27/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	48	801	113	202	783	185	60	146	131	108	236
v/c Ratio	0.28	0.73	0.21	0.64	0.52	0.25	0.35	0.40	0.32	0.34	0.57
Control Delay	54.4	36.8	11.7	51.9	24.5	4.9	55.0	40.5	8.9	51.4	43.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.4	36.8	11.7	51.9	24.5	4.9	55.0	40.5	8.9	51.4	43.0
Queue Length 50th (ft)	29	231	13	117	190	3	36	80	0	32	132
Queue Length 95th (ft)	82	400	63	252	333	50	96	167	50	77	262
Internal Link Dist (ft)		1905			1227			1259			565
Turn Bay Length (ft)	250		85	175			150			150	
Base Capacity (vph)	469	2065	946	469	2070	964	469	606	596	910	587
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.39	0.12	0.43	0.38	0.19	0.13	0.24	0.22	0.12	0.40

Intersection Summary

Queues
4: North Walton Avenue & SR 20

06/27/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	94	797	111	167	904	185	120	272	143	94	398
v/c Ratio	0.43	0.68	0.19	0.41	0.70	0.27	0.31	0.32	0.29	0.25	0.57
Control Delay	46.8	28.8	6.8	43.0	28.9	4.9	43.2	31.3	7.5	43.4	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	28.8	6.8	43.0	28.9	4.9	43.2	31.3	7.5	43.4	32.7
Queue Length 50th (ft)	45	176	3	41	209	0	28	63	0	22	87
Queue Length 95th (ft)	128	343	45	104	411	50	79	130	50	66	176
Internal Link Dist (ft)		1227			1247			1262			395
Turn Bay Length (ft)	200		200	230		300	150		350	100	
Base Capacity (vph)	426	2134	982	828	2134	1028	828	1124	600	828	1091
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.37	0.11	0.20	0.42	0.18	0.14	0.24	0.24	0.11	0.36

Intersection Summary

Queues
2: Harter Parkway & SR 20

06/27/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	263	755	47	31	679	297	67	178	104	106	100	172
v/c Ratio	0.50	0.46	0.06	0.11	0.66	0.35	0.23	0.30	0.29	0.30	0.16	0.25
Control Delay	36.7	18.0	0.1	42.1	28.9	7.3	41.5	29.5	6.6	39.8	27.2	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.7	18.0	0.1	42.1	28.9	7.3	41.5	29.5	6.6	39.8	27.2	3.4
Queue Length 50th (ft)	52	90	0	6	127	23	13	36	0	21	19	0
Queue Length 95th (ft)	144	309	0	28	314	120	50	81	31	70	48	33
Internal Link Dist (ft)		1882			1905			385			800	
Turn Bay Length (ft)	600		550	525		550	185		200	500		400
Base Capacity (vph)	968	2933	1331	968	2933	1105	726	1328	659	968	1562	870
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.26	0.04	0.03	0.23	0.27	0.09	0.13	0.16	0.11	0.06	0.20

Intersection Summary

Queues
3: Tharp Road & SR 20

06/27/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	39	729	116	122	825	325	108	267	212	298	312
v/c Ratio	0.25	0.72	0.23	0.54	0.60	0.41	0.50	0.64	0.41	0.59	0.68
Control Delay	56.0	39.2	12.9	55.5	29.9	6.5	55.9	46.4	7.9	48.9	44.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	39.2	12.9	55.5	29.9	6.5	55.9	46.4	7.9	48.9	44.8
Queue Length 50th (ft)	24	220	15	74	238	13	66	155	0	92	177
Queue Length 95th (ft)	73	381	69	171	400	90	156	310	64	180	352
Internal Link Dist (ft)		1905			1227			1259			565
Turn Bay Length (ft)	250		85	175			150			150	
Base Capacity (vph)	452	1988	926	452	1988	998	452	584	634	876	581
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.37	0.13	0.27	0.41	0.33	0.24	0.46	0.33	0.34	0.54

Intersection Summary

Queues
4: North Walton Avenue & SR 20

06/27/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	116	963	177	231	958	195	175	375	170	139	635
v/c Ratio	0.56	0.82	0.29	0.58	0.82	0.30	0.49	0.41	0.32	0.42	0.73
Control Delay	57.6	39.0	9.3	52.2	39.1	5.1	52.1	35.3	7.3	52.0	41.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	39.0	9.3	52.2	39.1	5.1	52.1	35.3	7.3	52.0	41.6
Queue Length 50th (ft)	70	291	19	72	288	0	54	102	0	43	186
Queue Length 95th (ft)	163	470	78	145	473	52	115	196	58	96	339
Internal Link Dist (ft)		1227			1247			1262			395
Turn Bay Length (ft)	200		200	230		300	150		350	100	
Base Capacity (vph)	350	1760	843	680	1754	871	680	947	548	680	907
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.55	0.21	0.34	0.55	0.22	0.26	0.40	0.31	0.20	0.70

Intersection Summary

Queues
1: El Margarita Road & SR 20

06/28/2023

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1568	400	991	28	312
v/c Ratio	0.94	0.90	0.36	0.16	0.72
Control Delay	32.3	55.0	3.0	33.7	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	55.0	3.0	33.7	14.4
Queue Length 50th (ft)	344	182	48	13	0
Queue Length 95th (ft)	#557	#363	90	35	71
Internal Link Dist (ft)	995		1882	734	
Turn Bay Length (ft)		225			90
Base Capacity (vph)	1667	450	2795	242	486
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.94	0.89	0.35	0.12	0.64

Intersection Summary

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

Queues
2: Harter Parkway & SR 20

06/28/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	275	1264	110	308	1010	223	67	330	232	150	402	279
v/c Ratio	0.95	0.85	0.15	1.07	0.68	0.23	0.41	0.46	0.51	0.91	0.51	0.44
Control Delay	83.2	30.3	4.7	110.8	24.3	2.9	49.6	30.4	12.4	93.4	30.5	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.2	30.3	4.7	110.8	24.3	2.9	49.6	30.4	12.4	93.4	30.5	16.7
Queue Length 50th (ft)	71	280	0	~83	201	0	17	80	26	39	99	80
Queue Length 95th (ft)	#201	#631	36	#227	#418	43	#46	114	82	#127	138	139
Internal Link Dist (ft)		1882			1905			385			800	
Turn Bay Length (ft)	600		550	525		550	185		200	500		400
Base Capacity (vph)	289	1494	734	289	1494	961	165	1665	820	165	1665	631
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.85	0.15	1.07	0.68	0.23	0.41	0.20	0.28	0.91	0.24	0.44

Intersection Summary

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

Queues
3: Tharp Road & SR 20

06/28/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	79	1329	189	331	1290	309	99	243	217	180	389
v/c Ratio	0.54	0.90	0.26	0.94	0.68	0.33	0.92	0.45	0.51	0.76	0.68
Control Delay	72.7	45.9	10.4	85.8	26.2	6.3	126.5	52.2	10.2	80.5	54.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.7	45.9	10.4	85.8	26.2	6.3	126.5	52.2	10.2	80.5	54.2
Queue Length 50th (ft)	64	528	30	271	392	30	83	99	0	76	154
Queue Length 95th (ft)	130	#831	97	#535	628	107	#224	140	67	#156	207
Internal Link Dist (ft)		1905			1227			1259			565
Turn Bay Length (ft)	250		85	175			150		150	150	
Base Capacity (vph)	177	1471	724	354	1887	934	108	953	578	237	965
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.90	0.26	0.94	0.68	0.33	0.92	0.25	0.38	0.76	0.40

Intersection Summary

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

Queues
4: North Walton Avenue & SR 20

06/28/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	163	1590	294	1575	325	211	479	251	165	693
v/c Ratio	0.87	0.91	0.90	0.92	0.44	0.65	0.54	0.45	0.51	0.78
Control Delay	83.9	38.4	74.6	40.5	5.8	52.7	33.0	8.9	48.0	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.9	38.4	74.6	40.5	5.8	52.7	33.0	8.9	48.0	37.1
Queue Length 50th (ft)	97	320	90	324	6	63	131	18	48	188
Queue Length 95th (ft)	#242	#503	#192	#506	73	#122	178	77	90	251
Internal Link Dist (ft)		1227		1247			1262			395
Turn Bay Length (ft)	200		230		300	150		350	100	
Base Capacity (vph)	187	1756	326	1721	740	326	1272	705	326	1250
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.91	0.90	0.92	0.44	0.65	0.38	0.36	0.51	0.55

Intersection Summary

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

Queues
9: North Walton Avenue & Lassen Boulevard

06/28/2023

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	21	359	677	930	856
v/c Ratio	0.06	0.74	0.84	0.33	0.82
Control Delay	38.5	13.9	36.7	4.0	40.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	13.9	36.7	4.0	40.4
Queue Length 50th (ft)	6	0	331	41	245
Queue Length 95th (ft)	17	78	#769	188	#481
Internal Link Dist (ft)	1228			576	1262
Turn Bay Length (ft)		125	200		
Base Capacity (vph)	1053	727	841	2932	1073
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.02	0.49	0.80	0.32	0.80

Intersection Summary

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

Queues
10: Franklin Road & El Margarita Road

06/28/2023

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	505	1027	209	55
v/c Ratio	0.36	0.51	0.38	0.10
Control Delay	9.0	4.5	11.5	3.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.0	4.5	11.5	3.7
Queue Length 50th (ft)	27	20	25	0
Queue Length 95th (ft)	99	89	75	15
Internal Link Dist (ft)	489	971	883	
Turn Bay Length (ft)				50
Base Capacity (vph)	1745	2334	1348	1219
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.44	0.16	0.05

Intersection Summary

Queues
1: El Margarita Road & SR 20

06/28/2023

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1487	150	1364	9	290
v/c Ratio	0.82	0.61	0.56	0.03	0.66
Control Delay	18.2	38.0	5.7	20.4	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	38.0	5.7	20.4	13.5
Queue Length 50th (ft)	207	48	83	3	14
Queue Length 95th (ft)	#399	#128	164	13	73
Internal Link Dist (ft)	995		1882	734	
Turn Bay Length (ft)		225			90
Base Capacity (vph)	1843	251	2652	386	536
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.81	0.60	0.51	0.02	0.54

Intersection Summary

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

Queues
2: Harter Parkway & SR 20

06/28/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	438	1257	75	43	1130	494	107	294	165	176	164	286
v/c Ratio	1.39	0.71	0.09	0.32	0.81	0.49	0.59	0.43	0.41	0.97	0.24	0.47
Control Delay	222.5	21.2	1.7	47.8	27.9	6.1	54.7	28.8	11.4	103.2	26.6	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	222.5	21.2	1.7	47.8	27.9	6.1	54.7	28.8	11.4	103.2	26.6	16.8
Queue Length 50th (ft)	~137	231	0	10	221	29	25	66	16	42	35	76
Queue Length 95th (ft)	#334	#576	12	33	#531	154	#87	102	62	#151	61	144
Internal Link Dist (ft)		1882			1905			385			800	
Turn Bay Length (ft)	600		550	525		550	185		200	500		400
Base Capacity (vph)	316	1837	876	135	1633	1002	181	1820	862	181	1820	606
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.39	0.68	0.09	0.32	0.69	0.49	0.59	0.16	0.19	0.97	0.09	0.47

Intersection Summary

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

Queues
3: Tharp Road & SR 20

06/28/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	66	1248	200	206	1412	559	185	459	362	512	534
v/c Ratio	0.58	0.97	0.30	0.96	0.90	0.63	0.80	0.67	0.85	0.97	0.71
Control Delay	78.8	58.8	11.7	108.2	43.1	13.7	77.5	51.2	45.8	86.1	49.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.8	58.8	11.7	108.2	43.1	13.7	77.5	51.2	45.8	86.1	49.5
Queue Length 50th (ft)	52	508	33	165	558	118	142	181	168	211	208
Queue Length 95th (ft)	#127	#769	101	#358	#839	283	#279	236	288	#368	269
Internal Link Dist (ft)		1905			1227			1259			565
Turn Bay Length (ft)	250		85	175			150		150	150	
Base Capacity (vph)	114	1284	662	214	1564	890	256	999	552	526	1015
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.97	0.30	0.96	0.90	0.63	0.72	0.46	0.66	0.97	0.53

Intersection Summary

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

Queues
4: North Walton Avenue & SR 20

06/28/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	205	2039	415	1712	350	314	672	305	249	1138
v/c Ratio	0.98	1.10	1.09	0.93	0.49	1.13	0.69	0.51	0.76	1.13
Control Delay	116.3	93.0	127.0	51.2	12.4	146.5	48.5	14.6	74.7	114.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	116.3	93.0	127.0	51.2	12.4	146.5	48.5	14.6	74.7	114.8
Queue Length 50th (ft)	182	~735	~210	525	65	~163	282	54	110	~602
Queue Length 95th (ft)	#344	#831	#317	#601	156	#261	353	146	157	#743
Internal Link Dist (ft)		1227		1247			1262			395
Turn Bay Length (ft)	200		230		300	150		350	100	
Base Capacity (vph)	209	1855	381	1845	719	279	972	598	356	1005
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	1.10	1.09	0.93	0.49	1.13	0.69	0.51	0.70	1.13

Intersection Summary

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

Queues
9: North Walton Avenue & Lassen Boulevard

06/28/2023

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	31	487	336	1272	1613
v/c Ratio	0.06	0.91	0.88	0.48	0.93
Control Delay	36.1	34.5	66.5	7.0	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	34.5	66.5	7.0	37.3
Queue Length 50th (ft)	9	103	226	152	532
Queue Length 95th (ft)	22	242	#448	291	#852
Internal Link Dist (ft)	1228			576	1262
Turn Bay Length (ft)		125	200		
Base Capacity (vph)	966	684	389	2678	1741
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.71	0.86	0.47	0.93

Intersection Summary

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

Queues
10: Franklin Road & El Margarita Road

06/28/2023

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	566	513	192	54
v/c Ratio	0.35	0.28	0.35	0.10
Control Delay	8.7	6.7	10.9	3.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.7	6.7	10.9	3.6
Queue Length 50th (ft)	29	20	21	0
Queue Length 95th (ft)	106	78	69	15
Internal Link Dist (ft)	489	971	883	
Turn Bay Length (ft)				50
Base Capacity (vph)	2059	2331	1394	1258
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.27	0.22	0.14	0.04

Intersection Summary

Queues
2: Harter Parkway & SR 20

06/27/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	173	795	84	222	635	140	46	209	156	94	260	175
v/c Ratio	0.41	0.68	0.14	0.46	0.52	0.16	0.18	0.35	0.40	0.28	0.29	0.22
Control Delay	40.8	28.5	3.2	39.7	24.3	3.2	45.2	32.5	8.8	43.0	28.5	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	28.5	3.2	39.7	24.3	3.2	45.2	32.5	8.8	43.0	28.5	3.7
Queue Length 50th (ft)	36	155	0	46	114	0	9	44	0	20	54	0
Queue Length 95th (ft)	100	345	15	122	261	30	37	93	41	62	108	31
Internal Link Dist (ft)		1882			1905			385			800	
Turn Bay Length (ft)	600		550	525		550	185		200	500		400
Base Capacity (vph)	911	2780	1268	911	2780	1135	683	1252	648	911	1475	994
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.29	0.07	0.24	0.23	0.12	0.07	0.17	0.24	0.10	0.18	0.18

Intersection Summary

Queues
3: Tharp Road & SR 20

06/27/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	49	807	113	209	799	185	60	146	134	108	240
v/c Ratio	0.29	0.74	0.21	0.65	0.52	0.24	0.35	0.40	0.32	0.34	0.58
Control Delay	55.1	37.3	11.7	52.4	24.6	5.2	55.7	40.9	8.9	52.1	43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.1	37.3	11.7	52.4	24.6	5.2	55.7	40.9	8.9	52.1	43.8
Queue Length 50th (ft)	30	238	13	123	197	5	36	81	0	34	137
Queue Length 95th (ft)	84	403	63	261	342	53	96	167	50	77	267
Internal Link Dist (ft)		1905			1227			1259			565
Turn Bay Length (ft)	250		85	175			150			150	
Base Capacity (vph)	462	2036	934	462	2042	952	462	598	592	898	579
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.40	0.12	0.45	0.39	0.19	0.13	0.24	0.23	0.12	0.41

Intersection Summary

Queues
4: North Walton Avenue & SR 20

06/27/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	96	803	111	167	920	185	120	272	143	94	404
v/c Ratio	0.43	0.68	0.19	0.41	0.70	0.26	0.31	0.32	0.29	0.25	0.58
Control Delay	47.5	28.6	6.9	43.6	29.1	4.8	43.9	31.7	7.5	44.1	33.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	28.6	6.9	43.6	29.1	4.8	43.9	31.7	7.5	44.1	33.1
Queue Length 50th (ft)	47	178	4	41	216	0	29	64	0	23	90
Queue Length 95th (ft)	132	346	45	104	422	50	80	131	50	67	181
Internal Link Dist (ft)		1227			1247			1262			395
Turn Bay Length (ft)	200		200	230		300	150		350	100	
Base Capacity (vph)	422	2110	972	819	2110	1018	819	1112	595	819	1079
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.38	0.11	0.20	0.44	0.18	0.15	0.24	0.24	0.11	0.37

Intersection Summary

Queues
2: Harter Parkway & SR 20

06/27/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	263	755	52	42	679	297	73	180	115	106	102	172
v/c Ratio	0.50	0.50	0.07	0.15	0.66	0.35	0.24	0.30	0.32	0.30	0.16	0.25
Control Delay	36.7	20.0	0.2	41.5	28.8	7.4	41.2	29.6	8.0	39.8	27.4	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.7	20.0	0.2	41.5	28.8	7.4	41.2	29.6	8.0	39.8	27.4	3.5
Queue Length 50th (ft)	52	128	0	8	127	24	14	36	0	21	20	0
Queue Length 95th (ft)	144	312	0	36	314	121	53	82	38	70	50	33
Internal Link Dist (ft)		1882			1905			385			800	
Turn Bay Length (ft)	600		550	525		550	185		200	500		400
Base Capacity (vph)	968	2931	1330	968	2931	1105	726	1327	658	968	1560	867
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.26	0.04	0.04	0.23	0.27	0.10	0.14	0.17	0.11	0.07	0.20

Intersection Summary

Queues
3: Tharp Road & SR 20

06/27/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	40	737	116	125	834	325	108	268	215	298	314
v/c Ratio	0.26	0.73	0.23	0.54	0.60	0.41	0.51	0.65	0.42	0.59	0.69
Control Delay	56.6	39.5	12.9	55.9	29.9	6.7	56.5	46.9	7.9	49.5	45.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.6	39.5	12.9	55.9	29.9	6.7	56.5	46.9	7.9	49.5	45.5
Queue Length 50th (ft)	25	225	15	77	243	15	67	158	0	94	181
Queue Length 95th (ft)	76	388	70	175	406	94	157	315	65	181	359
Internal Link Dist (ft)		1905			1227			1259			565
Turn Bay Length (ft)	250		85	175			150			150	
Base Capacity (vph)	447	1968	917	447	1968	988	447	578	632	867	575
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.37	0.13	0.28	0.42	0.33	0.24	0.46	0.34	0.34	0.55

Intersection Summary

Queues
4: North Walton Avenue & SR 20

06/27/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	119	970	177	231	968	195	175	376	170	139	638
v/c Ratio	0.57	0.83	0.29	0.58	0.83	0.30	0.49	0.41	0.32	0.42	0.73
Control Delay	57.8	39.1	9.4	52.4	39.7	5.1	52.5	35.5	7.3	52.3	42.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.8	39.1	9.4	52.4	39.7	5.1	52.5	35.5	7.3	52.3	42.0
Queue Length 50th (ft)	72	294	19	72	293	0	55	103	0	43	188
Queue Length 95th (ft)	167	474	79	145	482	52	116	197	58	97	342
Internal Link Dist (ft)		1227			1247			1262			395
Turn Bay Length (ft)	200		200	230		300	150		350	100	
Base Capacity (vph)	348	1751	839	676	1743	867	676	941	545	676	902
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.55	0.21	0.34	0.56	0.22	0.26	0.40	0.31	0.21	0.71

Intersection Summary

Queues
1: El Margarita Road & SR 20

06/28/2023

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1576	400	993	28	312
v/c Ratio	0.95	0.90	0.36	0.16	0.72
Control Delay	33.0	55.0	3.0	33.7	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	55.0	3.0	33.7	14.4
Queue Length 50th (ft)	347	182	48	13	0
Queue Length 95th (ft)	#562	#363	90	35	71
Internal Link Dist (ft)	995		1882	734	
Turn Bay Length (ft)		225			90
Base Capacity (vph)	1667	450	2795	242	486
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.95	0.89	0.36	0.12	0.64

Intersection Summary

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

Queues
2: Harter Parkway & SR 20

06/28/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	275	1264	118	324	1010	223	69	331	238	150	406	279
v/c Ratio	0.95	0.85	0.16	1.12	0.68	0.23	0.42	0.46	0.53	0.91	0.51	0.44
Control Delay	83.4	30.4	4.9	127.6	24.4	2.9	50.0	30.4	13.0	93.4	30.5	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.4	30.4	4.9	127.6	24.4	2.9	50.0	30.4	13.0	93.4	30.5	16.7
Queue Length 50th (ft)	71	281	0	~94	202	0	17	80	29	39	100	80
Queue Length 95th (ft)	#201	#631	39	#240	#418	43	#49	114	86	#127	139	139
Internal Link Dist (ft)		1882			1905			385			800	
Turn Bay Length (ft)	600		550	525		550	185		200	500		400
Base Capacity (vph)	289	1493	736	289	1493	960	165	1663	820	165	1663	632
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.85	0.16	1.12	0.68	0.23	0.42	0.20	0.29	0.91	0.24	0.44

Intersection Summary

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

Queues
3: Tharp Road & SR 20

06/28/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	80	1334	189	337	1304	309	99	243	219	180	393
v/c Ratio	0.55	0.91	0.26	0.95	0.69	0.33	0.92	0.45	0.52	0.76	0.69
Control Delay	72.9	46.4	10.4	89.3	26.5	6.5	126.5	52.1	10.2	80.6	54.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.9	46.4	10.4	89.3	26.5	6.5	126.5	52.1	10.2	80.6	54.4
Queue Length 50th (ft)	65	532	30	277	401	31	83	99	0	76	156
Queue Length 95th (ft)	131	#836	97	#547	639	109	#224	140	67	#156	209
Internal Link Dist (ft)		1905			1227			1259			565
Turn Bay Length (ft)	250		85	175			150		150	150	
Base Capacity (vph)	176	1469	723	354	1884	931	108	952	579	237	963
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.91	0.26	0.95	0.69	0.33	0.92	0.26	0.38	0.76	0.41

Intersection Summary

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

Queues
4: North Walton Avenue & SR 20

06/28/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	165	1596	294	1590	325	211	479	251	165	699
v/c Ratio	0.89	0.91	0.90	0.92	0.44	0.65	0.54	0.45	0.51	0.79
Control Delay	86.3	38.8	74.9	41.5	5.9	52.7	33.0	8.9	48.1	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.3	38.8	74.9	41.5	5.9	52.7	33.0	8.9	48.1	37.1
Queue Length 50th (ft)	99	322	91	329	6	63	131	18	48	190
Queue Length 95th (ft)	#247	#506	#192	#515	73	#122	178	77	90	253
Internal Link Dist (ft)		1227		1247			1262			395
Turn Bay Length (ft)	200		230		300	150		350	100	
Base Capacity (vph)	186	1755	326	1719	739	326	1271	705	326	1250
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.91	0.90	0.92	0.44	0.65	0.38	0.36	0.51	0.56

Intersection Summary

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

Queues
9: North Walton Avenue & Lassen Boulevard

06/28/2023

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	21	361	685	930	857
v/c Ratio	0.06	0.74	0.84	0.33	0.83
Control Delay	38.5	14.0	36.5	4.0	41.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	14.0	36.5	4.0	41.5
Queue Length 50th (ft)	6	0	338	41	245
Queue Length 95th (ft)	17	78	#784	188	#482
Internal Link Dist (ft)	1228			576	1262
Turn Bay Length (ft)		125	200		
Base Capacity (vph)	1038	723	829	2891	1058
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.02	0.50	0.83	0.32	0.81

Intersection Summary

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

Queues
10: Franklin Road & El Margarita Road

06/28/2023

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	508	1029	209	56
v/c Ratio	0.36	0.51	0.38	0.11
Control Delay	9.0	4.5	11.6	3.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.0	4.5	11.6	3.7
Queue Length 50th (ft)	28	20	26	0
Queue Length 95th (ft)	100	89	75	15
Internal Link Dist (ft)	489	971	883	
Turn Bay Length (ft)				50
Base Capacity (vph)	1718	2325	1340	1212
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.30	0.44	0.16	0.05

Intersection Summary

Queues
1: El Margarita Road & SR 20

06/28/2023

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1491	150	1369	9	290
v/c Ratio	0.82	0.62	0.57	0.03	0.66
Control Delay	18.3	38.0	5.8	20.4	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	38.0	5.8	20.4	13.5
Queue Length 50th (ft)	208	48	83	3	14
Queue Length 95th (ft)	#401	#128	164	13	73
Internal Link Dist (ft)	995		1882	734	
Turn Bay Length (ft)		225			90
Base Capacity (vph)	1842	251	2650	385	536
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.81	0.60	0.52	0.02	0.54

Intersection Summary

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

Queues
2: Harter Parkway & SR 20

06/28/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	438	1257	79	52	1130	494	112	296	174	176	166	286
v/c Ratio	1.39	0.71	0.09	0.39	0.81	0.49	0.62	0.43	0.43	0.97	0.24	0.47
Control Delay	222.5	21.2	2.0	49.9	27.9	6.2	56.2	28.9	12.3	103.2	26.6	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	222.5	21.2	2.0	49.9	27.9	6.2	56.2	28.9	12.3	103.2	26.6	16.8
Queue Length 50th (ft)	~137	231	0	12	221	29	26	66	20	42	35	76
Queue Length 95th (ft)	#334	#576	15	#43	#531	156	#92	103	67	#151	61	144
Internal Link Dist (ft)		1882			1905			385			800	
Turn Bay Length (ft)	600		550	525		550	185		200	500		400
Base Capacity (vph)	316	1837	876	135	1633	1001	181	1820	862	181	1820	606
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.39	0.68	0.09	0.39	0.69	0.49	0.62	0.16	0.20	0.97	0.09	0.47

Intersection Summary

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

Queues
3: Tharp Road & SR 20

06/28/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	67	1255	200	209	1420	559	185	460	365	512	536
v/c Ratio	0.59	0.98	0.30	0.98	0.91	0.63	0.80	0.67	0.85	0.98	0.71
Control Delay	79.7	60.3	11.7	111.8	43.8	13.9	77.7	51.1	46.4	86.4	49.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.7	60.3	11.7	111.8	43.8	13.9	77.7	51.1	46.4	86.4	49.5
Queue Length 50th (ft)	53	514	33	169	566	120	143	181	171	211	209
Queue Length 95th (ft)	#128	#776	101	#365	#847	285	#279	237	290	#368	271
Internal Link Dist (ft)		1905			1227			1259			565
Turn Bay Length (ft)	250		85	175			150		150	150	
Base Capacity (vph)	114	1283	661	213	1562	889	256	998	551	525	1014
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.98	0.30	0.98	0.91	0.63	0.72	0.46	0.66	0.98	0.53

