



City of Oroville

COMMUNITY DEVELOPMENT DEPARTMENT

Donald Rust
DIRECTOR

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City of Oroville PLANNING COMMISSION

CHAIR: Damon Robison
VICE-CHAIR: Carl Durling
MEMBERS: Adonna Brand; Randy Chapman; Tua Vang; Wyatt Jenkins;
Michael Britton

PLANNING COMMISSION MEETING **AGENDA**

Monday, November 23, 2015 at 7:00 p.m.
MEETING AGENDA

OROVILLE CITY HALL
1735 MONTGOMERY STREET, OROVILLE, CA 95965
ALL MEETINGS ARE RECORDED

*This meeting may be broadcast remotely via audio and/or video conference at the following address:
Cota Cole, LLP, 2261 Lava Ridge Court, Roseville, California 95661.*

ADMINISTRATIVE AGENDA

1. **CALL TO ORDER**

2. **ROLL CALL**

Commissioners Adonna Brand, Michael Britton, Randy Chapman, Tua Vang, Wyatt Jenkins, Vice Chairperson Carl Durling, Chairperson Damon Robison

3. **PLEDGE OF ALLEGIANCE**

4. **INSTRUCTIONS TO INDIVIDUALS WHO WISH TO SPEAK ON AGENDA ITEMS**

This is the time the Chairperson will remind persons in the audience who wish to address the Commission on a matter that is on the agenda to fill out one of the cards located in the