Intersection Summary

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

Queues
4: North Walton Avenue & SR 20

06/28/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	208	2046	415	1721	350	314	673	305	249	1141
v/c Ratio	1.00	1.10	1.09	0.93	0.49	1.13	0.69	0.51	0.76	1.14
Control Delay	119.9	94.4	127.0	51.7	12.5	146.5	48.5	14.6	74.7	116.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.9	94.4	127.0	51.7	12.5	146.5	48.5	14.6	74.7	116.3
Queue Length 50th (ft)	185	~740	~210	529	66	~163	282	54	110	~605
Queue Length 95th (ft)	#352	#836	#317	#610	157	#261	353	146	157	#745
Internal Link Dist (ft)		1227		1247			1262			395
Turn Bay Length (ft)	200		230		300	150		350	100	
Base Capacity (vph)	209	1855	381	1845	719	279	972	598	356	1004
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	1.10	1.09	0.93	0.49	1.13	0.69	0.51	0.70	1.14

Intersection Summary

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

Queues
9: North Walton Avenue & Lassen Boulevard

06/28/2023

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	32	492	340	1272	1613
v/c Ratio	0.06	0.91	0.88	0.48	0.93
Control Delay	36.0	35.2	67.1	7.1	38.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	35.2	67.1	7.1	38.2
Queue Length 50th (ft)	9	108	231	156	537
Queue Length 95th (ft)	23	250	#454	291	#852
Internal Link Dist (ft)	1228			576	1262
Turn Bay Length (ft)		125	200		
Base Capacity (vph)	960	682	386	2661	1731
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.72	0.88	0.48	0.93

Intersection Summary

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

Queues
10: Franklin Road & El Margarita Road

06/28/2023

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	567	514	193	56
v/c Ratio	0.35	0.28	0.35	0.11
Control Delay	8.7	6.7	10.9	3.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.7	6.7	10.9	3.6
Queue Length 50th (ft)	30	20	22	0
Queue Length 95th (ft)	106	78	69	15
Internal Link Dist (ft)	489	971	883	
Turn Bay Length (ft)				50
Base Capacity (vph)	2056	2330	1395	1259
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.22	0.14	0.04

Intersection Summary

Appendix B

Intersection Level of Service Calculations

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HCM 6th TWSC
1: El Margarita Road & SR 20

06/28/2023

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	737	106	214	531	15	167
Future Vol, veh/h	737	106	214	531	15	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	857	123	249	617	17	194

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	980	0	1726	490
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	807	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	700	-	80	524
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	399	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	700	-	52	524
Mov Cap-2 Maneuver	-	-	-	-	52	-
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	257	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.7	23.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	52	524	-	-	700	-
HCM Lane V/C Ratio	0.335	0.371	-	-	0.355	-
HCM Control Delay (s)	105.8	15.9	-	-	13	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	1.2	1.7	-	-	1.6	-

HCM 6th Signalized Intersection Summary
2: Harter Parkway & SR 20

06/19/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	676	63	173	540	119	37	177	127	80	217	149
Future Volume (veh/h)	147	676	63	173	540	119	37	177	127	80	217	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	795	47	204	635	99	44	208	68	94	255	113
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	1305	582	327	1346	686	121	479	209	187	547	376
Arrive On Green	0.08	0.37	0.37	0.09	0.38	0.38	0.04	0.13	0.13	0.05	0.15	0.15
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1550	3456	3554	1585
Grp Volume(v), veh/h	173	795	47	204	635	99	44	208	68	94	255	113
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1550	1728	1777	1585
Q Serve(g_s), s	2.8	10.4	1.1	3.3	7.7	2.2	0.7	3.1	2.3	1.5	3.7	3.4
Cycle Q Clear(g_c), s	2.8	10.4	1.1	3.3	7.7	2.2	0.7	3.1	2.3	1.5	3.7	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	1305	582	327	1346	686	121	479	209	187	547	376
V/C Ratio(X)	0.60	0.61	0.08	0.62	0.47	0.14	0.36	0.43	0.33	0.50	0.47	0.30
Avail Cap(c_a), veh/h	1206	3722	1660	1206	3722	1746	905	1551	676	1206	1551	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	14.8	11.8	25.0	13.5	9.8	27.0	22.8	22.4	26.3	22.1	18.0
Incr Delay (d2), s/veh	1.5	0.7	0.1	1.5	0.4	0.1	0.7	0.6	0.8	1.5	0.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.2	0.3	1.2	2.3	0.6	0.3	1.2	0.8	0.6	1.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	15.4	11.9	26.4	13.8	10.0	27.7	23.3	23.2	27.9	22.7	18.4
LnGrp LOS	C	B	B	C	B	A	C	C	C	C	C	B
Approach Vol, veh/h		1015			938			320			462	
Approach Delay, s/veh		17.2			16.2			23.9			22.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	27.0	6.0	13.8	9.8	27.7	7.1	12.7
Change Period (Y+Rc), s	* 5	6.0	* 4	* 5	* 5	6.0	* 4	* 5
Max Green Setting (Gmax), s	* 20	60.0	* 15	* 25	* 20	60.0	* 20	* 25
Max Q Clear Time (g_c+I1), s	5.3	12.4	2.7	5.7	4.8	9.7	3.5	5.1
Green Ext Time (p_c), s	0.4	8.6	0.0	1.7	0.3	6.9	0.2	1.3

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: Tharp Road & SR 20

06/19/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	713	101	180	697	165	53	130	117	96	163	47
Future Volume (veh/h)	43	713	101	180	697	165	53	130	117	96	163	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	801	85	202	783	138	60	146	49	108	183	45
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	1269	565	249	1528	677	118	271	228	285	234	57
Arrive On Green	0.07	0.36	0.36	0.14	0.43	0.43	0.07	0.14	0.14	0.08	0.16	0.16
Sat Flow, veh/h	1781	3554	1584	1781	3554	1574	1781	1870	1578	3456	1450	356
Grp Volume(v), veh/h	48	801	85	202	783	138	60	146	49	108	0	228
Grp Sat Flow(s),veh/h/ln	1781	1777	1584	1781	1777	1574	1781	1870	1578	1728	0	1806
Q Serve(g_s), s	2.0	14.3	2.8	8.4	12.3	4.2	2.5	5.5	2.1	2.3	0.0	9.2
Cycle Q Clear(g_c), s	2.0	14.3	2.8	8.4	12.3	4.2	2.5	5.5	2.1	2.3	0.0	9.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	119	1269	565	249	1528	677	118	271	228	285	0	291
V/C Ratio(X)	0.40	0.63	0.15	0.81	0.51	0.20	0.51	0.54	0.21	0.38	0.00	0.78
Avail Cap(c_a), veh/h	585	2566	1143	585	2566	1136	585	737	622	1134	0	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.1	20.3	16.6	31.8	15.9	13.6	34.4	30.2	28.8	33.1	0.0	30.7
Incr Delay (d2), s/veh	2.2	0.9	0.2	6.2	0.5	0.3	3.4	1.7	0.5	0.8	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.4	1.0	3.8	4.4	1.4	1.1	2.5	0.8	0.9	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	21.2	16.8	38.0	16.3	13.8	37.8	31.9	29.2	33.9	0.0	35.3
LnGrp LOS	D	C	B	D	B	B	D	C	C	C	A	D
Approach Vol, veh/h		934			1123			255			336	
Approach Delay, s/veh		21.6			19.9			32.8			34.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	33.2	10.0	17.3	10.1	38.8	11.3	16.0
Change Period (Y+Rc), s	* 5	* 6	* 5	* 5	* 5	* 6	* 5	* 5
Max Green Setting (Gmax), s	25	* 55	* 25	* 30	* 25	* 55	* 25	* 30
Max Q Clear Time (g_c+I1), s	4.1	16.3	4.5	11.2	4.0	14.3	4.3	7.5
Green Ext Time (p_c), s	0.4	10.9	0.1	1.1	0.1	11.3	0.3	0.9

Intersection Summary	
HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: North Walton Avenue & SR 20

06/19/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	749	104	157	850	174	113	256	134	88	268	106
Future Volume (veh/h)	88	749	104	157	850	174	113	256	134	88	268	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	797	77	167	904	117	120	272	61	94	285	85
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	1236	551	404	1283	572	382	583	260	357	424	124
Arrive On Green	0.10	0.35	0.35	0.12	0.36	0.36	0.11	0.16	0.16	0.10	0.16	0.16
Sat Flow, veh/h	1781	3554	1584	3456	3554	1585	3456	3554	1585	3456	2700	788
Grp Volume(v), veh/h	94	797	77	167	904	117	120	272	61	94	185	185
Grp Sat Flow(s),veh/h/ln	1781	1777	1584	1728	1777	1585	1728	1777	1585	1728	1777	1711
Q Serve(g_s), s	3.7	14.1	2.5	3.3	16.3	3.8	2.4	5.2	2.5	1.9	7.3	7.6
Cycle Q Clear(g_c), s	3.7	14.1	2.5	3.3	16.3	3.8	2.4	5.2	2.5	1.9	7.3	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	184	1236	551	404	1283	572	382	583	260	357	279	269
V/C Ratio(X)	0.51	0.64	0.14	0.41	0.70	0.20	0.31	0.47	0.23	0.26	0.66	0.69
Avail Cap(c_a), veh/h	477	2381	1061	926	2381	1062	926	1190	531	926	595	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	20.5	16.7	30.6	20.4	16.4	30.6	28.2	27.1	30.8	29.6	29.7
Incr Delay (d2), s/veh	0.8	0.7	0.1	0.3	0.9	0.2	0.2	0.6	0.5	0.1	2.7	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.2	0.8	1.3	6.0	1.3	0.9	2.1	0.9	0.8	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	21.2	16.8	30.8	21.3	16.7	30.8	28.8	27.6	31.0	32.3	32.8
LnGrp LOS	C	C	B	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		968			1188			453			464	
Approach Delay, s/veh		21.9			22.2			29.2			32.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	3.7	32.0	12.3	16.7	12.7	33.0	11.7	17.2
Change Period (Y+Rc), s	* 5	* 6	* 4	* 5	* 5	* 6	* 4	* 5
Max Green Setting (Gmax), s	20	* 50	* 20	* 25	* 20	* 50	* 20	* 25
Max Q Clear Time (g_c+I1), s	5.3	16.1	4.4	9.6	5.7	18.3	3.9	7.2
Green Ext Time (p_c), s	0.2	7.3	0.1	1.8	0.1	8.7	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	113	99	75	153	119	151
Future Vol, veh/h	113	99	75	153	119	151
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	110	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	133	116	88	180	140	178

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	638	179	0	0	269	0
Stage 1	179	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	441	864	-	-	1295	-
Stage 1	852	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	392	863	-	-	1294	-
Mov Cap-2 Maneuver	473	-	-	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	567	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	3.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	473	863	1294	-
HCM Lane V/C Ratio	-	-	0.281	0.135	0.108	-
HCM Control Delay (s)	-	-	15.6	9.8	8.1	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.5	0.4	-

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	237	0	147	0	0	0	167	120	1	1	222	147
Future Vol, veh/h	237	0	147	0	0	0	167	120	1	1	222	147
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	279	0	173	0	0	0	196	141	1	1	261	173
Number of Lanes	1	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	15.6	0	14.3	14.8
HCM LOS	C	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	19%	0%	100%	0%	0%
Vol Thru, %	0%	100%	98%	0%	0%	100%	0%	100%	33%
Vol Right, %	0%	0%	2%	0%	81%	0%	0%	0%	67%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	80	41	201	183	0	1	148	221
LT Vol	167	0	0	201	36	0	1	0	0
Through Vol	0	80	40	0	0	0	0	148	74
RT Vol	0	0	1	0	147	0	0	0	147
Lane Flow Rate	196	94	48	237	215	0	1	174	260
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.427	0.191	0.098	0.497	0.393	0	0.003	0.347	0.484
Departure Headway (Hd)	7.829	7.317	7.299	7.555	6.586	8.352	7.696	7.184	6.707
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	460	491	492	479	548	0	467	503	538
Service Time	5.565	5.052	5.035	5.274	4.304	6.102	5.415	4.903	4.426
HCM Lane V/C Ratio	0.426	0.191	0.098	0.495	0.392	0	0.002	0.346	0.483
HCM Control Delay	16.3	11.8	10.8	17.5	13.5	11.1	10.4	13.7	15.6
HCM Lane LOS	C	B	B	C	B	N	B	B	C
HCM 95th-tile Q	2.1	0.7	0.3	2.7	1.9	0	0	1.5	2.6

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	240	32	17	315	40
Future Vol, veh/h	26	240	32	17	315	40
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	282	38	20	371	47
Number of Lanes	2	1	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Righ	SB	WB	
Conflicting Lanes Right	3	3	0
HCM Control Delay	8	9	10.9
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	100%	7%	0%	100%	92%	0%
Vol Thru, %	100%	39%	0%	0%	0%	0%	8%	100%
Vol Right, %	0%	61%	0%	93%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	28	17	129	120	158	171	27
LT Vol	0	0	17	9	0	158	158	0
Through Vol	21	11	0	0	0	0	13	27
RT Vol	0	17	0	120	120	0	0	0
Lane Flow Rate	25	33	20	151	141	185	201	31
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	0.042	0.052	0.035	0.215	0.129	0.301	0.324	0.031
Departure Headway (Hd)	6.093	5.759	6.223	5.104	3.288	5.84	5.801	3.597
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	582	626	575	702	1084	610	615	978
Service Time	3.893	3.459	3.964	2.844	1.028	3.626	3.587	1.382
HCM Lane V/C Ratio	0.043	0.053	0.035	0.215	0.13	0.303	0.327	0.032
HCM Control Delay	9.2	8.8	9.2	9.2	6.5	11.2	11.4	6.5
HCM Lane LOS	A	A	A	A	A	B	B	A
HCM 95th-tile Q	0.1	0.2	0.1	0.8	0.4	1.3	1.4	0.1

Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	72	157	74	7	310	80	95	89	6	38	70	44
Future Vol, veh/h	72	157	74	7	310	80	95	89	6	38	70	44
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	85	185	87	8	365	94	112	105	7	45	82	52
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	12.4	15.1	13.1	11.8
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	94%	0%	100%	41%	0%	100%	56%	0%	100%	0%
Vol Right, %	0%	6%	0%	0%	59%	0%	0%	44%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	95	72	105	126	7	207	183	38	70	44
LT Vol	95	0	72	0	0	7	0	0	38	0	0
Through Vol	0	89	0	105	52	0	207	103	0	70	0
RT Vol	0	6	0	0	74	0	0	80	0	0	44
Lane Flow Rate	112	112	85	123	149	8	243	216	45	82	52
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.251	0.234	0.184	0.25	0.285	0.017	0.478	0.406	0.104	0.18	0.103
Departure Headway (Hd)	8.073	7.528	7.824	7.317	6.902	7.585	7.079	6.77	8.354	7.849	7.143
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	477	459	491	520	472	508	533	429	457	502
Service Time	5.817	5.273	5.569	5.063	4.647	5.327	4.821	4.511	6.103	5.598	4.891
HCM Lane V/C Ratio	0.252	0.235	0.185	0.251	0.287	0.017	0.478	0.405	0.105	0.179	0.104
HCM Control Delay	13.5	12.6	12.3	12.5	12.4	10.5	16.2	14.1	12.1	12.3	10.7
HCM Lane LOS	B	B	B	B	B	B	C	B	B	B	B
HCM 95th-tile Q	1	0.9	0.7	1	1.2	0.1	2.6	2	0.3	0.6	0.3

HCM Unsignalized Intersection Capacity Analysis
9: North Walton Avenue & Lassen Boulevard

06/19/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	193	366	497	405	53
Future Volume (Veh/h)	11	193	366	497	405	53
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	12	212	402	546	445	58
Pedestrians	3			3	3	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	0	
Right turn flare (veh)		5				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1557	258	506			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1557	258	506			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	71	62			
cM capacity (veh/h)	64	737	1052			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	8	216	402	273	273	297	206
Volume Left	8	4	402	0	0	0	0
Volume Right	0	212	0	0	0	0	58
cSH	64	751	1052	1700	1700	1700	1700
Volume to Capacity	0.13	0.29	0.38	0.16	0.16	0.17	0.12
Queue Length 95th (ft)	10	30	45	0	0	0	0
Control Delay (s)	69.7	12.8	10.5	0.0	0.0	0.0	0.0
Lane LOS	F	B	B				
Approach Delay (s)	14.9		4.5			0.0	
Approach LOS	B						

Intersection Summary			
Average Delay		4.5	
Intersection Capacity Utilization		47.5%	ICU Level of Service A
Analysis Period (min)		15	

HCM 6th TWSC
10: Franklin Road & El Margarita Road

06/19/2023

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	229	209	341	112	30
Future Vol, veh/h	43	229	209	341	112	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	269	246	401	132	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	647	0	-	0	818	447
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	371	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	939	-	-	-	346	612
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	939	-	-	-	324	612
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	698	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	20.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	939	-	-	-	324	612
HCM Lane V/C Ratio	0.054	-	-	-	0.407	0.058
HCM Control Delay (s)	9.1	0	-	-	23.5	11.2
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.9	0.2

HCM 6th TWSC
1: El Margarita Road & SR 20

06/28/2023

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	783	14	80	732	5	155
Future Vol, veh/h	783	14	80	732	5	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	870	16	89	813	6	172

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	886	0	1463	443
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	585	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	760	-	119	562
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	520	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	760	-	105	562
Mov Cap-2 Maneuver	-	-	-	-	105	-
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	459	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	105	562	-	-	760	-
HCM Lane V/C Ratio	0.053	0.306	-	-	0.117	-
HCM Control Delay (s)	41.2	14.2	-	-	10.4	-
HCM Lane LOS	E	B	-	-	B	-
HCM 95th %tile Q(veh)	0.2	1.3	-	-	0.4	-

HCM 6th Signalized Intersection Summary
2: Harter Parkway & SR 20

06/19/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	672	42	28	604	264	60	158	93	94	89	153
Future Volume (veh/h)	234	672	42	28	604	264	60	158	93	94	89	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	263	755	32	31	679	255	67	178	26	106	100	97
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	403	1581	705	71	1240	646	161	392	172	202	434	378
Arrive On Green	0.12	0.44	0.44	0.02	0.35	0.35	0.05	0.11	0.11	0.06	0.12	0.12
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1563	3456	3554	1585
Grp Volume(v), veh/h	263	755	32	31	679	255	67	178	26	106	100	97
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1563	1728	1777	1585
Q Serve(g_s), s	4.0	8.2	0.6	0.5	8.4	6.2	1.0	2.6	0.8	1.6	1.4	2.7
Cycle Q Clear(g_c), s	4.0	8.2	0.6	0.5	8.4	6.2	1.0	2.6	0.8	1.6	1.4	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	403	1581	705	71	1240	646	161	392	172	202	434	378
V/C Ratio(X)	0.65	0.48	0.05	0.44	0.55	0.39	0.42	0.45	0.15	0.52	0.23	0.26
Avail Cap(c_a), veh/h	1264	3900	1739	1264	3900	1832	948	1625	715	1264	1625	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	10.7	8.6	26.5	14.3	11.4	25.3	22.8	22.0	25.0	21.7	16.9
Incr Delay (d2), s/veh	1.3	0.3	0.0	3.1	0.5	0.6	0.6	0.7	0.4	1.6	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.2	0.2	0.2	2.6	1.9	0.4	1.0	0.3	0.7	0.5	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	11.0	8.6	29.5	14.9	12.0	26.0	23.5	22.4	26.6	21.9	17.2
LnGrp LOS	C	B	A	C	B	B	C	C	C	C	C	B
Approach Vol, veh/h		1050			965			271			303	
Approach Delay, s/veh		14.3			14.6			24.0			22.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	30.3	6.6	11.7	11.4	25.1	7.2	11.0
Change Period (Y+Rc), s	* 5	6.0	* 4	* 5	* 5	6.0	* 4	* 5
Max Green Setting (Gmax), s	* 20	60.0	* 15	* 25	* 20	60.0	* 20	* 25
Max Q Clear Time (g_c+I1), s	2.5	10.2	3.0	4.7	6.0	10.4	3.6	4.6
Green Ext Time (p_c), s	0.0	8.0	0.1	0.7	0.5	8.7	0.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: Tharp Road & SR 20

06/19/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	671	107	112	759	299	99	246	195	274	244	43
Future Volume (veh/h)	36	671	107	112	759	299	99	246	195	274	244	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	729	70	122	825	190	108	267	108	298	265	40
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	1190	531	168	1318	587	143	348	294	413	358	54
Arrive On Green	0.06	0.33	0.33	0.09	0.37	0.37	0.08	0.19	0.19	0.12	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	1781	3554	1583	1781	1870	1580	3456	1588	240
Grp Volume(v), veh/h	39	729	70	122	825	190	108	267	108	298	0	305
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1583	1781	1870	1580	1728	0	1827
Q Serve(g_s), s	1.7	13.6	2.4	5.3	15.1	6.8	4.7	10.7	4.7	6.6	0.0	12.3
Cycle Q Clear(g_c), s	1.7	13.6	2.4	5.3	15.1	6.8	4.7	10.7	4.7	6.6	0.0	12.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	104	1190	531	168	1318	587	143	348	294	413	0	412
V/C Ratio(X)	0.38	0.61	0.13	0.73	0.63	0.32	0.76	0.77	0.37	0.72	0.00	0.74
Avail Cap(c_a), veh/h	562	2468	1101	562	2468	1099	562	708	598	1091	0	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.9	22.0	18.3	34.9	20.4	17.8	35.7	30.6	28.1	33.6	0.0	28.5
Incr Delay (d2), s/veh	2.2	0.9	0.2	5.9	0.8	0.5	7.9	3.5	0.8	2.4	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.2	0.9	2.4	5.7	2.4	2.3	4.9	1.8	2.8	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	22.9	18.5	40.8	21.3	18.4	43.5	34.1	28.9	36.0	0.0	31.1
LnGrp LOS	D	C	B	D	C	B	D	C	C	D	A	C
Approach Vol, veh/h		838			1137			483			603	
Approach Delay, s/veh		23.3			22.9			35.1			33.5	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	32.5	11.3	22.9	9.6	35.4	14.5	19.8
Change Period (Y+Rc), s	* 5	* 6	* 5	* 5	* 5	* 6	* 5	* 5
Max Green Setting (Gmax), s	25	* 55	* 25	* 30	* 25	* 55	* 25	* 30
Max Q Clear Time (g_c+I1), s	17.3	15.6	6.7	14.3	3.7	17.1	8.6	12.7
Green Ext Time (p_c), s	0.3	9.6	0.2	1.5	0.1	12.3	0.9	1.7

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: North Walton Avenue & SR 20

06/19/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	924	170	222	920	187	168	360	163	133	485	125
Future Volume (veh/h)	111	924	170	222	920	187	168	360	163	133	485	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	962	102	231	958	136	175	375	102	139	505	116
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	1274	568	346	1293	576	343	784	350	336	626	143
Arrive On Green	0.09	0.36	0.36	0.10	0.36	0.36	0.10	0.22	0.22	0.10	0.22	0.22
Sat Flow, veh/h	1781	3554	1584	3456	3554	1582	3456	3554	1585	3456	2862	654
Grp Volume(v), veh/h	116	962	102	231	958	136	175	375	102	139	312	309
Grp Sat Flow(s),veh/h/ln	1781	1777	1584	1728	1777	1582	1728	1777	1585	1728	1777	1739
Q Serve(g_s), s	5.6	21.3	4.0	5.8	21.0	5.4	4.3	8.2	4.8	3.4	14.9	15.1
Cycle Q Clear(g_c), s	5.6	21.3	4.0	5.8	21.0	5.4	4.3	8.2	4.8	3.4	14.9	15.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	169	1274	568	346	1293	576	343	784	350	336	389	381
V/C Ratio(X)	0.69	0.75	0.18	0.67	0.74	0.24	0.51	0.48	0.29	0.41	0.80	0.81
Avail Cap(c_a), veh/h	398	1984	884	772	1984	883	772	992	442	772	496	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	25.3	19.7	38.9	24.8	19.8	38.3	30.4	29.1	38.0	33.2	33.2
Incr Delay (d2), s/veh	1.8	1.1	0.2	0.8	1.0	0.3	0.4	0.5	0.5	0.3	7.3	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	8.4	1.4	2.4	8.2	1.9	1.8	3.4	1.8	1.4	7.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	26.4	19.9	39.7	25.8	20.1	38.7	30.9	29.5	38.3	40.5	41.2
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1180			1325			652			760	
Approach Delay, s/veh		27.3			27.7			32.8			40.4	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	38.1	12.9	24.6	13.5	38.6	12.7	24.8
Change Period (Y+Rc), s	* 5	* 6	* 4	* 5	* 5	* 6	* 4	* 5
Max Green Setting (Gmax), s	20	* 50	* 20	* 25	* 20	* 50	* 20	* 25
Max Q Clear Time (g_c+I1), s	7.8	23.3	6.3	17.1	7.6	23.0	5.4	10.2
Green Ext Time (p_c), s	0.3	8.8	0.2	2.3	0.1	9.0	0.2	2.2

Intersection Summary	
HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	28	70	36	26	93
Future Vol, veh/h	48	28	70	36	26	93
Conflicting Peds, #/hr	22	39	0	22	39	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	110	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	33	82	42	31	109

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	335	181	0	0	163	0
Stage 1	142	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	660	862	-	-	1416	-
Stage 1	885	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	608	799	-	-	1363	-
Mov Cap-2 Maneuver	654	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	654	799	1363	-
HCM Lane V/C Ratio	-	-	0.086	0.041	0.022	-
HCM Control Delay (s)	-	-	11	9.7	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	0	40	0	0	0	54	164	0	2	144	30
Future Vol, veh/h	63	0	40	0	0	0	54	164	0	2	144	30
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	0	47	0	0	0	64	193	0	2	169	35
Number of Lanes	1	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	9.1	0	8.2	8.9
HCM LOS	A	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	18%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	0%	100%	62%
Vol Right, %	0%	0%	0%	0%	82%	0%	0%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	82	82	54	49	0	2	96	78
LT Vol	54	0	0	54	9	0	2	0	0
Through Vol	0	82	82	0	0	0	0	96	48
RT Vol	0	0	0	0	40	0	0	0	30
Lane Flow Rate	64	96	96	64	57	0	2	113	92
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.103	0.143	0.096	0.109	0.082	0	0.004	0.169	0.13
Departure Headway (Hd)	5.838	5.335	3.592	6.137	5.156	5.914	5.877	5.375	5.104
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	613	670	992	581	690	0	607	665	699
Service Time	3.583	3.08	1.337	3.901	2.921	3.695	3.631	3.129	2.858
HCM Lane V/C Ratio	0.104	0.143	0.097	0.11	0.083	0	0.003	0.17	0.132
HCM Control Delay	9.3	9	6.7	9.7	8.4	8.7	8.7	9.2	8.6
HCM Lane LOS	A	A	A	A	A	N	A	A	A
HCM 95th-tile Q	0.3	0.5	0.3	0.4	0.3	0	0	0.6	0.4

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	197	8	1	167	23
Future Vol, veh/h	2	197	8	1	167	23
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	232	9	1	196	27
Number of Lanes	2	1	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	3	0
HCM Control Delay	6.8	8.1	8.9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	100%	1%	0%	100%	92%	0%
Vol Thru, %	100%	73%	0%	0%	0%	0%	8%	100%
Vol Right, %	0%	27%	0%	99%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	4	1	99	99	84	91	15
LT Vol	0	0	1	1	0	84	83	0
Through Vol	5	3	0	0	0	0	8	15
RT Vol	0	1	0	98	99	0	0	0
Lane Flow Rate	6	4	2	117	116	98	107	18
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	0.01	0.006	0.002	0.144	0.087	0.149	0.162	0.016
Departure Headway (Hd)	5.456	5.265	5.632	4.44	2.699	5.474	5.432	3.2
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	657	680	639	812	1335	652	657	1093
Service Time	3.184	2.993	3.334	2.142	0.4	3.233	3.191	0.994
HCM Lane V/C Ratio	0.009	0.006	0.003	0.144	0.087	0.15	0.163	0.016
HCM Control Delay	8.2	8	8.3	7.9	5.7	9.2	9.2	6
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0	0	0.5	0.3	0.5	0.6	0

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	148	79	17	114	75	48	103	10	95	190	20
Future Vol, veh/h	43	148	79	17	114	75	48	103	10	95	190	20
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	168	90	19	130	85	55	117	11	108	216	23
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11.7	11.5	12	13.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	91%	0%	100%	38%	0%	100%	34%	0%	100%	0%
Vol Right, %	0%	9%	0%	0%	62%	0%	0%	66%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	113	43	99	128	17	76	113	95	190	20
LT Vol	48	0	43	0	0	17	0	0	95	0	0
Through Vol	0	103	0	99	49	0	76	38	0	190	0
RT Vol	0	10	0	0	79	0	0	75	0	0	20
Lane Flow Rate	55	128	49	112	146	19	86	128	108	216	23
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.116	0.254	0.103	0.22	0.268	0.041	0.173	0.241	0.221	0.412	0.039
Departure Headway (Hd)	7.668	7.115	7.56	7.054	6.617	7.723	7.216	6.745	7.377	6.875	6.172
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	468	506	475	510	544	464	497	533	488	525	582
Service Time	5.403	4.841	5.282	4.776	4.34	5.46	4.953	4.482	5.098	4.595	3.892
HCM Lane V/C Ratio	0.118	0.253	0.103	0.22	0.268	0.041	0.173	0.24	0.221	0.411	0.04
HCM Control Delay	11.4	12.3	11.2	11.8	11.8	10.8	11.5	11.6	12.2	14.3	9.1
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B	A
HCM 95th-tile Q	0.4	1	0.3	0.8	1.1	0.1	0.6	0.9	0.8	2	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	263	182	680	829	33
Future Volume (Veh/h)	17	263	182	680	829	33
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	18	283	196	731	891	35
Pedestrians	1			1	1	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	0	
Right turn flare (veh)		5				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1668	465	927			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1668	465	927			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	72	48	73			
cM capacity (veh/h)	64	543	732			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	12	289	196	366	366	594	332
Volume Left	12	6	196	0	0	0	0
Volume Right	0	283	0	0	0	0	35
cSH	64	555	732	1700	1700	1700	1700
Volume to Capacity	0.19	0.52	0.27	0.21	0.21	0.35	0.20
Queue Length 95th (ft)	16	75	27	0	0	0	0
Control Delay (s)	74.1	19.6	11.7	0.0	0.0	0.0	0.0
Lane LOS	F	C	B				
Approach Delay (s)	21.8		2.5			0.0	
Approach LOS	C						

Intersection Summary			
Average Delay		4.1	
Intersection Capacity Utilization		47.7%	ICU Level of Service A
Analysis Period (min)		15	

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	269	206	69	103	30
Future Vol, veh/h	34	269	206	69	103	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	292	224	75	112	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	299	0	-	0	628	262
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	366	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1262	-	-	-	447	777
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1262	-	-	-	431	777
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	702	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1262	-	-	-	431	777
HCM Lane V/C Ratio	0.029	-	-	-	0.26	0.042
HCM Control Delay (s)	7.9	0	-	-	16.3	9.8
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	1	0.1

HCM 6th Signalized Intersection Summary
1: El Margarita Road & SR 20

06/28/2023

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1370	198	400	991	28	312
Future Volume (veh/h)	1370	198	400	991	28	312
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1370	126	400	991	28	218
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1485	136	436	2675	237	211
Arrive On Green	0.45	0.45	0.24	0.75	0.13	0.13
Sat Flow, veh/h	3385	301	1781	3647	1781	1585
Grp Volume(v), veh/h	737	759	400	991	28	218
Grp Sat Flow(s),veh/h/ln	1777	1816	1781	1777	1781	1585
Q Serve(g_s), s	30.7	31.1	17.3	7.5	1.1	10.5
Cycle Q Clear(g_c), s	30.7	31.1	17.3	7.5	1.1	10.5
Prop In Lane		0.17	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	802	819	436	2675	237	211
V/C Ratio(X)	0.92	0.93	0.92	0.37	0.12	1.03
Avail Cap(c_a), veh/h	822	841	440	2726	237	211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	20.4	29.0	3.3	30.1	34.2
Incr Delay (d2), s/veh	15.1	15.9	24.0	0.1	0.2	70.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	14.1	9.4	1.0	0.5	7.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.4	36.3	53.0	3.4	30.3	105.0
LnGrp LOS	D	D	D	A	C	F
Approach Vol, veh/h	1496			1391	246	
Approach Delay, s/veh	35.9			17.7	96.5	
Approach LOS	D			B	F	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.0	23.8	40.1		63.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		10.5	19.5	36.5		60.5
Max Q Clear Time (g_c+I1), s		12.5	19.3	33.1		9.5
Green Ext Time (p_c), s		0.0	0.0	2.5		7.3

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
2: Harter Parkway & SR 20

06/26/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	1264	110	308	1010	223	67	330	232	150	402	279
Future Volume (veh/h)	275	1264	110	308	1010	223	67	330	232	150	402	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	275	1264	67	308	1010	158	67	330	103	150	402	180
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	1497	668	313	1497	750	136	632	277	179	675	445
Arrive On Green	0.09	0.42	0.42	0.09	0.42	0.42	0.04	0.18	0.18	0.05	0.19	0.19
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1558	3456	3554	1585
Grp Volume(v), veh/h	275	1264	67	308	1010	158	67	330	103	150	402	180
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1558	1728	1777	1585
Q Serve(g_s), s	6.1	24.7	2.0	6.9	17.8	4.5	1.5	6.5	4.5	3.3	8.0	7.1
Cycle Q Clear(g_c), s	6.1	24.7	2.0	6.9	17.8	4.5	1.5	6.5	4.5	3.3	8.0	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	1497	668	313	1497	750	136	632	277	179	675	445
V/C Ratio(X)	0.88	0.84	0.10	0.98	0.67	0.21	0.49	0.52	0.37	0.84	0.60	0.40
Avail Cap(c_a), veh/h	313	1609	718	313	1609	800	179	1793	786	179	1793	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	20.1	13.5	35.1	18.1	11.9	36.4	28.8	28.0	36.3	28.6	22.6
Incr Delay (d2), s/veh	23.3	4.3	0.1	46.4	1.2	0.2	1.0	0.6	0.8	27.7	0.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	9.2	0.7	4.6	6.2	1.5	0.6	2.7	1.7	2.0	3.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.0	24.4	13.6	81.5	19.3	12.1	37.4	29.4	28.7	64.0	29.4	23.1
LnGrp LOS	E	C	B	F	B	B	D	C	C	E	C	C
Approach Vol, veh/h		1606			1476			500			732	
Approach Delay, s/veh		29.7			31.5			30.3			34.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	38.6	7.1	19.7	12.0	38.6	8.0	18.7
Change Period (Y+Rc), s	* 5	6.0	* 4	* 5	* 5	6.0	* 4	* 5
Max Green Setting (Gmax), s	* 7	35.0	* 4	* 39	* 7	35.0	* 4	* 39
Max Q Clear Time (g_c+I1), s	8.3	26.7	3.5	10.0	8.1	19.8	5.3	8.5
Green Ext Time (p_c), s	0.0	5.9	0.0	3.0	0.0	8.0	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: Tharp Road & SR 20

06/26/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1329	189	331	1290	309	99	243	217	180	303	86
Future Volume (veh/h)	79	1329	189	331	1290	309	99	243	217	180	303	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	1329	142	331	1290	230	99	243	80	180	303	73
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	1509	673	357	2004	891	117	481	214	234	392	93
Arrive On Green	0.06	0.42	0.42	0.20	0.56	0.56	0.07	0.14	0.14	0.07	0.14	0.14
Sat Flow, veh/h	1781	3554	1584	1781	3554	1580	1781	3554	1578	3456	2849	676
Grp Volume(v), veh/h	79	1329	142	331	1290	230	99	243	80	180	187	189
Grp Sat Flow(s),veh/h/ln	1781	1777	1584	1781	1777	1580	1781	1777	1578	1728	1777	1749
Q Serve(g_s), s	5.3	42.0	6.9	22.3	30.4	9.1	6.7	7.8	5.6	6.3	12.4	12.8
Cycle Q Clear(g_c), s	5.3	42.0	6.9	22.3	30.4	9.1	6.7	7.8	5.6	6.3	12.4	12.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	109	1509	673	357	2004	891	117	481	214	234	245	241
V/C Ratio(X)	0.73	0.88	0.21	0.93	0.64	0.26	0.85	0.50	0.37	0.77	0.76	0.78
Avail Cap(c_a), veh/h	189	1570	700	379	2004	891	117	1018	452	254	523	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	32.3	22.2	48.0	18.2	13.6	56.5	49.0	48.1	56.0	50.8	50.9
Incr Delay (d2), s/veh	8.9	6.4	0.3	27.9	0.9	0.3	41.2	0.8	1.1	12.3	4.9	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	18.3	2.6	12.3	11.6	3.2	4.3	3.5	2.3	3.1	5.8	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	38.7	22.5	75.8	19.1	13.9	97.7	49.9	49.2	68.4	55.7	56.5
LnGrp LOS	E	D	C	E	B	B	F	D	D	E	E	E
Approach Vol, veh/h		1550			1851			422			556	
Approach Delay, s/veh		38.5			28.6			61.0			60.1	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	57.9	13.0	21.8	12.5	74.9	13.3	21.5
Change Period (Y+Rc), s	* 5	* 6	* 5	* 5	* 5	* 6	* 5	* 5
Max Green Setting (Gmax), s	26	* 54	* 8	* 36	* 13	* 67	* 9	* 35
Max Q Clear Time (g_c+I1), s	24.3	44.0	8.7	14.8	7.3	32.4	8.3	9.8
Green Ext Time (p_c), s	0.2	7.9	0.0	2.1	0.1	20.3	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: North Walton Avenue & SR 20

06/26/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	1395	195	294	1575	325	211	479	251	165	500	193
Future Volume (veh/h)	163	1395	195	294	1575	325	211	479	251	165	500	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	1395	135	294	1575	205	211	479	107	165	500	144
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	1669	161	336	1745	542	335	845	377	332	643	184
Arrive On Green	0.11	0.35	0.35	0.10	0.34	0.34	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	1781	4733	458	3456	5106	1585	3456	3554	1585	3456	2715	777
Grp Volume(v), veh/h	163	1003	527	294	1575	205	211	479	107	165	326	318
Grp Sat Flow(s),veh/h/ln	1781	1702	1787	1728	1702	1585	1728	1777	1585	1728	1777	1715
Q Serve(g_s), s	8.3	25.0	25.0	7.8	27.1	9.0	5.4	11.0	5.1	4.2	15.9	16.0
Cycle Q Clear(g_c), s	8.3	25.0	25.0	7.8	27.1	9.0	5.4	11.0	5.1	4.2	15.9	16.0
Prop In Lane	1.00		0.26	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	193	1200	630	336	1745	542	335	845	377	332	421	406
V/C Ratio(X)	0.85	0.84	0.84	0.87	0.90	0.38	0.63	0.57	0.28	0.50	0.78	0.78
Avail Cap(c_a), veh/h	193	1215	638	336	1767	549	336	1307	583	336	653	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	27.5	27.5	41.2	29.0	23.0	40.2	31.0	28.8	39.7	33.0	33.0
Incr Delay (d2), s/veh	26.6	5.3	9.6	20.8	6.9	0.5	2.8	0.6	0.4	0.4	3.1	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	10.2	11.4	4.1	11.2	3.2	2.3	4.5	1.9	1.8	6.9	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	32.8	37.0	62.0	35.9	23.5	43.0	31.6	29.2	40.1	36.1	36.5
LnGrp LOS	E	C	D	E	D	C	D	C	C	D	D	D
Approach Vol, veh/h		1693			2074			797			809	
Approach Delay, s/veh		37.4			38.4			34.3			37.0	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	38.6	13.0	26.9	15.0	37.6	12.9	27.0
Change Period (Y+Rc), s	* 5	* 6	* 4	* 5	* 5	* 6	* 4	* 5
Max Green Setting (Gmax), s	9	* 33	* 9	* 34	* 10	* 32	* 9	* 34
Max Q Clear Time (g_c+I1), s	9.8	27.0	7.4	18.0	10.3	29.1	6.2	13.0
Green Ext Time (p_c), s	0.0	4.5	0.1	3.5	0.0	2.5	0.1	3.1

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	210	185	140	281	223	282
Future Vol, veh/h	210	185	140	281	223	282
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	110	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	210	185	140	281	223	282

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1011	282	0	0	422	0
Stage 1	282	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	265	757	-	-	1137	-
Stage 1	766	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	213	756	-	-	1136	-
Mov Cap-2 Maneuver	313	-	-	-	-	-
Stage 1	765	-	-	-	-	-
Stage 2	383	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25	0	3.9
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	313	756	1136	-
HCM Lane V/C Ratio	-	-	0.671	0.245	0.196	-
HCM Control Delay (s)	-	-	37.1	11.3	8.9	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	4.5	1	0.7	-

Intersection	
Intersection Delay, s/veh	50.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	443	0	275	0	0	0	312	224	2	0	415	275
Future Vol, veh/h	443	0	275	0	0	0	312	224	2	0	415	275
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	443	0	275	0	0	0	312	224	2	0	415	275
Number of Lanes	1	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	56.7	0	35.1	57.3
HCM LOS	F	-	E	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	19%	0%	0%	0%	0%
Vol Thru, %	0%	100%	97%	0%	0%	100%	100%	100%	33%
Vol Right, %	0%	0%	3%	0%	81%	0%	0%	0%	67%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	312	149	77	377	341	0	0	277	413
LT Vol	312	0	0	377	66	0	0	0	0
Through Vol	0	149	75	0	0	0	0	277	138
RT Vol	0	0	2	0	275	0	0	0	275
Lane Flow Rate	312	149	77	377	341	0	0	277	413
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.847	0.384	0.197	0.984	0.801	0	0	0.708	1.002
Departure Headway (Hd)	9.886	9.368	9.349	9.559	8.567	11.845	9.21	9.21	8.725
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	368	387	386	384	427	0	0	396	417
Service Time	7.586	7.068	7.049	7.259	6.267	9.545	6.907	6.907	6.422
HCM Lane V/C Ratio	0.848	0.385	0.199	0.982	0.799	0	0	0.699	0.99
HCM Control Delay	48.5	17.8	14.3	73.8	37.9	14.5	11.9	31.4	74.6
HCM Lane LOS	E	C	B	F	E	N	N	D	F
HCM 95th-tile Q	7.8	1.8	0.7	11.4	7.2	0	0	5.3	12.5

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	49	449	60	32	589	75
Future Vol, veh/h	49	449	60	32	589	75
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	449	60	32	589	75
Number of Lanes	2	1	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Righ	SB	WB	
Conflicting Lanes Right	3	3	0
HCM Control Delay	10.4	10.5	16.7
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	100%	7%	0%	100%	92%	0%
Vol Thru, %	100%	38%	0%	0%	0%	0%	8%	100%
Vol Right, %	0%	62%	0%	93%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	52	33	241	225	295	320	50
LT Vol	0	0	33	16	0	295	295	0
Through Vol	40	20	0	0	0	0	25	50
RT Vol	0	32	0	225	225	0	0	0
Lane Flow Rate	40	52	33	241	224	294	320	50
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	0.081	0.099	0.064	0.393	0.253	0.539	0.581	0.06
Departure Headway (Hd)	7.315	6.877	6.998	5.876	4.056	6.592	6.552	4.34
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	489	519	512	612	882	548	553	825
Service Time	5.077	4.639	4.743	3.621	1.8	4.323	4.284	2.071
HCM Lane V/C Ratio	0.082	0.1	0.064	0.394	0.254	0.536	0.579	0.061
HCM Control Delay	10.7	10.4	10.2	12.4	8.2	16.8	18	7.3
HCM Lane LOS	B	B	B	B	A	C	C	A
HCM 95th-tile Q	0.3	0.3	0.2	1.9	1	3.2	3.7	0.2

Intersection	
Intersection Delay, s/veh	32.3
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	134	292	137	13	571	150	175	166	11	71	131	80
Future Vol, veh/h	134	292	137	13	571	150	175	166	11	71	131	80
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	134	292	137	13	571	150	175	166	11	71	131	80
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	21.5	52.5	19.9	16.8
HCM LOS	C	F	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	83%	0%	100%	42%	0%	100%	56%	0%	100%	35%
Vol Right, %	0%	0%	17%	0%	0%	58%	0%	0%	44%	0%	0%	65%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	175	111	66	134	195	234	13	381	340	71	87	124
LT Vol	175	0	0	134	0	0	13	0	0	71	0	0
Through Vol	0	111	55	0	195	97	0	381	190	0	87	44
RT Vol	0	0	11	0	0	137	0	0	150	0	0	80
Lane Flow Rate	175	111	66	134	195	234	13	381	340	71	87	124
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.508	0.306	0.181	0.367	0.506	0.582	0.034	0.952	0.822	0.211	0.248	0.335
Departure Headway (Hd)	10.447	9.947	9.831	9.852	9.352	8.943	9.504	9.004	8.695	10.707	10.207	9.754
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	345	361	364	364	385	403	376	404	415	335	351	369
Service Time	8.225	7.725	7.608	7.62	7.12	6.711	7.27	6.77	6.462	8.486	7.986	7.533
HCM Lane V/C Ratio	0.507	0.307	0.181	0.368	0.506	0.581	0.035	0.943	0.819	0.212	0.248	0.336
HCM Control Delay	23.6	17.1	14.8	18.3	21.4	23.5	12.6	64.2	41	16.3	16.3	17.4
HCM Lane LOS	C	C	B	C	C	C	B	F	E	C	C	C
HCM 95th-tile Q	2.7	1.3	0.7	1.6	2.8	3.6	0.1	10.8	7.6	0.8	1	1.4

HCM Unsignalized Intersection Capacity Analysis
9: North Walton Avenue & Lassen Boulevard

06/27/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	359	677	930	758	98
Future Volume (Veh/h)	21	359	677	930	758	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	21	359	677	930	758	98
Pedestrians	3			3	3	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	0	
Right turn flare (veh)		5				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2632	434	859			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2632	434	859			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	37	13			
cM capacity (veh/h)	2	567	776			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	14	366	677	465	465	505	351
Volume Left	14	7	677	0	0	0	0
Volume Right	0	359	0	0	0	0	98
cSH	2	118	776	1700	1700	1700	1700
Volume to Capacity	5.77	3.10	0.87	0.27	0.27	0.30	0.21
Queue Length 95th (ft)	Err	Err	273	0	0	0	0
Control Delay (s)	Err	Err	32.4	0.0	0.0	0.0	0.0
Lane LOS	F	F	D				
Approach Delay (s)	Err		13.7			0.0	
Approach LOS	F						

Intersection Summary				
Average Delay		1344.2		
Intersection Capacity Utilization		75.9%	ICU Level of Service	D
Analysis Period (min)		15		

HCM 6th Signalized Intersection Summary
9: North Walton Avenue & Lassen Boulevard

06/27/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	359	677	930	758	98
Future Volume (veh/h)	21	359	677	930	758	98
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	251	677	930	758	68
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	631	290	721	2565	887	80
Arrive On Green	0.18	0.18	0.40	0.72	0.27	0.27
Sat Flow, veh/h	3456	1585	1781	3647	3390	296
Grp Volume(v), veh/h	21	251	677	930	408	418
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1815
Q Serve(g_s), s	0.5	14.5	34.4	9.3	20.6	20.6
Cycle Q Clear(g_c), s	0.5	14.5	34.4	9.3	20.6	20.6
Prop In Lane	1.00	1.00	1.00			0.16
Lane Grp Cap(c), veh/h	631	290	721	2565	478	489
V/C Ratio(X)	0.03	0.87	0.94	0.36	0.85	0.85
Avail Cap(c_a), veh/h	1100	505	879	3055	566	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	37.4	26.9	4.9	32.7	32.7
Incr Delay (d2), s/veh	0.0	7.7	15.6	0.1	10.7	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	16.2	2.4	9.7	9.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.7	45.1	42.5	5.0	43.4	43.2
LnGrp LOS	C	D	D	A	D	D
Approach Vol, veh/h	272			1607	826	
Approach Delay, s/veh	44.1			20.8	43.3	
Approach LOS	D			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.5		21.7	42.7	29.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		81.0		30.0	46.5	30.0
Max Q Clear Time (g_c+I1), s		11.3		16.5	36.4	22.6
Green Ext Time (p_c), s		7.3		0.7	1.8	2.8

Intersection Summary		
HCM 6th Ctrl Delay		30.0
HCM 6th LOS		C

HCM 6th Signalized Intersection Summary
10: Franklin Road & El Margarita Road

06/26/2023

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	428	391	636	209	55
Future Volume (veh/h)	77	428	391	636	209	55
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	428	391	445	209	38
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	281	1248	818	730	318	283
Arrive On Green	0.46	0.46	0.46	0.46	0.18	0.18
Sat Flow, veh/h	199	2796	1870	1585	1781	1585
Grp Volume(v), veh/h	250	255	391	445	209	38
Grp Sat Flow(s),veh/h/ln	1293	1617	1777	1585	1781	1585
Q Serve(g_s), s	0.3	2.5	3.8	5.2	2.7	0.5
Cycle Q Clear(g_c), s	5.6	2.5	3.8	5.2	2.7	0.5
Prop In Lane	0.31			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	784	744	818	730	318	283
V/C Ratio(X)	0.32	0.34	0.48	0.61	0.66	0.13
Avail Cap(c_a), veh/h	1222	1338	1470	1311	1817	1617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.2	4.3	4.6	5.0	9.5	8.6
Incr Delay (d2), s/veh	0.2	0.3	0.4	0.8	2.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.2	0.3	0.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.5	4.6	5.1	5.9	11.8	8.8
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		505	836		247	
Approach Delay, s/veh		4.5	5.5		11.4	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			16.0		8.9	16.0
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			20.6		25.4	20.6
Max Q Clear Time (g_c+I1), s			7.6		4.7	7.2
Green Ext Time (p_c), s			2.7		0.7	4.2

Intersection Summary		
HCM 6th Ctrl Delay		6.1
HCM 6th LOS		A

HCM 6th Signalized Intersection Summary
1: El Margarita Road & SR 20

06/28/2023

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1461	26	150	1364	9	290
Future Volume (veh/h)	1461	26	150	1364	9	290
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1461	18	150	1364	9	203
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1720	21	191	2385	281	250
Arrive On Green	0.48	0.48	0.11	0.67	0.16	0.16
Sat Flow, veh/h	3688	44	1781	3647	1781	1585
Grp Volume(v), veh/h	722	757	150	1364	9	203
Grp Sat Flow(s),veh/h/ln	1777	1862	1781	1777	1781	1585
Q Serve(g_s), s	18.8	18.8	4.3	10.8	0.2	6.5
Cycle Q Clear(g_c), s	18.8	18.8	4.3	10.8	0.2	6.5
Prop In Lane		0.02	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	850	891	191	2385	281	250
V/C Ratio(X)	0.85	0.85	0.78	0.57	0.03	0.81
Avail Cap(c_a), veh/h	928	973	254	2667	389	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	12.1	22.9	4.6	18.8	21.4
Incr Delay (d2), s/veh	7.0	6.8	11.0	0.2	0.0	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	6.3	2.1	1.0	0.1	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.1	18.9	33.9	4.9	18.8	31.2
LnGrp LOS	B	B	C	A	B	C
Approach Vol, veh/h	1479			1514	212	
Approach Delay, s/veh	19.0			7.7	30.6	
Approach LOS	B			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		12.8	10.1	29.7		39.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		11.5	7.5	27.5		39.5
Max Q Clear Time (g_c+I1), s		8.5	6.3	20.8		12.8
Green Ext Time (p_c), s		0.2	0.0	4.4		10.2

Intersection Summary		
HCM 6th Ctrl Delay		14.4
HCM 6th LOS		B

HCM 6th Signalized Intersection Summary
2: Harter Parkway & SR 20

06/26/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	438	1257	75	43	1130	494	107	294	165	176	164	286
Future Volume (veh/h)	438	1257	75	43	1130	494	107	294	165	176	164	286
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	438	1257	51	43	1130	425	107	294	36	176	164	161
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	334	1757	784	83	1499	756	177	534	236	191	548	398
Arrive On Green	0.10	0.49	0.49	0.02	0.42	0.42	0.05	0.15	0.15	0.06	0.15	0.15
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1569	3456	3554	1585
Grp Volume(v), veh/h	438	1257	51	43	1130	425	107	294	36	176	164	161
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1569	1728	1777	1585
Q Serve(g_s), s	7.0	20.1	1.2	0.9	19.5	13.9	2.2	5.6	1.4	3.7	3.0	6.1
Cycle Q Clear(g_c), s	7.0	20.1	1.2	0.9	19.5	13.9	2.2	5.6	1.4	3.7	3.0	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	334	1757	784	83	1499	756	177	534	236	191	548	398
V/C Ratio(X)	1.31	0.72	0.07	0.52	0.75	0.56	0.60	0.55	0.15	0.92	0.30	0.40
Avail Cap(c_a), veh/h	334	1912	853	143	1716	853	191	1912	844	191	1912	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	14.3	9.6	35.0	17.8	13.5	33.7	28.5	26.8	34.1	27.2	22.6
Incr Delay (d2), s/veh	160.4	1.3	0.0	3.7	1.9	0.9	2.9	0.8	0.3	43.6	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	6.3	0.4	0.4	6.7	4.5	1.0	2.3	0.5	2.6	1.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	193.1	15.7	9.6	38.7	19.7	14.5	36.6	29.3	27.0	77.6	27.4	23.2
LnGrp LOS	F	B	A	D	B	B	D	C	C	E	C	C
Approach Vol, veh/h		1746			1598			437			501	
Approach Delay, s/veh		60.0			18.8			30.9			43.7	
Approach LOS		E			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	41.8	7.7	16.2	12.0	36.6	8.0	15.9
Change Period (Y+Rc), s	* 5	6.0	* 4	* 5	* 5	6.0	* 4	* 5
Max Green Setting (Gmax), s	* 3	39.0	* 4	* 39	* 7	35.0	* 4	* 39
Max Q Clear Time (g_c+I1), s	2.9	22.1	4.2	8.1	9.0	21.5	5.7	7.6
Green Ext Time (p_c), s	0.0	10.0	0.0	1.4	0.0	9.0	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: Tharp Road & SR 20

06/26/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1248	200	206	1412	559	185	459	362	512	455	79
Future Volume (veh/h)	66	1248	200	206	1412	559	185	459	362	512	455	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	1248	121	206	1412	327	185	459	182	512	455	68
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	1320	589	222	1553	692	213	610	271	546	651	97
Arrive On Green	0.06	0.37	0.37	0.12	0.44	0.44	0.12	0.17	0.17	0.16	0.21	0.21
Sat Flow, veh/h	1781	3554	1585	1781	3554	1584	1781	3554	1580	3456	3103	461
Grp Volume(v), veh/h	66	1248	121	206	1412	327	185	459	182	512	259	264
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1584	1781	1777	1580	1728	1777	1787
Q Serve(g_s), s	4.4	41.0	6.3	13.8	44.7	17.6	12.3	14.8	13.0	17.6	16.3	16.4
Cycle Q Clear(g_c), s	4.4	41.0	6.3	13.8	44.7	17.6	12.3	14.8	13.0	17.6	16.3	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	105	1320	589	222	1553	692	213	610	271	546	373	375
V/C Ratio(X)	0.63	0.95	0.21	0.93	0.91	0.47	0.87	0.75	0.67	0.94	0.70	0.70
Avail Cap(c_a), veh/h	118	1329	593	222	1553	692	266	1033	459	546	531	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	36.6	25.7	52.1	31.7	24.0	52.0	47.4	46.7	50.1	44.0	44.1
Incr Delay (d2), s/veh	8.4	13.9	0.3	40.9	8.5	0.9	21.2	1.9	2.9	24.3	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	19.3	2.4	8.5	19.7	6.6	6.7	6.6	5.3	9.4	7.3	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	50.6	26.0	93.1	40.2	24.9	73.2	49.3	49.5	74.4	46.4	46.5
LnGrp LOS	E	D	C	F	D	C	E	D	D	E	D	D
Approach Vol, veh/h		1435			1945			826			1035	
Approach Delay, s/veh		49.1			43.2			54.7			60.2	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	50.7	19.4	30.2	12.1	58.6	24.0	25.7
Change Period (Y+Rc), s	* 5	* 6	* 5	* 5	* 5	* 6	* 5	* 5
Max Green Setting (Gmax), s	* 15	* 45	* 18	* 36	* 8	* 52	* 19	* 35
Max Q Clear Time (g_c+I1), s	15.8	43.0	14.3	18.4	6.4	46.7	19.6	16.8
Green Ext Time (p_c), s	0.0	1.7	0.2	2.8	0.0	4.7	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	1721	318	415	1712	350	314	672	305	249	907	231
Future Volume (veh/h)	205	1721	318	415	1712	350	314	672	305	249	907	231
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	1721	183	415	1712	243	314	672	183	249	907	207
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	1736	184	384	1853	574	282	1008	450	299	827	189
Arrive On Green	0.12	0.37	0.37	0.11	0.36	0.36	0.08	0.28	0.28	0.09	0.29	0.29
Sat Flow, veh/h	1781	4688	497	3456	5106	1582	3456	3554	1585	3456	2864	653
Grp Volume(v), veh/h	205	1248	656	415	1712	243	314	672	183	249	562	552
Grp Sat Flow(s),veh/h/ln	1781	1702	1780	1728	1702	1582	1728	1777	1585	1728	1777	1740
Q Serve(g_s), s	15.5	49.2	49.6	15.0	43.4	15.6	11.0	22.5	12.6	9.6	39.0	39.0
Cycle Q Clear(g_c), s	15.5	49.2	49.6	15.0	43.4	15.6	11.0	22.5	12.6	9.6	39.0	39.0
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	211	1261	659	384	1853	574	282	1008	450	299	513	503
V/C Ratio(X)	0.97	0.99	0.99	1.08	0.92	0.42	1.12	0.67	0.41	0.83	1.10	1.10
Avail Cap(c_a), veh/h	211	1261	659	384	1853	574	282	1008	450	358	513	503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.3	42.3	42.4	60.0	41.2	32.4	62.0	42.7	39.1	60.7	48.0	48.0
Incr Delay (d2), s/veh	53.2	22.9	33.6	69.3	8.4	0.6	88.2	1.7	0.6	11.3	68.3	69.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	23.8	27.0	10.1	18.9	5.9	8.2	9.9	4.9	4.7	26.7	26.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.5	65.1	76.0	129.3	49.6	33.0	150.2	44.4	39.7	72.0	116.3	117.2
LnGrp LOS	F	E	E	F	D	C	F	D	D	E	F	F
Approach Vol, veh/h		2109			2370			1169			1363	
Approach Delay, s/veh		73.1			61.8			72.1			108.6	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	56.0	15.0	44.0	21.0	55.0	15.7	43.3
Change Period (Y+Rc), s	* 5	* 6	* 4	* 5	* 5	* 6	* 4	* 5
Max Green Setting (Gmax), s	* 15	* 50	* 11	* 39	* 16	* 49	* 14	* 36
Max Q Clear Time (g_c+I1), s	17.6	51.6	13.0	41.0	17.5	45.4	11.6	24.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	3.2	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	76.0
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	87	52	131	65	49	174
Future Vol, veh/h	87	52	131	65	49	174
Conflicting Peds, #/hr	22	39	0	22	39	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	110	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	52	131	65	49	174

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	497	242	0	0	235	0
Stage 1	203	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	532	797	-	-	1332	-
Stage 1	831	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	483	739	-	-	1283	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	712	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	562	739	1283	-
HCM Lane V/C Ratio	-	-	0.155	0.07	0.038	-
HCM Control Delay (s)	-	-	12.6	10.2	7.9	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.2	0.1	-

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	118	0	75	0	0	0	101	307	0	0	269	56
Future Vol, veh/h	118	0	75	0	0	0	101	307	0	0	269	56
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	118	0	75	0	0	0	101	307	0	0	269	56
Number of Lanes	1	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	10.7	0	9.7	10.9
HCM LOS	B	-	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	18%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	100%	100%	62%
Vol Right, %	0%	0%	0%	0%	82%	0%	0%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	154	154	101	92	0	0	179	146
LT Vol	101	0	0	101	17	0	0	0	0
Through Vol	0	154	154	0	0	0	0	179	90
RT Vol	0	0	0	0	75	0	0	0	56
Lane Flow Rate	101	154	154	101	92	0	0	179	146
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.182	0.255	0.181	0.198	0.153	0	0	0.303	0.235
Departure Headway (Hd)	6.495	5.99	4.239	7.011	6.022	7.061	6.075	6.075	5.803
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	552	600	844	512	595	0	0	592	619
Service Time	4.23	3.725	1.973	4.751	3.762	4.816	3.81	3.81	3.538
HCM Lane V/C Ratio	0.183	0.257	0.182	0.197	0.155	0	0	0.302	0.236
HCM Control Delay	10.7	10.8	7.9	11.5	9.9	9.8	8.8	11.4	10.3
HCM Lane LOS	B	B	A	B	A	N	N	B	B
HCM 95th-tile Q	0.7	1	0.7	0.7	0.5	0	0	1.3	0.9

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	368	15	2	312	43
Future Vol, veh/h	4	368	15	2	312	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	368	15	2	312	43
Number of Lanes	2	1	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Righ	SB	WB	
Conflicting Lanes Right	3	3	0
HCM Control Delay	7.8	8.8	10.4
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	100%	1%	0%	100%	92%	0%
Vol Thru, %	100%	71%	0%	0%	0%	0%	8%	100%
Vol Right, %	0%	29%	0%	99%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	7	3	185	184	156	170	29
LT Vol	0	0	3	1	0	156	156	0
Through Vol	10	5	0	0	0	0	14	29
RT Vol	0	2	0	184	184	0	0	0
Lane Flow Rate	10	7	3	185	184	156	170	29
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	0.017	0.011	0.004	0.247	0.157	0.255	0.276	0.029
Departure Headway (Hd)	6.04	5.838	5.997	4.806	3.064	5.884	5.842	3.641
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	587	607	598	749	1168	615	618	989
Service Time	3.832	3.631	3.721	2.53	0.788	3.584	3.542	1.341
HCM Lane V/C Ratio	0.017	0.012	0.005	0.247	0.158	0.254	0.275	0.029
HCM Control Delay	8.9	8.7	8.7	9.1	6.4	10.6	10.8	6.4
HCM Lane LOS	A	A	A	A	A	B	B	A
HCM 95th-tile Q	0.1	0	0	1	0.6	1	1.1	0.1

HCM 6th AWSC
8: Tharp Road & Lassen Boulevard

06/26/2023

Intersection	
Intersection Delay, s/veh	18.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	271	146	32	209	140	88	193	19	178	355	36
Future Vol, veh/h	79	271	146	32	209	140	88	193	19	178	355	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	271	146	32	209	140	88	193	19	178	355	36
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	19.5	18.6	16	20
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	77%	0%	100%	38%	0%	100%	33%	0%	100%	77%
Vol Right, %	0%	0%	23%	0%	0%	62%	0%	0%	67%	0%	0%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	129	83	79	181	236	32	139	210	178	237	154
LT Vol	88	0	0	79	0	0	32	0	0	178	0	0
Through Vol	0	129	64	0	181	90	0	139	70	0	237	118
RT Vol	0	0	19	0	0	146	0	0	140	0	0	36
Lane Flow Rate	88	129	83	79	181	236	32	139	210	178	237	154
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.243	0.338	0.215	0.207	0.449	0.559	0.087	0.358	0.511	0.458	0.576	0.368
Departure Headway (Hd)	9.952	9.452	9.292	9.444	8.944	8.512	9.743	9.243	8.775	9.255	8.755	8.592
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	361	381	386	380	403	423	368	389	411	390	412	418
Service Time	7.714	7.214	7.054	7.2	6.7	6.268	7.499	6.999	6.532	7.007	6.507	6.344
HCM Lane V/C Ratio	0.244	0.339	0.215	0.208	0.449	0.558	0.087	0.357	0.511	0.456	0.575	0.368
HCM Control Delay	15.9	17	14.6	14.7	18.8	21.6	13.4	17.1	20.4	19.6	22.8	16.3
HCM Lane LOS	C	C	B	B	C	C	B	C	C	C	C	C
HCM 95th-tile Q	0.9	1.5	0.8	0.8	2.3	3.3	0.3	1.6	2.8	2.3	3.5	1.7

HCM Unsignalized Intersection Capacity Analysis
9: North Walton Avenue & Lassen Boulevard

06/27/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	487	336	1272	1551	62
Future Volume (Veh/h)	31	487	336	1272	1551	62
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	31	487	336	1272	1551	62
Pedestrians	1			1	1	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	0	
Right turn flare (veh)		5				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2892	808	1614			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2892	808	1614			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	0	16			
cM capacity (veh/h)	2	323	400			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	21	497	336	636	636	1034	579
Volume Left	21	10	336	0	0	0	0
Volume Right	0	487	0	0	0	0	62
cSH	2	82	400	1700	1700	1700	1700
Volume to Capacity	10.28	6.06	0.84	0.37	0.37	0.61	0.34
Queue Length 95th (ft)	Err	Err	198	0	0	0	0
Control Delay (s)	Err	Err	46.6	0.0	0.0	0.0	0.0
Lane LOS	F	F	E				
Approach Delay (s)	Err		9.7			0.0	
Approach LOS	F						

Intersection Summary			
Average Delay	1389.4		
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

HCM 6th Signalized Intersection Summary
9: North Walton Avenue & Lassen Boulevard

06/27/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	487	336	1272	1551	62
Future Volume (veh/h)	31	487	336	1272	1551	62
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	339	336	1272	1551	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	797	365	359	2460	1598	44
Arrive On Green	0.23	0.23	0.20	0.69	0.45	0.45
Sat Flow, veh/h	3456	1585	1781	3647	3625	98
Grp Volume(v), veh/h	31	339	336	1272	779	815
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1853
Q Serve(g_s), s	0.8	24.4	21.7	20.0	49.9	50.2
Cycle Q Clear(g_c), s	0.8	24.4	21.7	20.0	49.9	50.2
Prop In Lane	1.00	1.00	1.00			0.05
Lane Grp Cap(c), veh/h	797	365	359	2460	804	838
V/C Ratio(X)	0.04	0.93	0.94	0.52	0.97	0.97
Avail Cap(c_a), veh/h	891	409	359	2464	806	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	43.9	45.9	8.6	31.2	31.2
Incr Delay (d2), s/veh	0.0	25.8	31.7	0.2	24.2	24.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	22.1	12.4	6.4	25.1	26.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.9	69.7	77.5	8.8	55.4	55.7
LnGrp LOS	C	E	E	A	E	E
Approach Vol, veh/h	370			1608	1594	
Approach Delay, s/veh	66.8			23.2	55.5	
Approach LOS	E			C	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		85.3		31.4	28.0	57.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		80.9		30.1	23.5	52.9
Max Q Clear Time (g_c+I1), s		22.0		26.4	23.7	52.2
Green Ext Time (p_c), s		11.9		0.5	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
10: Franklin Road & El Margarita Road

06/26/2023

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	63	503	385	128	192	54
Future Volume (veh/h)	63	503	385	128	192	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	503	385	89	192	37
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	289	1162	1080	247	319	284
Arrive On Green	0.38	0.38	0.38	0.38	0.18	0.18
Sat Flow, veh/h	196	3175	2965	657	1781	1585
Grp Volume(v), veh/h	300	266	237	237	192	37
Grp Sat Flow(s),veh/h/ln	1668	1617	1777	1752	1781	1585
Q Serve(g_s), s	0.0	2.5	1.9	2.0	2.0	0.4
Cycle Q Clear(g_c), s	2.4	2.5	1.9	2.0	2.0	0.4
Prop In Lane	0.21			0.38	1.00	1.00
Lane Grp Cap(c), veh/h	843	608	668	659	319	284
V/C Ratio(X)	0.36	0.44	0.35	0.36	0.60	0.13
Avail Cap(c_a), veh/h	1823	1639	1801	1776	2246	1999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.7	4.7	4.5	4.6	7.6	7.0
Incr Delay (d2), s/veh	0.3	0.5	0.3	0.3	1.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.1	0.1	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.9	5.2	4.9	4.9	9.5	7.2
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		566	474		229	
Approach Delay, s/veh		5.1	4.9		9.1	
Approach LOS		A	A		A	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			12.1		8.1	12.1
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			20.5		25.5	20.5
Max Q Clear Time (g_c+I1), s			4.5		4.0	4.0
Green Ext Time (p_c), s			3.1		0.6	2.3

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

HCM 6th TWSC
1: El Margarita Road & SR 20

06/28/2023

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	745	106	214	533	15	167
Future Vol, veh/h	745	106	214	533	15	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	866	123	249	620	17	194

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	989	0	1736	495
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	808	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	695	-	79	520
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	399	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	695	-	51	520
Mov Cap-2 Maneuver	-	-	-	-	51	-
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	256	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.7	23.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	51	520	-	-	695	-
HCM Lane V/C Ratio	0.342	0.373	-	-	0.358	-
HCM Control Delay (s)	108.6	16	-	-	13	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	1.2	1.7	-	-	1.6	-

HCM 6th Signalized Intersection Summary
2: Harter Parkway & SR 20

06/19/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	676	71	189	540	119	39	178	133	80	221	149
Future Volume (veh/h)	147	676	71	189	540	119	39	178	133	80	221	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	795	57	222	635	99	46	209	75	94	260	113
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1301	581	348	1365	694	125	480	209	186	542	373
Arrive On Green	0.08	0.37	0.37	0.10	0.38	0.38	0.04	0.13	0.13	0.05	0.15	0.15
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1550	3456	3554	1585
Grp Volume(v), veh/h	173	795	57	222	635	99	46	209	75	94	260	113
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1550	1728	1777	1585
Q Serve(g_s), s	2.8	10.6	1.4	3.6	7.8	2.2	0.8	3.1	2.6	1.5	3.9	3.4
Cycle Q Clear(g_c), s	2.8	10.6	1.4	3.6	7.8	2.2	0.8	3.1	2.6	1.5	3.9	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	1301	581	348	1365	694	125	480	209	186	542	373
V/C Ratio(X)	0.60	0.61	0.10	0.64	0.47	0.14	0.37	0.44	0.36	0.51	0.48	0.30
Avail Cap(c_a), veh/h	1190	3672	1638	1190	3672	1723	893	1530	667	1190	1530	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	15.0	12.1	25.1	13.4	9.8	27.3	23.1	22.8	26.7	22.5	18.3
Incr Delay (d2), s/veh	1.5	0.7	0.1	1.5	0.4	0.1	0.7	0.6	0.9	1.6	0.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.3	0.4	1.3	2.4	0.7	0.3	1.2	0.9	0.6	1.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	15.7	12.2	26.5	13.8	9.9	28.0	23.7	23.8	28.3	23.1	18.7
LnGrp LOS	C	B	B	C	B	A	C	C	C	C	C	B
Approach Vol, veh/h		1025			956			330			467	
Approach Delay, s/veh		17.4			16.3			24.3			23.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	27.3	6.1	13.9	9.8	28.3	7.1	12.8
Change Period (Y+Rc), s	* 5	6.0	* 4	* 5	* 5	6.0	* 4	* 5
Max Green Setting (Gmax), s	* 20	60.0	* 15	* 25	* 20	60.0	* 20	* 25
Max Q Clear Time (g_c+I1), s	5.6	12.6	2.8	5.9	4.8	9.8	3.5	5.1
Green Ext Time (p_c), s	0.4	8.7	0.0	1.7	0.3	6.9	0.2	1.3

Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: Tharp Road & SR 20

06/19/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	718	101	186	711	165	53	130	119	96	165	49
Future Volume (veh/h)	44	718	101	186	711	165	53	130	119	96	165	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	807	85	209	799	138	60	146	52	108	185	47
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	1268	565	256	1540	682	117	275	232	281	235	60
Arrive On Green	0.07	0.36	0.36	0.14	0.43	0.43	0.07	0.15	0.15	0.08	0.16	0.16
Sat Flow, veh/h	1781	3554	1584	1781	3554	1574	1781	1870	1579	3456	1439	366
Grp Volume(v), veh/h	49	807	85	209	799	138	60	146	52	108	0	232
Grp Sat Flow(s),veh/h/ln	1781	1777	1584	1781	1777	1574	1781	1870	1579	1728	0	1805
Q Serve(g_s), s	2.0	14.7	2.8	8.8	12.7	4.2	2.5	5.6	2.3	2.3	0.0	9.6
Cycle Q Clear(g_c), s	2.0	14.7	2.8	8.8	12.7	4.2	2.5	5.6	2.3	2.3	0.0	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	120	1268	565	256	1540	682	117	275	232	281	0	294
V/C Ratio(X)	0.41	0.64	0.15	0.82	0.52	0.20	0.51	0.53	0.22	0.38	0.00	0.79
Avail Cap(c_a), veh/h	574	2520	1123	574	2520	1116	574	724	611	1114	0	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.7	20.8	17.0	32.2	16.1	13.6	35.0	30.6	29.2	33.8	0.0	31.2
Incr Delay (d2), s/veh	2.2	0.9	0.2	6.2	0.5	0.2	3.5	1.6	0.5	0.9	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.5	1.0	4.0	4.5	1.4	1.2	2.5	0.9	1.0	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	21.7	17.2	38.4	16.5	13.9	38.5	32.2	29.6	34.6	0.0	35.8
LnGrp LOS	D	C	B	D	B	B	D	C	C	C	A	D
Approach Vol, veh/h		941			1146			258			340	
Approach Delay, s/veh		22.1			20.2			33.1			35.5	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	33.7	10.1	17.7	10.2	39.6	11.3	16.4
Change Period (Y+Rc), s	* 5	* 6	* 5	* 5	* 5	* 6	* 5	* 5
Max Green Setting (Gmax), s	* 25	* 55	* 25	* 30	* 25	* 55	* 25	* 30
Max Q Clear Time (g_c+I1), s	10.8	16.7	4.5	11.6	4.0	14.7	4.3	7.6
Green Ext Time (p_c), s	0.5	11.0	0.1	1.2	0.1	11.5	0.3	0.9

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: North Walton Avenue & SR 20

06/19/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	755	104	157	865	174	113	256	134	88	269	111
Future Volume (veh/h)	90	755	104	157	865	174	113	256	134	88	269	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	803	77	167	920	117	120	272	61	94	286	90
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	1253	559	399	1297	578	378	588	262	354	422	130
Arrive On Green	0.10	0.35	0.35	0.12	0.36	0.36	0.11	0.17	0.17	0.10	0.16	0.16
Sat Flow, veh/h	1781	3554	1584	3456	3554	1585	3456	3554	1585	3456	2662	819
Grp Volume(v), veh/h	96	803	77	167	920	117	120	272	61	94	189	187
Grp Sat Flow(s),veh/h/ln	1781	1777	1584	1728	1777	1585	1728	1777	1585	1728	1777	1705
Q Serve(g_s), s	3.9	14.3	2.5	3.4	16.8	3.8	2.4	5.2	2.5	1.9	7.6	7.9
Cycle Q Clear(g_c), s	3.9	14.3	2.5	3.4	16.8	3.8	2.4	5.2	2.5	1.9	7.6	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	184	1253	559	399	1297	578	378	588	262	354	281	270
V/C Ratio(X)	0.52	0.64	0.14	0.42	0.71	0.20	0.32	0.46	0.23	0.27	0.67	0.69
Avail Cap(c_a), veh/h	471	2347	1046	913	2347	1047	913	1174	523	913	587	563
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	20.5	16.7	31.1	20.6	16.5	31.1	28.6	27.4	31.3	30.0	30.1
Incr Delay (d2), s/veh	0.9	0.7	0.1	0.3	0.9	0.2	0.2	0.6	0.4	0.1	2.8	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	5.3	0.8	1.3	6.2	1.3	1.0	2.1	0.9	0.8	3.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	21.2	16.8	31.4	21.5	16.7	31.3	29.1	27.9	31.5	32.8	33.3
LnGrp LOS	C	C	B	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		976			1204			453			470	
Approach Delay, s/veh		22.0			22.4			29.5			32.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	32.7	12.3	17.0	12.8	33.6	11.8	17.5
Change Period (Y+Rc), s	* 5	* 6	* 4	* 5	* 5	* 6	* 4	* 5
Max Green Setting (Gmax), s	* 20	* 50	* 20	* 25	* 20	* 50	* 20	* 25
Max Q Clear Time (g_c+I1), s	5.4	16.3	4.4	9.9	5.9	18.8	3.9	7.2
Green Ext Time (p_c), s	0.2	7.4	0.1	1.9	0.1	8.8	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	114	99	75	158	119	151
Future Vol, veh/h	114	99	75	158	119	151
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	110	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	116	88	186	140	178

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	641	182	0	0	275	0
Stage 1	182	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	439	861	-	-	1288	-
Stage 1	849	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	390	860	-	-	1287	-
Mov Cap-2 Maneuver	472	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	3.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	472	860	1287	-
HCM Lane V/C Ratio	-	-	0.284	0.135	0.109	-
HCM Control Delay (s)	-	-	15.6	9.8	8.1	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0.5	0.4	-

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	237	5	147	0	1	9	167	120	1	29	222	147
Future Vol, veh/h	237	5	147	0	1	9	167	120	1	29	222	147
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	279	6	173	0	1	11	196	141	1	34	261	173
Number of Lanes	1	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	16.3	10.8	14.6	14.8
HCM LOS	C	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	18%	0%	100%	0%	0%
Vol Thru, %	0%	100%	98%	0%	3%	10%	0%	100%	33%
Vol Right, %	0%	0%	2%	0%	79%	90%	0%	0%	67%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	80	41	204	185	10	29	148	221
LT Vol	167	0	0	204	33	0	29	0	0
Through Vol	0	80	40	0	5	1	0	148	74
RT Vol	0	0	1	0	147	9	0	0	147
Lane Flow Rate	196	94	48	240	218	12	34	174	260
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.437	0.196	0.1	0.512	0.407	0.026	0.074	0.352	0.491
Departure Headway (Hd)	7.999	7.486	7.469	7.693	6.723	7.874	7.782	7.271	6.794
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	450	480	480	470	536	454	461	494	530
Service Time	5.737	5.224	5.207	5.43	4.461	5.629	5.518	5.006	4.529
HCM Lane V/C Ratio	0.436	0.196	0.1	0.511	0.407	0.026	0.074	0.352	0.491
HCM Control Delay	16.8	12	11	18.3	14	10.8	11.1	13.9	15.9
HCM Lane LOS	C	B	B	C	B	B	B	B	C
HCM 95th-tile Q	2.2	0.7	0.3	2.9	2	0.1	0.2	1.6	2.7

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	240	32	17	315	40
Future Vol, veh/h	26	240	32	17	315	40
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	282	38	20	371	47
Number of Lanes	2	1	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	3	0
HCM Control Delay	8	9	10.9
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	100%	7%	0%	100%	92%	0%
Vol Thru, %	100%	39%	0%	0%	0%	0%	8%	100%
Vol Right, %	0%	61%	0%	93%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	28	17	129	120	158	171	27
LT Vol	0	0	17	9	0	158	158	0
Through Vol	21	11	0	0	0	0	13	27
RT Vol	0	17	0	120	120	0	0	0
Lane Flow Rate	25	33	20	151	141	185	201	31
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	0.042	0.052	0.035	0.215	0.129	0.301	0.324	0.031
Departure Headway (Hd)	6.093	5.759	6.223	5.104	3.288	5.84	5.801	3.597
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	582	626	575	702	1084	610	615	978
Service Time	3.893	3.459	3.964	2.844	1.028	3.626	3.587	1.382
HCM Lane V/C Ratio	0.043	0.053	0.035	0.215	0.13	0.303	0.327	0.032
HCM Control Delay	9.2	8.8	9.2	9.2	6.5	11.2	11.4	6.5
HCM Lane LOS	A	A	A	A	A	B	B	A
HCM 95th-tile Q	0.1	0.2	0.1	0.8	0.4	1.3	1.4	0.1

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	73	159	75	7	319	80	98	89	6	38	70	46
Future Vol, veh/h	73	159	75	7	319	80	98	89	6	38	70	46
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	187	88	8	375	94	115	105	7	45	82	54
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	12.6	15.5	13.2	11.9
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	94%	0%	100%	41%	0%	100%	57%	0%	100%	0%
Vol Right, %	0%	6%	0%	0%	59%	0%	0%	43%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	95	73	106	128	7	213	186	38	70	46
LT Vol	98	0	73	0	0	7	0	0	38	0	0
Through Vol	0	89	0	106	53	0	213	106	0	70	0
RT Vol	0	6	0	0	75	0	0	80	0	0	46
Lane Flow Rate	115	112	86	125	151	8	250	219	45	82	54
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.261	0.236	0.188	0.256	0.291	0.017	0.495	0.416	0.105	0.181	0.108
Departure Headway (Hd)	8.135	7.591	7.888	7.381	6.965	7.635	7.129	6.825	8.427	7.922	7.215
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	442	473	455	486	515	469	505	528	425	453	496
Service Time	5.881	5.336	5.634	5.127	4.711	5.378	4.872	4.568	6.18	5.675	4.968
HCM Lane V/C Ratio	0.26	0.237	0.189	0.257	0.293	0.017	0.495	0.415	0.106	0.181	0.109
HCM Control Delay	13.7	12.7	12.5	12.7	12.6	10.5	16.7	14.4	12.2	12.4	10.8
HCM Lane LOS	B	B	B	B	B	B	C	B	B	B	B
HCM 95th-tile Q	1	0.9	0.7	1	1.2	0.1	2.7	2	0.3	0.7	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	195	374	497	405	54
Future Volume (Veh/h)	11	195	374	497	405	54
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	12	214	411	546	445	59
Pedestrians	3			3	3	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	0	
Right turn flare (veh)		5				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1576	258	507			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1576	258	507			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	71	61			
cM capacity (veh/h)	61	737	1051			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	8	218	411	273	273	297	207
Volume Left	8	4	411	0	0	0	0
Volume Right	0	214	0	0	0	0	59
cSH	61	751	1051	1700	1700	1700	1700
Volume to Capacity	0.13	0.29	0.39	0.16	0.16	0.17	0.12
Queue Length 95th (ft)	11	30	47	0	0	0	0
Control Delay (s)	72.9	12.9	10.6	0.0	0.0	0.0	0.0
Lane LOS	F	B	B				
Approach Delay (s)	15.0		4.6			0.0	
Approach LOS	C						

Intersection Summary				
Average Delay		4.6		
Intersection Capacity Utilization		48.0%	ICU Level of Service	A
Analysis Period (min)		15		

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	229	209	343	112	31
Future Vol, veh/h	46	229	209	343	112	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	269	246	404	132	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	650	0	-	0	825	448
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	936	-	-	-	342	611
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	936	-	-	-	319	611
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	694	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	21.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	936	-	-	-	319	611
HCM Lane V/C Ratio	0.058	-	-	-	0.413	0.06
HCM Control Delay (s)	9.1	0	-	-	24	11.3
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.9	0.2

HCM 6th TWSC
1: El Margarita Road & SR 20

06/28/2023

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	787	14	80	737	5	155
Future Vol, veh/h	787	14	80	737	5	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	874	16	89	819	6	172

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	890	0	1470	445
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	588	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	757	-	118	561
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	518	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	757	-	104	561
Mov Cap-2 Maneuver	-	-	-	-	104	-
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	104	561	-	-	757	-
HCM Lane V/C Ratio	0.053	0.307	-	-	0.117	-
HCM Control Delay (s)	41.6	14.2	-	-	10.4	-
HCM Lane LOS	E	B	-	-	B	-
HCM 95th %tile Q(veh)	0.2	1.3	-	-	0.4	-

HCM 6th Signalized Intersection Summary
2: Harter Parkway & SR 20

06/19/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	672	46	37	604	264	65	160	102	94	91	153
Future Volume (veh/h)	234	672	46	37	604	264	65	160	102	94	91	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	263	755	37	42	679	255	73	180	37	106	102	97
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	403	1560	696	89	1238	645	169	398	175	202	432	377
Arrive On Green	0.12	0.44	0.44	0.03	0.35	0.35	0.05	0.11	0.11	0.06	0.12	0.12
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1564	3456	3554	1585
Grp Volume(v), veh/h	263	755	37	42	679	255	73	180	37	106	102	97
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1564	1728	1777	1585
Q Serve(g_s), s	4.0	8.3	0.7	0.7	8.4	6.2	1.1	2.6	1.2	1.6	1.4	2.7
Cycle Q Clear(g_c), s	4.0	8.3	0.7	0.7	8.4	6.2	1.1	2.6	1.2	1.6	1.4	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	403	1560	696	89	1238	645	169	398	175	202	432	377
V/C Ratio(X)	0.65	0.48	0.05	0.47	0.55	0.40	0.43	0.45	0.21	0.53	0.24	0.26
Avail Cap(c_a), veh/h	1260	3887	1734	1260	3887	1827	945	1620	713	1260	1620	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	11.0	8.8	26.3	14.4	11.5	25.3	22.8	22.1	25.1	21.8	17.0
Incr Delay (d2), s/veh	1.3	0.3	0.0	2.8	0.5	0.6	0.6	0.7	0.5	1.6	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.2	0.2	0.3	2.6	1.9	0.4	1.0	0.4	0.7	0.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	11.3	8.9	29.2	14.9	12.1	26.0	23.5	22.7	26.7	22.0	17.3
LnGrp LOS	C	B	A	C	B	B	C	C	C	C	C	B
Approach Vol, veh/h		1055			976			290			305	
Approach Delay, s/veh		14.5			14.8			24.0			22.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	30.1	6.7	11.7	11.4	25.1	7.2	11.1
Change Period (Y+Rc), s	* 5	6.0	* 4	* 5	* 5	6.0	* 4	* 5
Max Green Setting (Gmax), s	* 20	60.0	* 15	* 25	* 20	60.0	* 20	* 25
Max Q Clear Time (g_c+I1), s	2.7	10.3	3.1	4.7	6.0	10.4	3.6	4.6
Green Ext Time (p_c), s	0.0	8.0	0.1	0.7	0.5	8.7	0.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: Tharp Road & SR 20

06/19/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	678	107	115	767	299	99	247	198	274	245	44
Future Volume (veh/h)	37	678	107	115	767	299	99	247	198	274	245	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	737	70	125	834	190	108	268	111	298	266	41
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	1200	535	167	1325	590	142	349	295	412	358	55
Arrive On Green	0.06	0.34	0.34	0.09	0.37	0.37	0.08	0.19	0.19	0.12	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	1781	3554	1583	1781	1870	1580	3456	1583	244
Grp Volume(v), veh/h	40	737	70	125	834	190	108	268	111	298	0	307
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1583	1781	1870	1580	1728	0	1826
Q Serve(g_s), s	1.7	13.9	2.4	5.5	15.4	6.8	4.8	10.9	4.9	6.6	0.0	12.5
Cycle Q Clear(g_c), s	1.7	13.9	2.4	5.5	15.4	6.8	4.8	10.9	4.9	6.6	0.0	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	105	1200	535	167	1325	590	142	349	295	412	0	413
V/C Ratio(X)	0.38	0.61	0.13	0.75	0.63	0.32	0.76	0.77	0.38	0.72	0.00	0.74
Avail Cap(c_a), veh/h	557	2444	1090	557	2444	1089	557	702	593	1080	0	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	22.1	18.3	35.3	20.6	17.9	36.1	30.9	28.5	33.9	0.0	28.8
Incr Delay (d2), s/veh	2.3	0.9	0.2	6.5	0.9	0.5	8.2	3.6	0.8	2.4	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.3	0.9	2.5	5.8	2.4	2.3	5.0	1.8	2.8	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	23.0	18.5	41.8	21.4	18.4	44.2	34.5	29.3	36.4	0.0	31.4
LnGrp LOS	D	C	B	D	C	B	D	C	C	D	A	C
Approach Vol, veh/h		847			1149			487			605	
Approach Delay, s/veh		23.4			23.1			35.4			33.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	33.0	11.4	23.1	9.7	35.8	14.5	19.9
Change Period (Y+Rc), s	* 5	* 6	* 5	* 5	* 5	* 6	* 5	* 5
Max Green Setting (Gmax), s	25	* 55	* 25	* 30	* 25	* 55	* 25	* 30
Max Q Clear Time (g_c+I1), s	7.5	15.9	6.8	14.5	3.7	17.4	8.6	12.9
Green Ext Time (p_c), s	0.3	9.7	0.2	1.5	0.1	12.4	0.9	1.7

Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: North Walton Avenue & SR 20

06/19/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	931	170	222	929	187	168	361	163	133	485	128
Future Volume (veh/h)	114	931	170	222	929	187	168	361	163	133	485	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	970	102	231	968	136	175	376	102	139	505	119
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	1281	571	344	1298	578	341	786	350	335	624	146
Arrive On Green	0.09	0.36	0.36	0.10	0.37	0.37	0.10	0.22	0.22	0.10	0.22	0.22
Sat Flow, veh/h	1781	3554	1584	3456	3554	1582	3456	3554	1585	3456	2847	667
Grp Volume(v), veh/h	119	970	102	231	968	136	175	376	102	139	314	310
Grp Sat Flow(s),veh/h/ln	1781	1777	1584	1728	1777	1582	1728	1777	1585	1728	1777	1737
Q Serve(g_s), s	5.8	21.6	4.0	5.8	21.4	5.4	4.3	8.3	4.8	3.4	15.1	15.3
Cycle Q Clear(g_c), s	5.8	21.6	4.0	5.8	21.4	5.4	4.3	8.3	4.8	3.4	15.1	15.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	169	1281	571	344	1298	578	341	786	350	335	390	381
V/C Ratio(X)	0.70	0.76	0.18	0.67	0.75	0.24	0.51	0.48	0.29	0.42	0.81	0.81
Avail Cap(c_a), veh/h	395	1972	879	767	1972	878	767	986	440	767	493	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	25.3	19.7	39.1	24.9	19.9	38.5	30.6	29.2	38.3	33.3	33.4
Incr Delay (d2), s/veh	2.0	1.1	0.2	0.9	1.1	0.2	0.4	0.5	0.5	0.3	7.6	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	8.5	1.4	2.4	8.4	1.9	1.8	3.4	1.8	1.4	7.1	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	26.5	19.9	40.0	26.0	20.1	39.0	31.0	29.7	38.6	41.0	41.7
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1191			1335			653			763	
Approach Delay, s/veh		27.4			27.8			32.9			40.8	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	38.5	12.9	24.8	13.5	38.9	12.7	24.9
Change Period (Y+Rc), s	* 5	* 6	* 4	* 5	* 5	* 6	* 4	* 5
Max Green Setting (Gmax), s	20	* 50	* 20	* 25	* 20	* 50	* 20	* 25
Max Q Clear Time (g_c+I1), s	7.8	23.6	6.3	17.3	7.8	23.4	5.4	10.3
Green Ext Time (p_c), s	0.3	8.8	0.2	2.3	0.1	9.0	0.2	2.2

Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	28	70	38	26	93
Future Vol, veh/h	51	28	70	38	26	93
Conflicting Peds, #/hr	22	39	0	22	39	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	110	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	33	82	45	31	109

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	337	183	0	0	166	0
Stage 1	144	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	658	859	-	-	1412	-
Stage 1	883	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	606	796	-	-	1360	-
Mov Cap-2 Maneuver	653	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	653	796	1360	-
HCM Lane V/C Ratio	-	-	0.092	0.041	0.022	-
HCM Control Delay (s)	-	-	11.1	9.7	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	2	40	0	3	16	54	164	0	17	144	30
Future Vol, veh/h	63	2	40	0	3	16	54	164	0	17	144	30
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	2	47	0	4	19	64	193	0	20	169	35
Number of Lanes	1	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	9.2	8.4	8.3	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	16%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	4%	16%	0%	100%	62%
Vol Right, %	0%	0%	0%	0%	80%	84%	0%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	82	82	55	50	19	17	96	78
LT Vol	54	0	0	55	8	0	17	0	0
Through Vol	0	82	82	0	2	3	0	96	48
RT Vol	0	0	0	0	40	16	0	0	30
Lane Flow Rate	64	96	96	64	59	22	20	113	92
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.105	0.146	0.099	0.112	0.086	0.033	0.033	0.171	0.132
Departure Headway (Hd)	5.947	5.444	3.701	6.243	5.269	5.389	5.958	5.455	5.185
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	600	655	959	571	674	657	598	654	687
Service Time	3.708	3.205	1.46	4.02	3.046	3.18	3.724	3.221	2.95
HCM Lane V/C Ratio	0.107	0.147	0.1	0.112	0.088	0.033	0.033	0.173	0.134
HCM Control Delay	9.4	9.1	6.9	9.8	8.5	8.4	8.9	9.4	8.7
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0.5	0.3	0.4	0.3	0.1	0.1	0.6	0.5

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	197	8	1	167	23
Future Vol, veh/h	2	197	8	1	167	23
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	232	9	1	196	27
Number of Lanes	2	1	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	3	0
HCM Control Delay	6.8	8.1	8.9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	100%	1%	0%	100%	92%	0%
Vol Thru, %	100%	73%	0%	0%	0%	0%	8%	100%
Vol Right, %	0%	27%	0%	99%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	4	1	99	99	84	91	15
LT Vol	0	0	1	1	0	84	83	0
Through Vol	5	3	0	0	0	0	8	15
RT Vol	0	1	0	98	99	0	0	0
Lane Flow Rate	6	4	2	117	116	98	107	18
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	0.01	0.006	0.002	0.144	0.087	0.149	0.162	0.016
Departure Headway (Hd)	5.456	5.265	5.632	4.44	2.699	5.474	5.432	3.2
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	657	680	639	812	1335	652	657	1093
Service Time	3.184	2.993	3.334	2.142	0.4	3.233	3.191	0.994
HCM Lane V/C Ratio	0.009	0.006	0.003	0.144	0.087	0.15	0.163	0.016
HCM Control Delay	8.2	8	8.3	7.9	5.7	9.2	9.2	6
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0	0	0.5	0.3	0.5	0.6	0

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	154	81	17	118	75	50	103	10	95	190	21
Future Vol, veh/h	44	154	81	17	118	75	50	103	10	95	190	21
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	175	92	19	134	85	57	117	11	108	216	24
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11.8	11.7	12.1	13.5
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	91%	0%	100%	39%	0%	100%	34%	0%	100%	0%
Vol Right, %	0%	9%	0%	0%	61%	0%	0%	66%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	113	44	103	132	17	79	114	95	190	21
LT Vol	50	0	44	0	0	17	0	0	95	0	0
Through Vol	0	103	0	103	51	0	79	39	0	190	0
RT Vol	0	10	0	0	81	0	0	75	0	0	21
Lane Flow Rate	57	128	50	117	150	19	89	130	108	216	24
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.122	0.256	0.105	0.23	0.278	0.042	0.181	0.246	0.224	0.417	0.041
Departure Headway (Hd)	7.729	7.167	7.591	7.085	6.651	7.778	7.271	6.806	7.464	6.961	6.258
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	464	502	473	508	540	461	493	527	484	520	576
Service Time	5.467	4.905	5.33	4.823	4.389	5.518	5.011	4.545	5.164	4.661	3.958
HCM Lane V/C Ratio	0.123	0.255	0.106	0.23	0.278	0.041	0.181	0.247	0.223	0.415	0.042
HCM Control Delay	11.5	12.4	11.2	11.9	11.9	10.9	11.6	11.8	12.3	14.5	9.2
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B	A
HCM 95th-tile Q	0.4	1	0.3	0.9	1.1	0.1	0.7	1	0.9	2	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	268	186	680	829	33
Future Volume (Veh/h)	18	268	186	680	829	33
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	19	288	200	731	891	35
Pedestrians	1			1	1	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	0	
Right turn flare (veh)		5				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1676	465	927			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1676	465	927			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	70	47	73			
cM capacity (veh/h)	62	543	732			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	13	294	200	366	366	594	332
Volume Left	13	6	200	0	0	0	0
Volume Right	0	288	0	0	0	0	35
cSH	62	555	732	1700	1700	1700	1700
Volume to Capacity	0.20	0.53	0.27	0.21	0.21	0.35	0.20
Queue Length 95th (ft)	17	77	28	0	0	0	0
Control Delay (s)	76.7	19.9	11.8	0.0	0.0	0.0	0.0
Lane LOS	F	C	B				
Approach Delay (s)	22.3		2.5			0.0	
Approach LOS	C						

Intersection Summary				
Average Delay		4.2		
Intersection Capacity Utilization		47.9%	ICU Level of Service	A
Analysis Period (min)		15		

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	269	206	70	104	32
Future Vol, veh/h	35	269	206	70	104	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	292	224	76	113	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	300	0	-	0	630	262
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	368	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1261	-	-	-	446	777
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	700	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1261	-	-	-	430	777
Mov Cap-2 Maneuver	-	-	-	-	430	-
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	700	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1261	-	-	-	430	777
HCM Lane V/C Ratio	0.03	-	-	-	0.263	0.045
HCM Control Delay (s)	7.9	0	-	-	16.3	9.9
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	1	0.1

HCM 6th Signalized Intersection Summary
1: El Margarita Road & SR 20

06/28/2023

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1378	198	400	993	28	312
Future Volume (veh/h)	1378	198	400	993	28	312
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1378	126	400	993	28	218
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1488	135	435	2677	237	211
Arrive On Green	0.45	0.45	0.24	0.75	0.13	0.13
Sat Flow, veh/h	3387	300	1781	3647	1781	1585
Grp Volume(v), veh/h	740	764	400	993	28	218
Grp Sat Flow(s),veh/h/ln	1777	1816	1781	1777	1781	1585
Q Serve(g_s), s	30.9	31.4	17.3	7.6	1.1	10.5
Cycle Q Clear(g_c), s	30.9	31.4	17.3	7.6	1.1	10.5
Prop In Lane		0.17	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	803	821	435	2677	237	211
V/C Ratio(X)	0.92	0.93	0.92	0.37	0.12	1.03
Avail Cap(c_a), veh/h	821	839	440	2721	237	211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	20.5	29.1	3.3	30.2	34.3
Incr Delay (d2), s/veh	15.6	16.5	24.1	0.1	0.2	71.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	14.3	9.4	1.0	0.5	7.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.0	37.0	53.2	3.4	30.4	105.6
LnGrp LOS	D	D	D	A	C	F
Approach Vol, veh/h	1504			1393	246	
Approach Delay, s/veh	36.5			17.7	97.1	
Approach LOS	D			B	F	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.0	23.8	40.2		64.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		10.5	19.5	36.5		60.5
Max Q Clear Time (g_c+I1), s		12.5	19.3	33.4		9.6
Green Ext Time (p_c), s		0.0	0.0	2.3		7.3

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
2: Harter Parkway & SR 20

06/26/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	1264	118	324	1010	223	69	331	238	150	406	279
Future Volume (veh/h)	275	1264	118	324	1010	223	69	331	238	150	406	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	275	1264	75	324	1010	158	69	331	109	150	406	180
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	1497	667	313	1497	749	138	633	278	179	675	444
Arrive On Green	0.09	0.42	0.42	0.09	0.42	0.42	0.04	0.18	0.18	0.05	0.19	0.19
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1558	3456	3554	1585
Grp Volume(v), veh/h	275	1264	75	324	1010	158	69	331	109	150	406	180
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1558	1728	1777	1585
Q Serve(g_s), s	6.1	24.7	2.2	7.0	17.8	4.5	1.5	6.5	4.8	3.3	8.1	7.1
Cycle Q Clear(g_c), s	6.1	24.7	2.2	7.0	17.8	4.5	1.5	6.5	4.8	3.3	8.1	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	1497	667	313	1497	749	138	633	278	179	675	444
V/C Ratio(X)	0.88	0.84	0.11	1.04	0.67	0.21	0.50	0.52	0.39	0.84	0.60	0.40
Avail Cap(c_a), veh/h	313	1608	717	313	1608	799	179	1791	786	179	1791	942
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	20.1	13.6	35.2	18.1	11.9	36.4	28.8	28.1	36.4	28.7	22.6
Incr Delay (d2), s/veh	23.4	4.3	0.1	60.6	1.2	0.2	1.0	0.6	0.8	27.8	0.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	9.2	0.8	5.3	6.2	1.5	0.6	2.7	1.8	2.0	3.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.2	24.5	13.7	95.8	19.3	12.1	37.4	29.4	28.9	64.2	29.4	23.1
LnGrp LOS	E	C	B	F	B	B	D	C	C	E	C	C
Approach Vol, veh/h		1614			1492			509			736	
Approach Delay, s/veh		29.7			35.2			30.4			35.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	38.6	7.1	19.7	12.0	38.6	8.0	18.8
Change Period (Y+Rc), s	* 5	6.0	* 4	* 5	* 5	6.0	* 4	* 5
Max Green Setting (Gmax), s	* 7	35.0	* 4	* 39	* 7	35.0	* 4	* 39
Max Q Clear Time (g_c+I1), s	9.0	26.7	3.5	10.1	8.1	19.8	5.3	8.5
Green Ext Time (p_c), s	0.0	5.9	0.0	3.1	0.0	8.0	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: Tharp Road & SR 20

06/26/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1334	189	337	1304	309	99	243	219	180	305	88
Future Volume (veh/h)	80	1334	189	337	1304	309	99	243	219	180	305	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	1334	142	337	1304	230	99	243	82	180	305	75
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	1503	670	362	2009	893	116	483	215	234	394	95
Arrive On Green	0.06	0.42	0.42	0.20	0.57	0.57	0.06	0.14	0.14	0.07	0.14	0.14
Sat Flow, veh/h	1781	3554	1584	1781	3554	1580	1781	3554	1578	3456	2837	687
Grp Volume(v), veh/h	80	1334	142	337	1304	230	99	243	82	180	189	191
Grp Sat Flow(s),veh/h/ln	1781	1777	1584	1781	1777	1580	1781	1777	1578	1728	1777	1747
Q Serve(g_s), s	5.4	42.8	7.0	22.9	31.1	9.1	6.8	7.8	5.8	6.3	12.7	13.0
Cycle Q Clear(g_c), s	5.4	42.8	7.0	22.9	31.1	9.1	6.8	7.8	5.8	6.3	12.7	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	108	1503	670	362	2009	893	116	483	215	234	247	242
V/C Ratio(X)	0.74	0.89	0.21	0.93	0.65	0.26	0.86	0.50	0.38	0.77	0.77	0.79
Avail Cap(c_a), veh/h	188	1556	694	376	2009	893	116	1009	448	252	519	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	32.9	22.6	48.3	18.4	13.6	57.1	49.4	48.5	56.5	51.2	51.3
Incr Delay (d2), s/veh	9.5	6.8	0.3	29.1	0.9	0.3	43.2	0.8	1.1	12.7	5.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	18.7	2.6	12.8	11.9	3.2	4.4	3.5	2.4	3.1	5.9	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.4	39.7	22.8	77.4	19.3	13.9	100.3	50.2	49.7	69.2	56.2	56.9
LnGrp LOS	E	D	C	E	B	B	F	D	D	E	E	E
Approach Vol, veh/h		1556			1871			424			560	
Approach Delay, s/veh		39.5			29.1			61.8			60.6	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	58.1	13.0	22.1	12.5	75.7	13.3	21.8
Change Period (Y+Rc), s	* 5	* 6	* 5	* 5	* 5	* 6	* 5	* 5
Max Green Setting (Gmax), s	26.0	* 54	* 8	* 36	* 13	* 67	* 9	* 35
Max Q Clear Time (g_c+I1), s	24.9	44.8	8.8	15.0	7.4	33.1	8.3	9.8
Green Ext Time (p_c), s	0.1	7.4	0.0	2.1	0.1	20.3	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: North Walton Avenue & SR 20

06/26/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	1401	195	294	1590	325	211	479	251	165	501	198
Future Volume (veh/h)	165	1401	195	294	1590	325	211	479	251	165	501	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	165	1401	135	294	1590	205	211	479	107	165	501	149
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	1668	161	335	1744	541	334	851	380	330	642	190
Arrive On Green	0.11	0.35	0.35	0.10	0.34	0.34	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	1781	4736	456	3456	5106	1585	3456	3554	1585	3456	2693	796
Grp Volume(v), veh/h	165	1007	529	294	1590	205	211	479	107	165	330	320
Grp Sat Flow(s),veh/h/ln	1781	1702	1788	1728	1702	1585	1728	1777	1585	1728	1777	1712
Q Serve(g_s), s	8.5	25.2	25.3	7.8	27.6	9.1	5.5	11.0	5.1	4.2	16.1	16.3
Cycle Q Clear(g_c), s	8.5	25.2	25.3	7.8	27.6	9.1	5.5	11.0	5.1	4.2	16.1	16.3
Prop In Lane	1.00		0.26	1.00		1.00	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	192	1199	630	335	1744	541	334	851	380	330	424	408
V/C Ratio(X)	0.86	0.84	0.84	0.88	0.91	0.38	0.63	0.56	0.28	0.50	0.78	0.78
Avail Cap(c_a), veh/h	192	1211	636	335	1761	547	335	1302	581	335	651	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	27.6	27.6	41.3	29.2	23.1	40.3	31.0	28.8	39.8	33.0	33.1
Incr Delay (d2), s/veh	29.1	5.5	9.9	21.4	7.7	0.5	2.9	0.6	0.4	0.4	3.2	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	10.3	11.6	4.2	11.6	3.2	2.4	4.5	1.9	1.8	7.1	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.8	33.1	37.5	62.7	36.9	23.6	43.2	31.6	29.2	40.3	36.3	36.7
LnGrp LOS	E	C	D	E	D	C	D	C	C	D	D	D
Approach Vol, veh/h		1701			2089			797			815	
Approach Delay, s/veh		38.1			39.2			34.4			37.3	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	38.7	13.0	27.1	15.0	37.7	12.9	27.2
Change Period (Y+Rc), s	* 5	* 6	* 4	* 5	* 5	* 6	* 4	* 5
Max Green Setting (Gmax), s	9.0	* 33	* 9	* 34	* 10	* 32	* 9	* 34
Max Q Clear Time (g_c+I1), s	10.1	27.3	7.5	18.3	10.5	29.6	6.2	13.0
Green Ext Time (p_c), s	0.0	4.4	0.1	3.5	0.0	2.1	0.1	3.1

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	211	185	140	286	223	282
Future Vol, veh/h	211	185	140	286	223	282
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	110	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	211	185	140	286	223	282

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1013	284	0	0	427	0
Stage 1	284	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	265	755	-	-	1132	-
Stage 1	764	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	212	754	-	-	1131	-
Mov Cap-2 Maneuver	313	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	383	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.2	0	4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	313	754	1131	-
HCM Lane V/C Ratio	-	-	0.674	0.245	0.197	-
HCM Control Delay (s)	-	-	37.3	11.3	9	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	4.6	1	0.7	-

Intersection	
Intersection Delay, s/veh	52.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	443	5	275	0	1	9	312	224	2	28	415	275
Future Vol, veh/h	443	5	275	0	1	9	312	224	2	28	415	275
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	443	5	275	0	1	9	312	224	2	28	415	275
Number of Lanes	1	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	59.8	14.2	37.7	58
HCM LOS	F	B	E	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	19%	0%	100%	0%	0%
Vol Thru, %	0%	100%	97%	0%	1%	10%	0%	100%	33%
Vol Right, %	0%	0%	3%	0%	79%	90%	0%	0%	67%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	312	149	77	377	346	10	28	277	413
LT Vol	312	0	0	377	66	0	28	0	0
Through Vol	0	149	75	0	5	1	0	277	138
RT Vol	0	0	2	0	275	9	0	0	275
Lane Flow Rate	312	149	77	377	346	10	28	277	413
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.867	0.393	0.202	0.996	0.822	0.03	0.077	0.716	1.014
Departure Headway (Hd)	10.155	9.634	9.615	9.668	8.692	11.159	9.839	9.319	8.835
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	359	376	376	377	419	323	366	390	413
Service Time	7.855	7.334	7.315	7.368	6.392	8.859	7.539	7.019	6.535
HCM Lane V/C Ratio	0.869	0.396	0.205	1	0.826	0.031	0.077	0.71	1
HCM Control Delay	52.6	18.4	14.7	77.3	40.8	14.2	13.4	32.3	78.3
HCM Lane LOS	F	C	B	F	E	B	B	D	F
HCM 95th-tile Q	8.2	1.8	0.7	11.7	7.6	0.1	0.2	5.4	12.8

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	49	449	60	32	589	75
Future Vol, veh/h	49	449	60	32	589	75
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	449	60	32	589	75
Number of Lanes	2	1	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Righ	SB	WB	
Conflicting Lanes Right	3	3	0
HCM Control Delay	10.4	10.5	16.7
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	100%	7%	0%	100%	92%	0%
Vol Thru, %	100%	38%	0%	0%	0%	0%	8%	100%
Vol Right, %	0%	62%	0%	93%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	52	33	241	225	295	320	50
LT Vol	0	0	33	16	0	295	295	0
Through Vol	40	20	0	0	0	0	25	50
RT Vol	0	32	0	225	225	0	0	0
Lane Flow Rate	40	52	33	241	224	294	320	50
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	0.081	0.099	0.064	0.393	0.253	0.539	0.581	0.06
Departure Headway (Hd)	7.315	6.877	6.998	5.876	4.056	6.592	6.552	4.34
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	489	519	512	612	882	548	553	825
Service Time	5.077	4.639	4.743	3.621	1.8	4.323	4.284	2.071
HCM Lane V/C Ratio	0.082	0.1	0.064	0.394	0.254	0.536	0.579	0.061
HCM Control Delay	10.7	10.4	10.2	12.4	8.2	16.8	18	7.3
HCM Lane LOS	B	B	B	B	A	C	C	A
HCM 95th-tile Q	0.3	0.3	0.2	1.9	1	3.2	3.7	0.2

Intersection	
Intersection Delay, s/veh	34
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	135	294	138	13	580	150	178	166	11	71	131	82
Future Vol, veh/h	135	294	138	13	580	150	178	166	11	71	131	82
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	135	294	138	13	580	150	178	166	11	71	131	82
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	22	56.1	20.3	17
HCM LOS	C	F	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	83%	0%	100%	42%	0%	100%	56%	0%	100%	35%
Vol Right, %	0%	0%	17%	0%	0%	58%	0%	0%	44%	0%	0%	65%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	178	111	66	135	196	236	13	387	343	71	87	126
LT Vol	178	0	0	135	0	0	13	0	0	71	0	0
Through Vol	0	111	55	0	196	98	0	387	193	0	87	44
RT Vol	0	0	11	0	0	138	0	0	150	0	0	82
Lane Flow Rate	178	111	66	135	196	236	13	387	343	71	87	126
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.52	0.308	0.182	0.372	0.513	0.591	0.035	0.973	0.835	0.213	0.249	0.343
Departure Headway (Hd)	10.518	10.018	9.902	9.917	9.417	9.008	9.559	9.059	8.753	10.781	10.281	9.825
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	342	359	362	362	382	401	374	398	412	332	348	366
Service Time	8.299	7.799	7.683	7.688	7.188	6.779	7.328	6.828	6.522	8.565	8.065	7.608
HCM Lane V/C Ratio	0.52	0.309	0.182	0.373	0.513	0.589	0.035	0.972	0.833	0.214	0.25	0.344
HCM Control Delay	24.2	17.2	14.9	18.5	21.8	24.1	12.7	69.3	42.9	16.5	16.5	17.7
HCM Lane LOS	C	C	B	C	C	C	B	F	E	C	C	C
HCM 95th-tile Q	2.9	1.3	0.7	1.7	2.8	3.7	0.1	11.3	7.9	0.8	1	1.5

HCM Unsignalized Intersection Capacity Analysis
9: North Walton Avenue & Lassen Boulevard

06/27/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	361	685	930	758	99
Future Volume (Veh/h)	21	361	685	930	758	99
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	21	361	685	930	758	99
Pedestrians	3			3	3	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	0	
Right turn flare (veh)		5				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2648	434	860			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2648	434	860			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	36	12			
cM capacity (veh/h)	2	566	775			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	14	368	685	465	465	505	352
Volume Left	14	7	685	0	0	0	0
Volume Right	0	361	0	0	0	0	99
cSH	2	106	775	1700	1700	1700	1700
Volume to Capacity	6.49	3.46	0.88	0.27	0.27	0.30	0.21
Queue Length 95th (ft)	Err	Err	284	0	0	0	0
Control Delay (s)	Err	Err	33.8	0.0	0.0	0.0	0.0
Lane LOS	F	F	D				
Approach Delay (s)	Err		14.3			0.0	
Approach LOS	F						

Intersection Summary				
Average Delay		1346.5		
Intersection Capacity Utilization		76.4%	ICU Level of Service	D
Analysis Period (min)		15		

HCM 6th Signalized Intersection Summary
9: North Walton Avenue & Lassen Boulevard

06/27/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	361	685	930	758	99
Future Volume (veh/h)	21	361	685	930	758	99
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	253	685	930	758	69
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	634	291	727	2569	881	80
Arrive On Green	0.18	0.18	0.41	0.72	0.27	0.27
Sat Flow, veh/h	3456	1585	1781	3647	3385	300
Grp Volume(v), veh/h	21	253	685	930	409	418
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1814
Q Serve(g_s), s	0.5	14.9	35.5	9.4	21.0	21.1
Cycle Q Clear(g_c), s	0.5	14.9	35.5	9.4	21.0	21.1
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	634	291	727	2569	476	486
V/C Ratio(X)	0.03	0.87	0.94	0.36	0.86	0.86
Avail Cap(c_a), veh/h	1079	495	862	2997	555	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	38.1	27.3	5.0	33.5	33.5
Incr Delay (d2), s/veh	0.0	8.5	16.6	0.1	11.5	11.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	12.9	17.0	2.4	10.0	10.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.2	46.6	43.9	5.1	45.0	44.8
LnGrp LOS	C	D	D	A	D	D
Approach Vol, veh/h	274			1615	827	
Approach Delay, s/veh	45.5			21.6	44.9	
Approach LOS	D			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.9		22.1	43.7	30.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		81.0		30.0	46.5	30.0
Max Q Clear Time (g_c+I1), s		11.4		16.9	37.5	23.1
Green Ext Time (p_c), s		7.3		0.7	1.7	2.7

Intersection Summary		
HCM 6th Ctrl Delay		31.1
HCM 6th LOS		C

HCM 6th Signalized Intersection Summary
10: Franklin Road & El Margarita Road

06/26/2023

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	80	428	391	638	209	56
Future Volume (veh/h)	80	428	391	638	209	56
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	428	391	447	209	39
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	284	1229	819	731	318	283
Arrive On Green	0.46	0.46	0.46	0.46	0.18	0.18
Sat Flow, veh/h	203	2751	1870	1585	1781	1585
Grp Volume(v), veh/h	250	258	391	447	209	39
Grp Sat Flow(s),veh/h/ln	1252	1617	1777	1585	1781	1585
Q Serve(g_s), s	0.4	2.6	3.8	5.3	2.7	0.5
Cycle Q Clear(g_c), s	5.7	2.6	3.8	5.3	2.7	0.5
Prop In Lane	0.32			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	767	745	819	731	318	283
V/C Ratio(X)	0.33	0.35	0.48	0.61	0.66	0.14
Avail Cap(c_a), veh/h	1195	1334	1466	1308	1812	1613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.2	4.3	4.7	5.1	9.5	8.6
Incr Delay (d2), s/veh	0.2	0.3	0.4	0.8	2.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.2	0.3	0.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.5	4.6	5.1	5.9	11.9	8.9
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		508	838		248	
Approach Delay, s/veh		4.5	5.5		11.4	
Approach LOS		A	A		B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		16.0		9.0		16.0
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		20.6		25.4		20.6
Max Q Clear Time (g_c+I1), s		7.7		4.7		7.3
Green Ext Time (p_c), s		2.8		0.7		4.2

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
1: El Margarita Road & SR 20

06/28/2023

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1465	26	150	1369	9	290
Future Volume (veh/h)	1465	26	150	1369	9	290
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1465	18	150	1369	9	203
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1721	21	191	2386	281	250
Arrive On Green	0.48	0.48	0.11	0.67	0.16	0.16
Sat Flow, veh/h	3689	44	1781	3647	1781	1585
Grp Volume(v), veh/h	724	759	150	1369	9	203
Grp Sat Flow(s),veh/h/ln	1777	1862	1781	1777	1781	1585
Q Serve(g_s), s	18.9	18.9	4.3	10.8	0.2	6.5
Cycle Q Clear(g_c), s	18.9	18.9	4.3	10.8	0.2	6.5
Prop In Lane		0.02	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	851	892	191	2386	281	250
V/C Ratio(X)	0.85	0.85	0.78	0.57	0.03	0.81
Avail Cap(c_a), veh/h	927	972	253	2663	389	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	12.1	22.9	4.6	18.8	21.4
Incr Delay (d2), s/veh	7.1	6.9	11.1	0.2	0.0	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	6.4	2.1	1.0	0.1	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.2	19.0	34.0	4.9	18.8	31.2
LnGrp LOS	B	B	C	A	B	C
Approach Vol, veh/h	1483			1519	212	
Approach Delay, s/veh	19.1			7.7	30.7	
Approach LOS	B			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		12.8	10.2	29.7		39.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		11.5	7.5	27.5		39.5
Max Q Clear Time (g_c+I1), s		8.5	6.3	20.9		12.8
Green Ext Time (p_c), s		0.2	0.0	4.3		10.3

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
2: Harter Parkway & SR 20

06/26/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	438	1257	79	52	1130	494	112	296	174	176	166	286
Future Volume (veh/h)	438	1257	79	52	1130	494	112	296	174	176	166	286
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	438	1257	55	52	1130	425	112	296	45	176	166	161
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	333	1743	777	95	1498	756	183	538	237	190	545	396
Arrive On Green	0.10	0.49	0.49	0.03	0.42	0.42	0.05	0.15	0.15	0.06	0.15	0.15
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1569	3456	3554	1585
Grp Volume(v), veh/h	438	1257	55	52	1130	425	112	296	45	176	166	161
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1569	1728	1777	1585
Q Serve(g_s), s	7.0	20.2	1.3	1.1	19.6	13.9	2.3	5.6	1.8	3.7	3.0	6.2
Cycle Q Clear(g_c), s	7.0	20.2	1.3	1.1	19.6	13.9	2.3	5.6	1.8	3.7	3.0	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	1743	777	95	1498	756	183	538	237	190	545	396
V/C Ratio(X)	1.31	0.72	0.07	0.55	0.75	0.56	0.61	0.55	0.19	0.92	0.30	0.41
Avail Cap(c_a), veh/h	333	1910	852	143	1714	852	190	1910	843	190	1910	1005
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	14.6	9.8	34.8	17.8	13.6	33.6	28.5	26.9	34.1	27.3	22.7
Incr Delay (d2), s/veh	161.2	1.4	0.1	3.6	1.9	0.9	3.7	0.8	0.3	43.9	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	6.4	0.4	0.5	6.7	4.5	1.0	2.3	0.7	2.6	1.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	194.0	16.0	9.8	38.4	19.7	14.5	37.3	29.3	27.3	78.1	27.6	23.3
LnGrp LOS	F	B	A	D	B	B	D	C	C	E	C	C
Approach Vol, veh/h		1750			1607			453			503	
Approach Delay, s/veh		60.3			18.9			31.1			43.9	
Approach LOS		E			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	41.6	7.9	16.1	12.0	36.6	8.0	16.0
Change Period (Y+Rc), s	* 5	6.0	* 4	* 5	* 5	6.0	* 4	* 5
Max Green Setting (Gmax), s	* 3	39.0	* 4	* 39	* 7	35.0	* 4	* 39
Max Q Clear Time (g_c+I1), s	3.8	22.2	4.3	8.2	9.0	21.6	5.7	7.6
Green Ext Time (p_c), s	0.0	9.9	0.0	1.4	0.0	9.0	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: Tharp Road & SR 20

06/26/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1255	200	209	1420	559	185	460	365	512	456	80
Future Volume (veh/h)	67	1255	200	209	1420	559	185	460	365	512	456	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	1255	121	209	1420	327	185	460	185	512	456	69
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	1320	589	222	1552	692	213	611	272	545	650	98
Arrive On Green	0.06	0.37	0.37	0.12	0.44	0.44	0.12	0.17	0.17	0.16	0.21	0.21
Sat Flow, veh/h	1781	3554	1585	1781	3554	1584	1781	3554	1580	3456	3097	466
Grp Volume(v), veh/h	67	1255	121	209	1420	327	185	460	185	512	261	264
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1584	1781	1777	1580	1728	1777	1786
Q Serve(g_s), s	4.4	41.3	6.3	14.0	45.2	17.7	12.3	14.8	13.2	17.7	16.4	16.5
Cycle Q Clear(g_c), s	4.4	41.3	6.3	14.0	45.2	17.7	12.3	14.8	13.2	17.7	16.4	16.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	106	1320	589	222	1552	692	213	611	272	545	373	375
V/C Ratio(X)	0.63	0.95	0.21	0.94	0.91	0.47	0.87	0.75	0.68	0.94	0.70	0.71
Avail Cap(c_a), veh/h	118	1327	592	222	1552	692	266	1032	459	545	531	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	36.8	25.8	52.3	31.8	24.1	52.1	47.4	46.8	50.2	44.1	44.1
Incr Delay (d2), s/veh	9.0	14.7	0.3	44.5	9.0	0.9	21.3	1.9	3.0	24.5	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	19.7	2.4	8.8	20.0	6.6	6.7	6.7	5.4	9.4	7.4	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	51.5	26.1	96.8	40.9	24.9	73.4	49.4	49.8	74.6	46.4	46.6
LnGrp LOS	E	D	C	F	D	C	E	D	D	E	D	D
Approach Vol, veh/h		1443			1956			830			1037	
Approach Delay, s/veh		49.9			44.2			54.8			60.4	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	50.8	19.4	30.3	12.2	58.6	24.0	25.7
Change Period (Y+Rc), s	* 5	* 6	* 5	* 5	* 5	* 6	* 5	* 5
Max Green Setting (Gmax), s	* 15	* 45	* 18	* 36	* 8	* 52	* 19	* 35
Max Q Clear Time (g_c+I1), s	16.0	43.3	14.3	18.5	6.4	47.2	19.7	16.8
Green Ext Time (p_c), s	0.0	1.4	0.2	2.8	0.0	4.3	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	50.6
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: North Walton Avenue & SR 20

06/26/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	1728	318	415	1721	350	314	673	305	249	907	234
Future Volume (veh/h)	208	1728	318	415	1721	350	314	673	305	249	907	234
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	208	1728	183	415	1721	243	314	673	183	249	907	210
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	1737	183	384	1853	574	282	1008	450	299	825	191
Arrive On Green	0.12	0.37	0.37	0.11	0.36	0.36	0.08	0.28	0.28	0.09	0.29	0.29
Sat Flow, veh/h	1781	4690	495	3456	5106	1582	3456	3554	1585	3456	2855	660
Grp Volume(v), veh/h	208	1253	658	415	1721	243	314	673	183	249	564	553
Grp Sat Flow(s),veh/h/ln	1781	1702	1781	1728	1702	1582	1728	1777	1585	1728	1777	1739
Q Serve(g_s), s	15.7	49.5	49.9	15.0	43.7	15.6	11.0	22.6	12.6	9.6	39.0	39.0
Cycle Q Clear(g_c), s	15.7	49.5	49.9	15.0	43.7	15.6	11.0	22.6	12.6	9.6	39.0	39.0
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	211	1261	660	384	1853	574	282	1008	450	299	513	502
V/C Ratio(X)	0.99	0.99	1.00	1.08	0.93	0.42	1.12	0.67	0.41	0.83	1.10	1.10
Avail Cap(c_a), veh/h	211	1261	660	384	1853	574	282	1008	450	358	513	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.4	42.3	42.5	60.0	41.3	32.4	62.0	42.7	39.1	60.7	48.0	48.0
Incr Delay (d2), s/veh	57.4	23.7	34.6	69.3	8.9	0.6	88.2	1.7	0.6	11.3	69.5	70.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	24.0	27.3	10.1	19.1	5.9	8.2	9.9	4.9	4.7	26.9	26.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	116.8	66.1	77.0	129.3	50.2	33.0	150.2	44.4	39.7	72.0	117.5	118.5
LnGrp LOS	F	E	E	F	D	C	F	D	D	E	F	F
Approach Vol, veh/h		2119			2379			1170			1366	
Approach Delay, s/veh		74.5			62.2			72.1			109.6	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	56.0	15.0	44.0	21.0	55.0	15.7	43.3
Change Period (Y+Rc), s	* 5	* 6	* 4	* 5	* 5	* 6	* 4	* 5
Max Green Setting (Gmax), s	* 15	* 50	* 11	* 39	* 16	* 49	* 14	* 36
Max Q Clear Time (g_c+I1), s	17.0	51.9	13.0	41.0	17.7	45.7	11.6	24.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.9	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	76.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: El Margarita Road & Spirit Drive

06/26/2023

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	90	52	131	67	49	174
Future Vol, veh/h	90	52	131	67	49	174
Conflicting Peds, #/hr	22	39	0	22	39	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	110	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	52	131	67	49	174

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	498	243	0	0	237	0
Stage 1	204	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	532	796	-	-	1330	-
Stage 1	830	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	483	738	-	-	1281	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	712	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	562	738	1281	-
HCM Lane V/C Ratio	-	-	0.16	0.07	0.038	-
HCM Control Delay (s)	-	-	12.6	10.2	7.9	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.2	0.1	-

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	118	2	75	0	3	16	101	307	0	15	269	56
Future Vol, veh/h	118	2	75	0	3	16	101	307	0	15	269	56
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	118	2	75	0	3	16	101	307	0	15	269	56
Number of Lanes	1	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	10.8	9.4	9.9	11
HCM LOS	B	A	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	18%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	2%	16%	0%	100%	62%
Vol Right, %	0%	0%	0%	0%	80%	84%	0%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	154	154	101	94	19	15	179	146
LT Vol	101	0	0	101	17	0	15	0	0
Through Vol	0	154	154	0	2	3	0	179	90
RT Vol	0	0	0	0	75	16	0	0	56
Lane Flow Rate	101	154	154	101	94	19	15	179	146
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.185	0.26	0.186	0.199	0.158	0.034	0.028	0.307	0.238
Departure Headway (Hd)	6.608	6.103	4.351	7.069	6.095	6.457	6.667	6.162	5.89
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	543	588	823	507	587	553	537	583	609
Service Time	4.347	3.842	2.089	4.817	3.843	4.218	4.408	3.902	3.63
HCM Lane V/C Ratio	0.186	0.262	0.187	0.199	0.16	0.034	0.028	0.307	0.24
HCM Control Delay	10.8	11	8.1	11.6	10	9.4	9.6	11.6	10.5
HCM Lane LOS	B	B	A	B	A	A	A	B	B
HCM 95th-tile Q	0.7	1	0.7	0.7	0.6	0.1	0.1	1.3	0.9

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	368	15	2	312	43
Future Vol, veh/h	4	368	15	2	312	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	368	15	2	312	43
Number of Lanes	2	1	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Righ	SB	WB	
Conflicting Lanes Right	3	3	0
HCM Control Delay	7.8	8.8	10.4
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	100%	1%	0%	100%	92%	0%
Vol Thru, %	100%	71%	0%	0%	0%	0%	8%	100%
Vol Right, %	0%	29%	0%	99%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	7	3	185	184	156	170	29
LT Vol	0	0	3	1	0	156	156	0
Through Vol	10	5	0	0	0	0	14	29
RT Vol	0	2	0	184	184	0	0	0
Lane Flow Rate	10	7	3	185	184	156	170	29
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	0.017	0.011	0.004	0.247	0.157	0.255	0.276	0.029
Departure Headway (Hd)	6.04	5.838	5.997	4.806	3.064	5.884	5.842	3.641
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	587	607	598	749	1168	615	618	989
Service Time	3.832	3.631	3.721	2.53	0.788	3.584	3.542	1.341
HCM Lane V/C Ratio	0.017	0.012	0.005	0.247	0.158	0.254	0.275	0.029
HCM Control Delay	8.9	8.7	8.7	9.1	6.4	10.6	10.8	6.4
HCM Lane LOS	A	A	A	A	A	B	B	A
HCM 95th-tile Q	0.1	0	0	1	0.6	1	1.1	0.1

Intersection	
Intersection Delay, s/veh	19.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	277	148	32	213	140	90	193	19	178	355	37
Future Vol, veh/h	80	277	148	32	213	140	90	193	19	178	355	37
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	277	148	32	213	140	90	193	19	178	355	37
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	20	18.9	16.1	20.3
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	77%	0%	100%	38%	0%	100%	34%	0%	100%	76%
Vol Right, %	0%	0%	23%	0%	0%	62%	0%	0%	66%	0%	0%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	129	83	80	185	240	32	142	211	178	237	155
LT Vol	90	0	0	80	0	0	32	0	0	178	0	0
Through Vol	0	129	64	0	185	92	0	142	71	0	237	118
RT Vol	0	0	19	0	0	148	0	0	140	0	0	37
Lane Flow Rate	90	129	83	80	185	240	32	142	211	178	237	155
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.251	0.34	0.217	0.211	0.461	0.572	0.087	0.367	0.518	0.461	0.58	0.373
Departure Headway (Hd)	10.021	9.521	9.361	9.492	8.992	8.561	9.802	9.302	8.838	9.32	8.82	8.653
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	358	377	383	378	401	421	365	386	407	386	409	416
Service Time	7.783	7.283	7.123	7.248	6.748	6.317	7.562	7.062	6.597	7.075	6.575	6.408
HCM Lane V/C Ratio	0.251	0.342	0.217	0.212	0.461	0.57	0.088	0.368	0.518	0.461	0.579	0.373
HCM Control Delay	16.1	17.1	14.7	14.8	19.3	22.2	13.5	17.4	20.8	19.8	23.1	16.5
HCM Lane LOS	C	C	B	B	C	C	B	C	C	C	C	C
HCM 95th-tile Q	1	1.5	0.8	0.8	2.4	3.5	0.3	1.6	2.9	2.4	3.6	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	492	340	1272	1551	62
Future Volume (Veh/h)	32	492	340	1272	1551	62
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	32	492	340	1272	1551	62
Pedestrians	1			1	1	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	0	
Right turn flare (veh)		5				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2900	808	1614			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2900	808	1614			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	0	15			
cM capacity (veh/h)	2	323	400			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	21	503	340	636	636	1034	579
Volume Left	21	11	340	0	0	0	0
Volume Right	0	492	0	0	0	0	62
cSH	2	75	400	1700	1700	1700	1700
Volume to Capacity	11.47	6.73	0.85	0.37	0.37	0.61	0.34
Queue Length 95th (ft)	Err	Err	204	0	0	0	0
Control Delay (s)	Err	Err	48.0	0.0	0.0	0.0	0.0
Lane LOS	F	F	E				
Approach Delay (s)	Err		10.1			0.0	
Approach LOS	F						

Intersection Summary			
Average Delay	1401.9		
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		

HCM 6th Signalized Intersection Summary
9: North Walton Avenue & Lassen Boulevard

06/27/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	492	340	1272	1551	62
Future Volume (veh/h)	32	492	340	1272	1551	62
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	344	340	1272	1551	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	806	370	357	2452	1593	44
Arrive On Green	0.23	0.23	0.20	0.69	0.45	0.45
Sat Flow, veh/h	3456	1585	1781	3647	3625	98
Grp Volume(v), veh/h	32	344	340	1272	779	815
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1853
Q Serve(g_s), s	0.8	24.9	22.1	20.3	50.2	50.6
Cycle Q Clear(g_c), s	0.8	24.9	22.1	20.3	50.2	50.6
Prop In Lane	1.00	1.00	1.00			0.05
Lane Grp Cap(c), veh/h	806	370	357	2452	801	835
V/C Ratio(X)	0.04	0.93	0.95	0.52	0.97	0.98
Avail Cap(c_a), veh/h	888	407	357	2453	802	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	44.0	46.3	8.8	31.4	31.5
Incr Delay (d2), s/veh	0.0	26.6	35.1	0.2	25.0	25.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	22.5	12.9	6.5	25.4	26.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.8	70.6	81.4	9.0	56.4	56.7
LnGrp LOS	C	E	F	A	E	E
Approach Vol, veh/h	376			1612	1594	
Approach Delay, s/veh	67.5			24.2	56.6	
Approach LOS	E			C	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		85.3		31.8	28.0	57.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		80.9		30.1	23.5	52.9
Max Q Clear Time (g_c+I1), s		22.3		26.9	24.1	52.6
Green Ext Time (p_c), s		11.9		0.4	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
10: Franklin Road & El Margarita Road

06/26/2023

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	503	385	129	193	56
Future Volume (veh/h)	64	503	385	129	193	56
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	503	385	90	193	39
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	290	1159	1078	249	320	285
Arrive On Green	0.38	0.38	0.38	0.38	0.18	0.18
Sat Flow, veh/h	199	3168	2959	663	1781	1585
Grp Volume(v), veh/h	300	267	237	238	193	39
Grp Sat Flow(s),veh/h/ln	1665	1617	1777	1751	1781	1585
Q Serve(g_s), s	0.0	2.5	1.9	2.0	2.0	0.4
Cycle Q Clear(g_c), s	2.4	2.5	1.9	2.0	2.0	0.4
Prop In Lane	0.21			0.38	1.00	1.00
Lane Grp Cap(c), veh/h	842	608	668	659	320	285
V/C Ratio(X)	0.36	0.44	0.36	0.36	0.60	0.14
Avail Cap(c_a), veh/h	1815	1635	1797	1771	2241	1994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.7	4.7	4.6	4.6	7.6	7.0
Incr Delay (d2), s/veh	0.3	0.5	0.3	0.3	1.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.1	0.1	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	5.2	4.9	4.9	9.5	7.2
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		567	475		232	
Approach Delay, s/veh		5.1	4.9		9.1	
Approach LOS		A	A		A	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			12.1		8.1	12.1
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			20.5		25.5	20.5
Max Q Clear Time (g_c+I1), s			4.5		4.0	4.0
Green Ext Time (p_c), s			3.1		0.7	2.3

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

Appendix C

Traffic Signal Warrant Spreadsheets

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Warrant 3: Peak-Hour Volumes and Delay

N. Walton Ave & Lassen Blvd
Yuba City

Project Name: TIS for the Harter Parkway Career Technical Building Project

Intersection: 1

	Major Street	Minor Street
Street Name	N. Walton Ave	Lassen Blvd
Direction	N-S	E-W
Number of Lanes	2	3
Approach Speed	45	35

Population less than 10,000? No
Date of Count: Tuesday, April 18, 2023
Scenario: AM Existing

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

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

Condition A1 — Not Met

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

Minor Approach Delay: 0.84 vehicle-hours

Condition A2 — Met

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

Minor Approach Volume: 204 vph

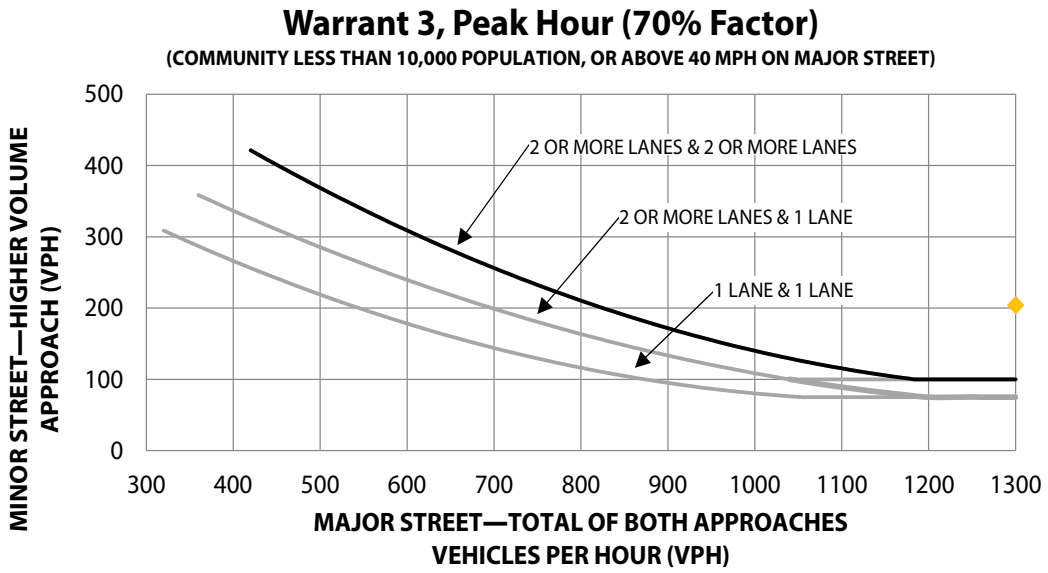
Condition A3 — Met

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

Total Entering Volume: 1525 vph

Condition B — Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

N. Walton Ave & Lassen Blvd
Yuba City

Project Name: TIS for the Harter Parkway Career Technical Building Project

Intersection: 1

	Major Street	Minor Street
Street Name	N. Walton Ave	Lassen Blvd
Direction	N-S	E-W
Number of Lanes	2	3
Approach Speed	45	35

Population less than 10,000? No
Date of Count: Tuesday, April 18, 2023
Scenario: PM Existing

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

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

Condition A1 — Not Met

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

Minor Approach Delay: 1.7 vehicle-hours

Condition A2 — Met

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

Minor Approach Volume: 280 vph

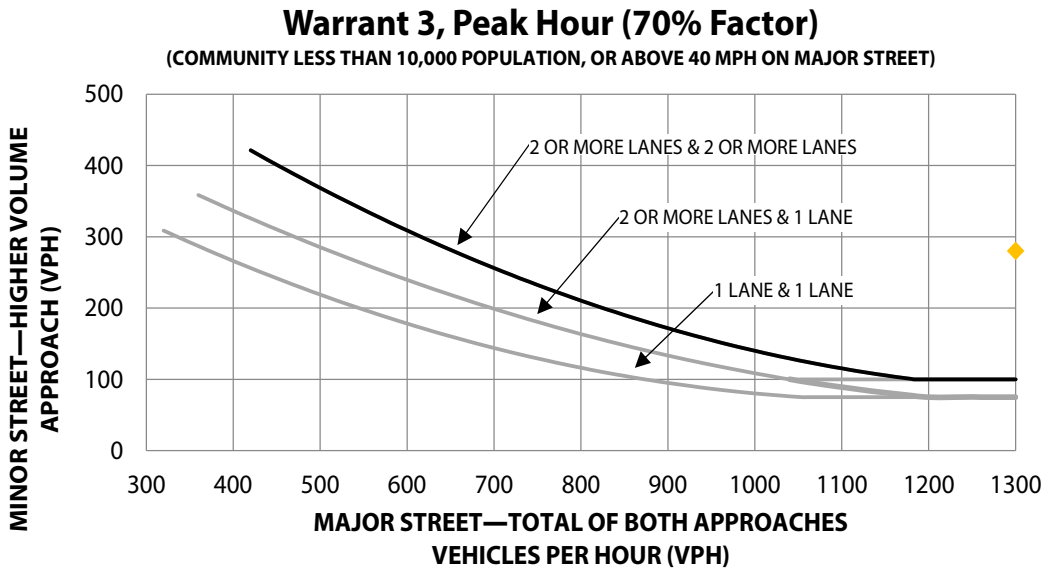
Condition A3 — Met

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

Total Entering Volume: 2004 vph

Condition B — Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

N. Walton Ave & Lassen Blvd
Yuba City

Project Name: TIS for the Harter Parkway Career Technical Building Project

Intersection: 1

	Major Street	Minor Street
Street Name	N. Walton Ave	Lassen Blvd
Direction	N-S	E-W
Number of Lanes	2	3
Approach Speed	45	35

Population less than 10,000? No
Date of Count: Tuesday, April 18, 2023
Scenario: AM Future

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

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

Condition A1 — Not Met

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

Minor Approach Delay: N/A vehicle-hours

Condition A2 — Met

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

Minor Approach Volume: 380 vph

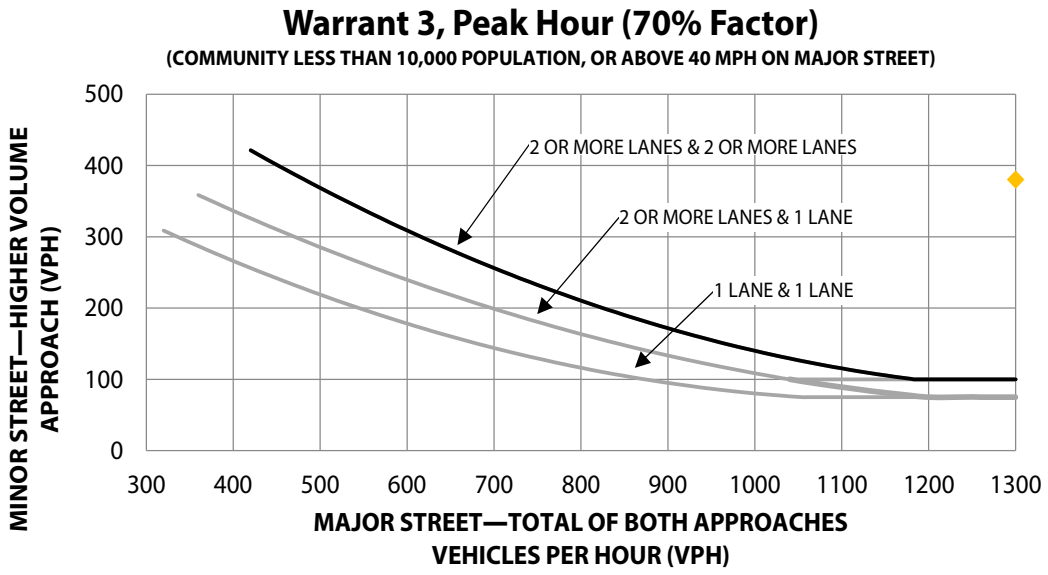
Condition A3 — Met

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

Total Entering Volume: 2843 vph

Condition B — Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

N. Walton Ave & Lassen Blvd
Yuba City

Project Name: TIS for the Harter Parkway Career Technical Building Project

Intersection: 1

	Major Street	Minor Street
Street Name	N. Walton Ave	Lassen Blvd
Direction	N-S	E-W
Number of Lanes	2	3
Approach Speed	45	35

Population less than 10,000? No
Date of Count: Tuesday, April 18, 2023
Scenario: PM Future

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

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

Condition A1 — Not Met

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

Minor Approach Delay: N/A vehicle-hours

Condition A2 — Met

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

Minor Approach Volume: 518 vph

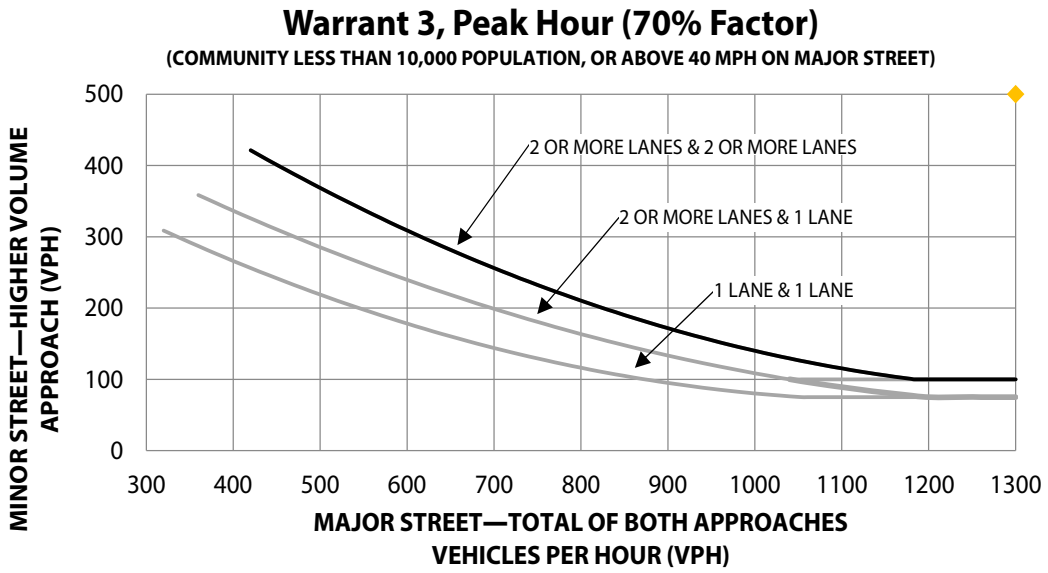
Condition A3 — Met

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

Total Entering Volume: 3739 vph

Condition B — Met

The plotted point falls above the curve



Agenda Item **8**

CITY OF YUBA CITY
STAFF REPORT

Date: September 17, 2024
To: Honorable Mayor & Members of the City Council;
From: Development Services Department
Presentation By: Doug Libby, Deputy Director of Development Services

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Summary

Subject: 2023 CDBG - Consolidated Annual Performance & Evaluation Report

Recommendation: A. Conduct a Public Hearing and after consideration;

B. Adopt a Resolution Approving the 2023 CAPER and authorizing staff to submit all necessary documents to the U.S. Department of Housing and Urban Development (HUD)

Fiscal Impact: No direct fiscal impact would result from approving the 2023 CAPER

Purpose:

To solicit public input on the City's Community Development Block Grant (CDBG) program and approve submission of the 2023 Consolidated Annual Performance and Evaluation Report.

Council's Strategic Goal:

This item address Council's goal of infrastructure in that the City receives funding from the federal U.S. Department of Housing and Urban Development to address housing and community development within the City.

Background:

The Consolidated Annual Performance and Evaluation Report (CAPER) is required of all jurisdictions that receive CDBG entitlement funds from the U.S. Department of Housing and Urban Development (HUD). The purpose of the CAPER is to evaluate the City's progress in using CDBG funds to meet the housing and community development goals contained in the City's five-year Consolidated Plan. The City's grant allocation for the 2023 Program Year (PY) was $567,759. Per HUD guidelines, these funds must be used to further the overall goals of the CDBG program to provide decent, safe, sanitary housing; a suitable living environment; and to expand economic opportunities for low and moderate-income persons. The PY covers the period from July 1, 2023 to June 30, 2024.

Analysis:

The purpose of the hearing is to solicit community feedback on the City's efforts in utilizing its CDBG funding to meet the housing and community development goals outlined in the City's Five-Year Consolidated Plan. It also provides the public an opportunity to identify community housing needs.

In addition to this public hearing, the City is holding a public comment period, which commenced on September 6, 2024 and will end on September 22, 2024. Citizens and organizations are encouraged to submit comments regarding the report during this time. To date, no public comments have been received.

2023 Program Year Accomplishments

During the 2024 PY, approximately $134,000 was expended. Below is a summary of the 2023 PY progress:

Housing Rehabilitation Activities:

Approximately $19,000 was expended and a total of 10 extremely-low, low-, and moderate-income disabled or senior households were assisted through the FREED Home Repair project, which provided minor health and safety repairs, accessibility modifications and energy efficiency improvements to homes. $60,000 was expended for Habitat for Humanity's Home Repair Program and 3 households assisted.

Public Service Activities:

516 people were assisted and $45,000 expended by the Sutter Yuba Homeless Consortium (SYHC) Homeless Assistance Program. The SYHC provides support services to people experiencing temporary homelessness. The SYHC partners with the Central Valley Homeless Veterans Assistance Program, which provides first-month's rent and security deposits to homeless veterans, Bridges to Housing, an organization assisting the homeless or near homeless families with security deposits so they may secure rental housing, and Hands of Hope, a program that provides assistance and mentoring to homeless women and children. 243 people were assisted through Yuba-Sutter Gleaner's Foodbank – Home Delivery Program and approximately $14,000 expended.

Public Facilities Improvements:

ADA Public Facility Improvements Project: The City set aside $405,000 (some of this funding comes from previous years' unexpended funds) for the installation of ADA improvements throughout the City's Qualified Low/Mod Census Tracts. This project was completed during the 2023 PY and approximately $168,000 remains for future ADA projects.
Sam Brannan Park Improvements: No-climb fence and increased lighting was installed to improve safety with $34,394.27 expended.

Fiscal Impact:

A total of $134,111.68 in CDBG funding was expended during the 2023 PY from designated 2023 activities to fund community development projects throughout the City. Approximately $434,000 remains from the 2023 CDBG allocation.

An additional $686,022.41 was expended during the program year from both 2020 CDBG-CV and previous years' CDBG activities (2019-2022 PY funds), signaling the continued progress of community development projects throughout the City. This also helped the City catch up on their timely expenditure of funds.

Alternatives:

Delay or modify the proposed 2023 CAPER.

Recommendations:

A. Conduct a Public Hearing and after consideration;
B. Approve the 2023 CAPER and adopt a Resolution authorizing staff to submit all necessary documents to the U.S. Department of Housing and Urban Development (HUD).

Attachments:
1. Attachment 1 - Resolution to Approve 2023 CAPER
2. Attachment 2 - 2023 CAPER Draft

Prepared By:	Submitted By:
Shannon Sardo	Diana Langley
Administrative Analyst	City Manager

ATTACHMENT 1

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY APPROVING THE 2023 CONSOLIDATED ANNUAL PERFORMANCE & EVALUATION REPORT, CERTIFYING COMPLIANCE WITH THE REQUIREMENTS OF THE CDBG PROGRAM, AND AUTHORIZING STAFF TO SUBMIT ALL APPROVED DOCUMENTS TO THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

WHEREAS, the Department of Housing and Urban Development determined that the City of Yuba City received $567,759 under program year 2023 of the Housing and Community Development Act of 1974, as amended; and

WHEREAS, the City of Yuba City held a public hearing on September 17, 2024, to consider public comments and evaluation regarding the 2023 Consolidated Annual Performance & Evaluation Report (CAPER), the community development accomplishments and the actual use of CDBG funds contained therein; and

WHEREAS, the City of Yuba City has provided the citizens with an opportunity to review and comment on concerns involving the accomplishments of spent funds for proposed community development and housing activities, the range of activities that may be undertaken and other important program requirements, and provided citizens with adequate opportunity to participate in the review of the 2023 CAPER, including any revisions, changes or amendments thereto for public comment period commencing on September 6, 2024 and ending on September 22, 2024.

NOW, THEREFORE, be it resolved by the City Council of the City of Yuba City that the 2022 CAPER is hereby approved, that the City Manager is authorized to execute all documents related thereto, and that staff is authorized to submit all documents to the United States Department of Housing and Urban Development.

The foregoing resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on September 17, 2024, by the following vote:

AYES:

NOES:

ABSENT:

_____
Shon Harris, Mayor

ATTEST:

_____
Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

_____

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

ATTACHMENT 2

Executive Summary

The City of Yuba City's Development Services Department is responsible for the administration of the Community Development Block Grant (CDBG) funds, including facilitating project/program implementation, monitoring project activities and outcomes, and ensuring compliance with all the U.S. Department of Housing and Urban Development (HUD) requirements and regulations, such as fair housing, Davis-Bacon requirements (prevailing wages), environmental reviews, affirmative action, competitive bidding procedures, and fiscal and contract administration. CDBG activities are carried out by both internal City Departments, as well as external Subrecipients.

The Consolidated Annual Performance and Evaluation Report (CAPER) is a report mandated for all communities that receive CDBG entitlement funds from HUD. The Draft 2023 CAPER covers the period from July 1, 2023 through June 30, 2024 and reports on the City's progress in using CDBG funds to meet the housing and community development goals contained in the 2020 Consolidated Plan (Con Plan), a five-year comprehensive planning document that covers the period of July 1, 2020 through June 30, 2025. The Con Plan also identifies the City's overall need for affordable and supportive housing as well as non-housing community development needs. It is comprised of several components, including a five-year Strategic Plan that outlines the strategy for use of available resources to meet identified needs and an Annual Action Plan (AAP) that describes the activities the City plans to undertake to meet the goals set forth in the Strategic Plan. The Draft CAPER evaluates the City's overall progress in carrying out priorities of assistance identified in the Con Plan and Annual Action Plan for the 2023-2024 Program Year.

CR-05 - Goals and Outcomes

Progress the jurisdiction has made in carrying out its strategic plan and its action plan. 91.520(a)

CDBG entitlement funds are the only Community Planning and Development (CPD) funding source the City receives to accomplish the goals and objectives outlined in the Con Plan. While other funding sources like State HOME and CalHome funds are available, CDBG funding is tailored to meet the highest priority needs and other funding sources are leveraged to assist with filling in the gaps. In addition, several community development activities are funded with CDBG to specifically target the need to provide a suitable living environment for low and moderate-income households.

The Draft 2023 CAPER reports on the fourth year in the 2020 Con Plan. The City is on target for meeting the goals set by the five-year strategic plan for the City's CDBG program. The following sections provide a more detailed analysis of the City's performance for the 2023 Program Year.

Comparison of the proposed versus actual outcomes for each outcome measure submitted with the consolidated plan and explain, if applicable, why progress was not made toward meeting goals and objectives. 91.520(g)

Categories, priority levels, funding sources and amounts, outcomes/objectives, goal outcome indicators, units of measure, targets, actual outcomes/outputs, and percentage completed for each of the grantee's program year goals.

Goal	Category	Source / Amount	Indicator	Unit of Measure	Expected – Strategic Plan	Actual – Strategic Plan	Percent Complete	Expected – Program Year	Actual – Program Year	Percent Complete
Homeless Assistance	Homeless	CDBG: $50,000	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	684	516	75.44%	616	516	83.9%
Housing Rehabilitation	Affordable Housing	CDBG: $30,000	Homeowner Housing Rehabilitated	Household Housing Unit	15	14	93.33%	53	22	41.5%
Infrastructure Improvements/ADA Modifications	Non-Housing Community Development	CDBG: $359,214.66	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit *census data used	Persons Assisted	8500	4500	52.94%	12,936	12,936*	100%

OMB Control No: 2506-0117 (exp. 09/30/2021)

Non-Homeless Supportive Services	Non-Homeless Special Needs	CDBG: $59,942	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	100	97	97.00%	190	243	127%
Public Facilities Construction/Rehabilitation	Non-Housing Community Development	CDBG: $209,725	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit *census data used	Persons Assisted	4000	12,736*	%	12,736	12,736*	318%

Table 1 - Accomplishments – Program Year & Strategic Plan to Date

Assess how the jurisdiction's use of funds, particularly CDBG, addresses the priorities and specific objectives identified in the plan, giving special attention to the highest priority activities identified.

During the 2023 Program Year (PY) the City continued to address the high priority needs identified in the Con Plan, including preservation of existing units; homeless housing and supportive services; housing and supportive services for special needs; and public improvements and infrastructure, including ADA improvements. Recognizing there are limited resources available, the City actively supported efforts by other entities to acquire funding for priority needs, identified in the Con Plan, that benefit low- and moderate-income residents.

The Sutter-Yuba Homeless Consortium (SYHC) was designated to act as the lead agency and fiscal agent in providing services and programs to the City's homeless population. These programs and services were provided in conjunction with five (5) other non-profit agencies, Hands of Hope, Bridges to Housing, The Salvation Army, Central Valley Homeless Veterans Assistance Program, Regional Emergency Shelter Team (REST) and the Sutter County Homeless Shelter.

- **Sutter Yuba Homeless Assistance:** A total of $50,000 was expended to provide public and homeless services; a combined total of 516 low-

income persons were assisted through the combined efforts of the Sutter-Yuba Homeless Consortium and six (6) non-profit agencies who serve the City's homeless population.

- **Non-Homeless Supportive Services:**
    - **Yuba-Sutter Gleaner's Foodbank:** A total of 243 people benefitted from this program with $14,163.85 expended
- **Housing Rehabilitation:**
    - **FREED Center for Independent Living – Home Repair Program**: A total of $14,947.83 was expended and assistance provided to 10 beneficiaries during the PY, projects included modification to improve mobility/accessibility and upgrades/replacements to critical appliances for senior and/or disabled individuals.
    - **Habitat for Humanity – Exterior Home Repair:** A total of $60,000 was expended and 3 households benefitted from the program.
- **Infrastructure Improvements/ADA Modifications:** ADA Public Facility Improvements Project: The City set aside a total of $162,431.30 for the installation of new curb, gutter and ADA compliant sidewalks/ramps to provide accessibility and safe passage for individuals with disabilities. This funding was combined with previous years' and expended to complete a new ADA project.

In addition to the above 2023 PY CDBG activities, the below **previous year CDBG activities** were completed:

- 2022 Sam Brannan Park Safety Improvements

CR-10 - Racial and Ethnic composition of families assisted

Describe the families assisted (including the racial and ethnic status of families assisted). 91.520(a)

	CDBG
White	445
Black or African American	64
Asian	11
American Indian or American Native	31
Native Hawaiian or Other Pacific Islander	6
Total	**557**
Hispanic	182
Not Hispanic	453

Table 2 – Table of assistance to racial and ethnic populations by source of funds

Narrative

A total of 635 people were assisted with CDBG funding during the 2023 Program Year; 445 of those assisted identified as White. Approximately 28% identified themselves as Hispanic, some of which did not also identify as white (which accounts for the discrepancy when adding all the ethnicities and races together). Other ethnicities assisted include: 64 Black or African American persons, 31 American Indian or American Native, 11 Asian, 31 American Indian or American Native, and 6 Native Hawaiian or Other Pacific Islander.

CR-15 - Resources and Investments 91.520(a)

Identify the resources made available

Source of Funds	Source	Resources Made Available	Amount Expended During Program Year
CDBG	Public - Federal	$1,837,228.85	$820,134.09
Other – CDBG-CV	Public - Federal	$663,658.59	$324,484.97

Table 3 - Resources Made Available

Narrative

The City received Community Development Block Grant (CDBG) Entitlement funds through the United States Department of Housing and Urban Development (HUD). Below is a breakdown of the total "Resources Made Available" as identified in table 3 above; all of which are CDBG funds:

The City's CDBG allocation for the 2023 Program Year (PY) was $567,759; $158,930.66 was transferred from previous years' unexpended funds.

Identify the geographic distribution and location of investments

Target Area	Planned Percentage of Allocation	Actual Percentage of Allocation	Narrative Description
Citywide	27	27	Other
Qualified Low/Mod Census Tracts	54	54	Low/Mod Areas

Table 4 – Identify the geographic distribution and location of investments

Narrative

In general, the City allocated investment of resources on a city-wide basis. The distribution of funding is predicated somewhat on the nature of the activities funded. Resources targeted to preservation of existing housing were allocated on a city-wide basis. Resources targeted to special needs populations, including homeless, were allocated on a city-wide basis, where needs are identified and/or where resources could be coordinated with existing facilities and services. Activities such as public facilities and improvements were targeted to the City's Qualified Low/Mod Census Tracts most in need of assistance.

Leveraging

Explain how federal funds leveraged additional resources (private, state and local funds), including a description of how matching requirements were satisfied, as well as how any publicly owned land or property located within the jurisdiction that were used to address the needs identified in the plan.

Community Development Block Grant (CDBG) funds are not sufficient to fully fund activities; as a result, activities undertaken are leveraged with a variety of Federal, State funds, charitable organizations and private donations. Subrecipients identify additional funding sources in their budgets included with their applications for CDBG funding. The CDBG funds do not require matching funds. The City continues to struggle to meet any matching requirements when applying for other Federal or State funding sources.

There is no publicly owned land or properties located within the City that were used to address needs identified in the 2020 Con Plan or 2023 Action Plan.

The City pursued and supported applications by other entities who applied for Federal and State funding during the 2023 Program Year to address priority needs. The City's application for Permanent Local Housing Allocation (PLHA) funding from HCD was approved; as a result, the City received grant funding in the amount of approximately $1.28 million over three funding years. The City has committed some of these funds to Habitat for Humanity to aid in the construction of an affordable housing project.

CR-20 - Affordable Housing 91.520(b)

Evaluation of the jurisdiction's progress in providing affordable housing, including the number and types of families served, the number of extremely low-income, low-income, moderate-income, and middle-income persons served.

The City continued offering and/or providing funding for affordable housing activities which includes the single-family Owner Occupied Housing Rehabilitation, First-Time Homebuyer Down Payment Assistance, and the Exterior Home Repair Programs. The City worked in partnership with local non-profit agencies and the to preserve affordable housing units**.**

	One-Year Goal	Actual
Number of Homeless households to be provided affordable housing units	0	0
Number of Non-Homeless households to be provided affordable housing units	53	13
Number of Special-Needs households to be provided affordable housing units	50	13
Total	**53**	**13**

Table 5 – Number of Households

Note: Totals are less than goals because there is overlap between categories (i.e. special-needs households account for some of the non-homeless households).

	One-Year Goal	Actual
Number of households supported through Rental Assistance	0	0
Number of households supported through The Production of New Units	0	0
Number of households supported through Rehab of Existing Units	56	13
Number of households supported through Acquisition of Existing Units	0	0
Total	**56**	**13**

Table 6 – Number of Households Supported

Discuss the difference between goals and outcomes and problems encountered in meeting these goals.

The transition of housing loan administrators, housing market prices, and specific guidelines from the State on how loan program funds can be spent have created issues in meeting the City's goals for affordable housing.

Although the City does not operate a rental assistance program, the RHA administers the Housing Choice

Voucher (HCV) Section 8 Rental Assistance Program. A total of 744 households were assisted during this Program Year (PY). The RHA also administers the United States Department of Agriculture (USDA) – Rural Development Housing Program; it assisted a total of 188 families this PY.

In addition, CDBG funding awarded to the SYHC is used for rental assistance. Funding awarded to FREED and Habitat for Humanity is used for rehabilitation of existing affordable units and some special-nees households.

Discuss how these outcomes will impact future annual action plans.

Despite the issues described above, with the City contracting with a new loan administrator, and the State re-evaluating the First-Time Homebuyer program, the City will be able to meet the goals set forth for future action plans.

Include the number of extremely low-income, low-income, and moderate-income persons served by each activity where information on income by family size is required to determine the eligibility of the activity.

Number of Households Served	CDBG Actual	HOME Actual
Extremely Low-income	390	0
Low-income	90	0
Moderate-income	95	0
Total	**575**	**0**

Table 7 – Number of Households Served

Narrative Information

Of the total 575 low-income persons assisted above, 22 were assisted through the FREED Home Repair Program. 458 individuals were assisted by the Sutter-Yuba Homeless Consortium, 20 through Playzeum's Play-for- All Initiative, and 75 through the Yuba-Sutter Foodbank delivery program.

CR-25 - Homeless and Other Special Needs 91.220(d, e); 91.320(d, e); 91.520(c)

Evaluate the jurisdiction's progress in meeting its specific objectives for reducing and ending homelessness through:

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

Many persons experiencing homelessness, require specialized or intensive assistance in order to get back into permanent housing and be linked with services needed for on-going stability. Often, homeless persons suffer from mental health conditions, drug or alcohol addiction, chronic physical illnesses, and many experience more than one of these conditions, which may contribute to their homelessness.

The City relies on the Sutter-Yuba Homeless Consortium (SYHC), our area's Continuum of Care (CoC), to coordinate services for the homeless. The SYHC is a regional, non-profit organization that brings together public and private agencies and organizations to address the full scope of housing and supportive services needed by the varying homeless population. During the 2023 Program Year (PY), SYHC has implemented its Coordinated Entry System (CES). Coordinated Entry is a HUD-mandated requirement to prioritize services to the most vulnerable within the community. In Yuba City, the CES is located at Hands of Hope's day services center. Upon entering the CES, homeless individuals have their needs assessed to determine which services they are eligible for and are assigned a case manager to assist them in obtaining permanent housing. Additionally, Hands of Hope offers several life skills classes to help facilitate a client's move toward self-sufficiency.

Annually the SYHC, along with volunteers, conduct a Point-in-Time (PIT) count of the homeless. The information is limited since it cannot count every person that is homeless or count people that are at risk of homelessness. It does however provide an estimate of the homeless population, helps to assess the needs of the various sub-populations, and helps to assess the progress in ending homelessness. In 2021, the most recent unsheltered count, SYHC identified a total of 1,074 individuals in Sutter and Yuba Counties.

All agencies that received CDBG funding during this Program Year utilize intake forms to collect data and assess the needs of homeless individuals and families. They assess for chronic homelessness, physical, mental, or behavioral issues as well as any financial difficulties these individuals may have. Once their individual needs are assessed, they construct a case plan specific to their needs and assist them in achieving their individual goals and milestones. Their assistance can include classes that address specific barriers that each client may have that affect them maintaining housing stability. These classes may include; Seeking Safety, Anger Management, Relapse Prevention, Life Skills, Budgeting, Co-dependency, Kitchen class, Health Classes, Grief Counseling, One-on-Ones with case managers and Parenting classes.

Addressing the emergency shelter and transitional housing needs of homeless persons

The City works within the framework of and relies on the SYHC and member agencies to address the emergency shelter and transitional housing needs of homeless individuals and families.

Some of the funding awarded to SYHC goes towards the Regional Emergency Shelter Team, which provides emergency shelter for homeless individuals and families and ramps up operation during the winter months.

The City took the following actions during this PY to address the needs of homeless persons: 1) The City's zoning code allows for emergency shelter and transitional shelter sites in accordance with State Law; and 2) the City continued to support applications for emergency shelter and/or transitional housing funding by the SYHC and member agencies, consistent with City policy.

Better Way shelter, Sutter County's homeless shelter opened in doors in the City of Yuba City in 2019. Better Way has a 40-bed capacity, and offers a temporary place to stay for up to 3 months for single individuals age 18 and above.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: likely to become homeless after being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); and, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs

Low-income households overpaying for rent and utilities are constantly at risk of becoming homeless. The City's objectives for helping low-income individuals and families avoid homelessness include maintain and increasing the supply of affordable housing as well as supporting the efforts of SYHC and its member agencies.

During this PY the City provided CDBG funds to the SYHC. The SYHC provides a forum for its member agencies who assist low-income households and individuals receiving assistance from public and private agencies to develop comprehensive, coordinated services that address the underlying reasons for homelessness helping those individuals and families avoid becoming homeless. The SYHC allocates funding to non-profit agencies who provide programs and services to the City's homeless population. These agencies are: The Bridges to Housing, Central Valley Homeless Veterans Assistance Program, and the Salvation Army; these agencies provide assistance with security deposits, one-time rental assistance, utility assistance, on-going supportive services and/or case management to individuals and families that are formerly homeless or at risk of becoming homeless.

Bridges to Housing provides financial assistance to low income individuals and families in the form of security deposits to prevent them from becoming homeless. The deposit assistance provided by Bridges to Housing is sometimes the financial assistance needed to help those at risk of being homeless moving forward in a positive direction. Providing security deposit assistance to homeless individuals or families give them a fresh start placing them in a stable and safe environment and moving them from the uncertainty of being homeless. Bridges to Housing also provides everyone with a list of additional resources and referrals to such organizations as Hands of Hope while they are going through this transition period giving them the additional hope and resources they need avoid becoming homeless again.

The Central Valley Homeless Veterans Assistance Program provides assistance to veterans with one-time rent assistance and utility assistance to create or maintain stable housing. They also provide additional supportive services and participate and support the Sutter-Yuba Veterans Stand Down event held annually during which veterans and their families receive a variety of services.

The City's efforts during this PY to help low-income individuals and families avoid becoming homeless included continuing its Housing Rehabilitation Program that maintains the City's existing affordable housing stock as well as continuing to work in cooperation with the Regional Housing Authority (RHA). The RHA provides a variety of housing options to low and very low-income households. To date the Department of Housing and Community Development (HCD) has yet to respond to the City's request for a housing price waiver. This is crucial in order to effectively operate and expend HOME funds with the high housing prices within the City. HCD is the State Agency that oversees and provides HOME funding opportunities, (on a competitive basis), for the City's First-Time Homebuyer and Owner Occupied Rehabilitation programs.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

The City does not provide supportive services or case management to homeless or formerly homeless persons. The City relies on the SYHC and its member service providers to address the supportive services and case management needed to help homeless people's transition to permanent housing, independent living, secure permanent affordable housing and prevent recurring homelessness.

CR-30 - Public Housing 91.220(h); 91.320(j)

Actions taken to address the needs of public housing

The City does not own or operate public housing units, but works in collaboration with the Regional Housing Authority, who manages the City's Neighborhood Stabilization and Homes2Families housing units.

Actions taken to encourage public housing residents to become more involved in management and participate in homeownership

Since the City does not own, operate public housing or have oversight over Housing Authority operations, there are no City strategies directed at public housing tenants; however, the City encourages all residents to be active participants in their community.

The RHA has continued to work with residents to provide an environment in which they are able to accumulate adequate resources in order to move into non-subsidized housing and homeownership.

Actions taken to provide assistance to troubled PHAs

The RHA is not identified as a troubled Housing Authority; therefore, this section does not apply.

CR-35 - Other Actions 91.220(j)-(k); 91.320(i)-(j)

Actions taken to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment. 91.220 (j); 91.320 (i)

The City's 2021-2029 Housing Element was certified by HCD on May 5, 2022. The purpose of the Housing Element was to establish specific goals, policies, and objectives relative to the provision of housing for all economic segments of the community and to adopt an action plan. The plan outlines policies and actions that will provide a systematic program for achieving the City's fair share of regional housing needs, maintaining the existing housing stock, providing affordable housing, facilitating the production of a wide range of housing types, and facilitating the incorporation of energy-efficient materials and technology in new and existing housing units. These policies include: allowing for accessory dwelling units in all zones where residential structures are allowed in accordance with AB 2299; allowing for single room occupancy (SRO) housing without a use permit in commercial zones; continuing to ensure zoning standards and development of housing at higher density ranges through exploration of creative options such as shared-parking, mixed-use development, encouragement of additional building floors, etc. Also, developing regulations for condominium conversions that minimize displacement of low-income residents and prevent the loss of affordable housing units, a density bonus which will offer incentives for developers who submit projects for multi-unit affordable housing, the requirement for developers to replace all affordable housing units lost to new development, and allowing residential use in non-residential land use designations. In addition, the City permits rotating cold weather shelters in religious institutions in each of the Residential Districts by-right, providing housing opportunities, albeit on a limited basis.

Actions taken to address obstacles to meeting underserved needs. 91.220(k); 91.320(j)

During the 2023 Program Year, the City continued its efforts to identify alternate funding sources, supported funding applications by service providers that expanded the availability of affordable housing, and supported applications for homeless assistance and supportive services. The City continued to implement zoning and land use policies that encourages the development of affordable housing. The City also continued to encourage partnerships with other local government entities and service providers so that underserved needs may be better met by coordinated and collaborative uses of resources.

Actions taken to reduce lead-based paint hazards. 91.220(k); 91.320(j)

The City continues to implement HUD's lead-based paint regulations. Efforts by the City in this regard include the disclosure of possible lead hazards and implementation of lead risk assessment, clearance testing procedures and supervision of lead-related work performed in conjunction with any of its housing programs. Any mitigation or removal of lead-based paint hazard is in accordance with HUD guidelines.

Actions taken to reduce the number of poverty-level families. 91.220(k); 91.320(j)

Poverty has many causes. Among the causes are disabilities (physical and developmental disabilities,

chronic diseases, mental illness, etc.), a lack of adequate education or vocational training, a lack of sufficient spousal support and substance abuse problems. According to the 2021 U.S. Census Bureau American Community Survey data, 13% of Yuba City's population resides in poverty.

During this Program Year, the City has continued its efforts to forge relationships with public and private organizations that share a common mission for improving the quality of life for lower income individuals through housing, social services, employment and skills training, neighborhood revitalization and economic development.

The City is also a member of the Yuba-Sutter Economic Development Corporation (YSEDC) which offers economic development programs and partners with local lending institutions to make loans available to businesses creating and/or retaining jobs for low income residents.

Sutter County offers residents and businesses assistance through their Human Services Department, Employment Services offered include: Job Fairs, Hiring Assistance, Advertising and Recruitment Services, Employment Counseling, Job Search Programs and Strategies, Resume Design and a Resource Center.

The Regional Housing Authority, through the Family Self Sufficiency (FSS) Program, a voluntary 5-year program, provides rental assistance and support programs in order to allow households on the Housing Choice Voucher (HCV) Section 8 Rental Assistance Program to become free of public assistance.

Actions taken to develop institutional structure. 91.220(k); 91.320(j)

The City's Development Services Department is responsible for the administration of the City's Housing Programs, including the CDBG Program. The Development Services Department also oversees the City's Community Development and Economic Development activities. As an entitlement jurisdiction, the City receives an annual allocation of CDBG funds directly from the Department of Housing and Urban Development (HUD); both internal City departments and external agencies implement the programs and projects identified in the Annual Action Plan. The Development Services Department has continued to collaborate with other City Departments, the City Council, City Commissions, as well as local agencies, organizations and residents to develop programs and activities that serve low and moderate-income individuals and families within the jurisdiction.

Actions taken to enhance coordination between public and private housing and social service agencies. 91.220(k); 91.320(j)

The City will continue to meet with and maintain a dialog with non-profit agencies and organizations that serve low and moderate-income persons. The City will work to enhance and improve the organizational capacity and foster a collective planning process.

The City will continue to work closely with the Regional Housing Authority to develop, preserve and improve the supply of affordable housing in the City.

Identify actions taken to overcome the effects of any impediments identified in the jurisdictions analysis of impediments to fair housing choice. 91.520(a)

The City includes HUD brochures on sub-prime lending practices in the City's First Time Homebuyers and Housing Rehabilitation Programs.

To the extent that impediments pertain to private sector activities, the City carefully monitors any complaints received and, if necessary, refers fair housing matters to California Rural Legal Assistance. The City also encouraged applications for boards and commissions from all classes of citizens in order to promote adequate citizen representation.

CR-40 - Monitoring 91.220 and 91.230

Describe the standards and procedures used to monitor activities carried out in furtherance of the plan and used to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

The City monitors its performance through the Consolidated Annual Performance and Evaluation Report (CAPER). Each year the City reviews and reports progress it has made in carrying out its Con Plan and Action Plan. The Draft 2023 CAPER includes a description of resources made available, investment of available resources, geographic distribution and location of investments, results/outcomes, actions taken to affirmatively further fair housing and any other actions taken during the 2023 Program Year (PY) as outlined in the 2023 Action Plan.

Throughout the 2023 PY, the City utilized the Integrated Disbursement and Information System (IDIS) for setting up, funding, drawing down and reporting CDBG and other funds as required. IDIS reports are incorporated into the Draft 2023 CAPER and made available to the public as required.

The City utilized a performance measurement system to ensure accurate reporting of results in IDIS and in the Draft 2023 CAPER for the programs and projects undertaken by the City during this PY.

In addition to the HUD monitoring and reporting requirements, the City completed the following monitoring program for its housing and community development programs and projects:

- The City reviewed and reported to the State Department of Housing and Community Development on the progress the City made during this PY implementing its 2021-2029 Housing Element.

- The City monitored its Sub-Recipients to ensure compliance with federal and local requirements outlined in Sub-Recipient Aagreements. The level of Sub-Recipient monitoring conducted by City staff is determined through a Risk Assessment (RA), utilizing a variety of factors i.e., Sub-Recipients new to CDBG funding, Sub-Recipients with higher staff turnover, etc. The RA determines which Sub-Recipients have a higher level of risk of non-compliance with CDBG Program regulations and requirements. For Sub-Recipients determined to have a higher risk of non-compliance, City staff will conduct an on-site monitoring and may be provided technical assistance, training, or additional oversite by City staff throughout the year. For those Sub-Recipients that are determined to have a low risk of non-compliance, City staff may determine a desk review is sufficient to ensure on-going compliance with CDBG requirements. The RA conducted for the monitoring during this PY determined that two interanal subrecipients were at risk of non-compliance due to lack of timelieness expenditure of funding. These subrecipients were given guidance on how to maintain a timeline for expenditures and the most efficient pathway to getting the funding expended. The DSD will continue to monitor these departments to ensure funds are expended within given timeline. The City utilizes quarterly reporting to

monitor Sub-Recipient progress and financials, and to provide feedback moving forward based on those reports to ensure funds are being expended successfully.

Citizen Participation Plan 91.105(d); 91.115(d)

Describe the efforts to provide citizens with reasonable notice and an opportunity to comment on performance reports.

The City's Citizen Participation Plan (CPP) details the public noticing requirements for CDBG activities, sets threshold requirements for Annual Action Plan amendments, and also provides a detailed description of the CDBG Program Year cycle. In addition to carrying out the actions set forth in the City's Citizen Participation Plan, the following actions were taken during the 2023 Program Year:

1. Public Notice Requirements

The Public Notice for Public Review and Comment for the Draft 2023 CAPER was published on September 6, 2024. The comment period began on September 6, 2024 and will end on September 22, 2024. The Public Notice and Draft 2023 CAPER were also posted on the City's website, where translation services were available. The notice provided 15 days for citizens to comment on the report as required by 24 CFR 91.105(d). This report and all CDBG public information files are available for public review at City Hall and the Public Library.

The City maintains a list of organizations and agencies that advocate on behalf of special needs groups and in addition to the publishing the Public Notice in the local newspaper and on the City's website, the City provides notice to all entities on this list, inviting them and their clients to participate in the CAPER process, including the Public Hearing.

2. Reporting and Recordkeeping

   The City maintains all CDBG programs and financial records. All CDBG program reports will be submitted to HUD as required. A citizen information file is maintained and available for public review.

3. Citizen Comments

   Copies of the Draft 2023 CAPER were made available to the public during the 15-day comment period. A public hearing for public review and comment for the Draft 2023 CAPER will be held on September 17, 2024 before the City Council.

   RESERVED FOR PUBLIC COMMENTS.

CR-45 - CDBG 91.520(c)

Specify the nature of, and reasons for, any changes in the jurisdiction's program objectives and indications of how the jurisdiction would change its programs as a result of its experiences.

The City does not have any plans to change its program objectives at this time. With the requirement of the new Consolidated Plan for the 2025 Program Year, objectives may be changed through that process.

Does this Jurisdiction have any open Brownfields Economic Development Initiative (BEDI) grants?

No; the City does not have any BEDI grants.

[BEDI grantees] Describe accomplishments and program outcomes during the last year.

Not applicable.

CR-58 – Section 3

Identify the number of individuals assisted and the types of assistance provided

Total Labor Hours	CDBG	HOME	ESG	HOPWA	HTF
Total Number of Activities	1	0	0	0	0
Total Labor Hours	0				
Total Section 3 Worker Hours	0				
Total Targeted Section 3 Worker Hours	0				

Table 8 – Total Labor Hours

Qualitative Efforts - Number of Activities by Program	CDBG	HOME	ESG	HOPWA	HTF
Outreach efforts to generate job applicants who are Public Housing Targeted Workers					
Outreach efforts to generate job applicants who are Other Funding Targeted Workers.					
Direct, on-the job training (including apprenticeships).					
Indirect training such as arranging for, contracting for, or paying tuition for, off-site training.					
Technical assistance to help Section 3 workers compete for jobs (e.g., resume assistance, coaching).					
Outreach efforts to identify and secure bids from Section 3 business concerns.					
Technical assistance to help Section 3 business concerns understand and bid on contracts.					
Division of contracts into smaller jobs to facilitate participation by Section 3 business concerns.					
Provided or connected residents with assistance in seeking employment including: drafting resumes,preparing for interviews, finding job opportunities, connecting residents to job placement services.					
Held one or more job fairs.					
Provided or connected residents with supportive services that can provide direct services or referrals.					
Provided or connected residents with supportive services that provide one or more of the following: work readiness health screenings, interview clothing, uniforms, test fees, transportation.					
Assisted residents with finding child care.					
Assisted residents to apply for, or attend community college or a four year educational institution.					
Assisted residents to apply for, or attend vocational/technical training.					
Assisted residents to obtain financial literacy training and/or coaching.					
Bonding assistance, guaranties, or other efforts to support viable bids from Section 3 business concerns.					
Provided or connected residents with training on computer use or online technologies.					
Promoting the use of a business registry designed to create opportunities for disadvantaged and small businesses.					
Outreach, engagement, or referrals with the state one-stop system, as designed in Section 121(e)(2) of the Workforce Innovation and Opportunity Act.					
Other.					

Table 9 – Qualitative Efforts - Number of Activities by Program

Narrative

The City had one Section 3 activity during the 2023 PY, but progress has not yet been made on that activity.

CITY OF YUBA CITY
STAFF REPORT

Date: September 17, 2024
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Diana Langley, City Manager

Summary

Subject: City Council Endorsement of Measure D
Recommendation: Adopt a Resolution endorsing Measure D, the proposed City Transactions and Use Sales Tax Measure on the November 5, 2024 Ballot
Fiscal Impact: Consideration of a position on Measure D does not have a fiscal impact on the City

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Purpose:

To have Council consider endorsing Measure D, a one percent general transaction and use tax (sales tax) measure on the November 5, 2024, ballot.

Council's Strategic Goal:

If Measure D is approved by the voters, the proceeds will support the City Council's overarching goal to improve the quality of life of Yuba City residents and address public safety, fiscal responsibility, infrastructure, and business friendly.

Background:

The City Council has evaluated the need for additional revenue, based on long range financial forecasts, current road conditions, existing operational concerns, and future operational challenges. Through these discussions, and with input from a Citizen Advisory Committee, several priorities were identified including:

1. Roads - Address $150 million in deferred maintenance.
2. Fire Operations
    a. Maintain critical staffing levels and response times
    b. Replace Fire Station 1 (824 Clark Avenue) to accommodate two engine companies
3. Police Operations
    a. Add dedicated Homelessness Response personnel
    b. Create a city-wide "Clean Team" to support small businesses and remove illegal dumping and Biohazards
    c. Provide police services to the Walton/Happy Park area residents (incorporated area south of Franklin Road and west of Highway 99)

At a joint City Council/Sutter County Board of Supervisors meeting on December 19, 2023, the City and County Revenue Ad Hoc Committees recommended that the City of Yuba City take the lead on a general 1% sales tax, within city limits, with a portion of the revenues shared with Sutter County for services that benefit Yuba City residents such as Sheriff and District Attorney, including a Citizens' Oversight Committee, and in effect until ended by voters. The Revenue Ad Hoc Committees also presented a potential tax sharing model in which Yuba City will retain 67% and Sutter County will receive 33% of the base proceeds. If the actual sales tax amount received exceeds the base budget amount, then the City will receive 50% of the excess and the remaining 50% will be transferred into a joint projects fund overseen by the City and County.

In accordance with the recommendation of the Revenue Ad Hoc Committees from Yuba City and Sutter County, several steps have been taken to submit a general sales tax measure to the voters for consideration.

Citizens' Oversight Committee:

On June 18, 2024, the City Council adopted a Resolution establishing the tasks, objectives, composition, and member qualifications for a Citizens' Oversight Committee should the sales tax measure be successful. The Citizens' Oversight Committee shall:

- Review the revenue and expenditures of the funds generated by the general sales tax revenue measure.
- Review the annual independent financial audit of the City performed by an independent auditor on sections pertaining to the general sales tax revenue measure.
- Prepare an independent report for the City Council detailing, specific to the general sales tax revenue measure: revenues, expenditures, and results fo the committee's review.
- Act as the Citizens' Oversight Committee for the funds shared with Sutter County.
- Retain authority to submit the Committee's annual report to the Sutter County Grand Jury.

Placement of Measure D on the Ballot:

On July 16, 2024, the City Council unanimously approved placing a 1% general sales tax measure, identified as Measure D, on the November 5, 2024 ballot.

Revenue Sharing Agreement with Sutter County:

On September 3, 2024, the City Council authorized the Mayor to execute a Revenue Sharing Agreement with Sutter County. If Measure D passes, the City will share a portion of the City's Bradley-Burns Sales tax with Sutter County for the purposes of providing general governmental services which primarily benefit the residents of Yuba City, with a priority on public safety, homeless services, roads, and other services, subject to several limitations.

Analysis:

On November 5, 2024, voters will be asked to consider the following ballot question:

To support vital city services such as: road repairs; increasing police and fire protection; protecting 911 emergency response times; addressing homelessness; and funding other general services and essential activity; shall an ordinance establishing a 1 percent sales tax in Yuba City, providing approximately $17,500,000 annually until ended by voters, requiring accountability, citizens' oversight and annual audits, with all funds staying local, be adopted?

The City Council as a body may take an official position for or against Measure D. If approved, the attached Resolution expresses Council's support for and endorsement of Measure D. The City Council's position on Measure D will be part of the information available to voters. The City will not campaign for or against the measure, and will continue to present purely factual information regarding Measure D.

Fiscal Impact:

Consideration of a position on Measure D does not have a fiscal impact on the City.

Alternatives:

Do not adopt the Resolution and do not take a support position on Measure D.

Recommendation:

Adopt a Resolution endorsing Measure D, the proposed City Transactions and Use Sales Tax Measure on the November 5, 2024 Ballot.

Attachments:

1. Attachment 1 - Resolution - Endorsement of Measure D

Prepared By:	Submitted By:
Diana Langley	Diana Langley
City Manager	City Manager

ATTACHMENT 1

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY ENDORSING MEASURE D, THE PROPOSED CITY TRANSACTIONS AND USE TAX ("SALES TAX") MEASURE ON THE NOVEMBER 5, 2024 BALLOT

WHEREAS, the City Council of the City of Yuba City ("City") unanimously voted on July 16, 2024, to submit to the voters at the November 5, 2024, general election, a measure introducing a Transactions and Use Tax ("Sales Tax") of one percent (1%) on the sale of all tangible personal property sold at retail in the City to be used for general revenue purposes, titled "Measure D"; and

WHEREAS, funds raised from the Sales Tax may be used to repair local roads, increase police and fire protection services, protect 911 emergency response, address homelessness and other general services and essential activity; and

WHEREAS, the sales tax funds will be controlled locally; and

WHEREAS, the City Council is committed to implementing accountability measures including: (1) requiring that revenues generated by Measure D and any associated expenditures of those revenues would be specifically identified and tracked and (2) established the tasks, objectives, composition, and member qualifications for a Citizens' Oversight Committee that would review and report to the City Council and the public annually on the use of Measure D revenue; and

WHEREAS, if approved, Measure D will generate approximately $17.5 million annually for the City's local needs starting April 1, 2025; and

WHEREAS, under the California Constitution, Measure D, as a general tax must be submitted to and approved by a majority vote; and

WHEREAS, the measure will be enacted only if a majority (50% plus 1) of the electorate vote in favor of the measure.

NOW, THEREFORE, be it resolved by the City Council of the City of Yuba City that the City Council hereby endorses a "yes" vote on Measure D on the November 5, 2024, General Election Ballot.

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 17th day of September, 2024.

AYES:

NOES:

ABSENT:

Shon Harris, Mayor

ATTEST:

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Agenda Item **10**

CITY OF YUBA CITY
STAFF REPORT

Date: September 17, 2024
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Diana Langley, City Manager

Summary

Subject: 2024 Nagar Kirtan Sikh Parade
Recommendation: Receive an update from the Sikh Parade Ad Hoc Committee on the planning efforts for the 2024 Nagar Kirtan Sikh Parade
Fiscal Impact: None

Purpose:

To receive an update on the public safety planning efforts for the annual Sikh Parade, scheduled for November 3, 2024.

Council's Strategic Goal:

This addresses Council's goal of Public Safety.

Background:

Every year on the first Sunday in November, the Gurdwara Sahib Sikh Temple (Temple) on Tierra Buena Road hosts the Nagar Kirtan which includes a parade that begins at the Temple, which is located in Sutter County, and continues through the northwestern portion of Yuba City. In December 2023, City Council designated Mayor Harris and Vice Mayor Shaw to lead a Sikh Parade Ad Hoc Committee to work with Temple representatives on coordination of the required Special Event Permit from the City.

Analysis:

Mayor Harris and Vice Mayor Shaw will provide a status update on planning efforts and the Special Event Permit.

Fiscal Impact:

None.

Recommendation:

Receive an update from Sikh Parade Ad Hoc on the planning efforts for the 2024 Nagar Kirtan Sikh Parade.

Attachments:
None

Prepared By:
Diana Langley
City Manager

Submitted By:
Diana Langley
City Manager

Future Agenda Items

- Councilmember Boomgaarden
- Councilmember Kirchner
- Councilmember Pasquale
- Vice Mayor Shaw
- Mayor Harris

Reports and Communications

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

City Manager's Report

Reports and Communications

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

City Council Reports

- Councilmember Boomgaarden
- Councilmember Kirchner
- Councilmember Pasquale
- Vice Mayor Shaw
- Mayor Harris

Adjournment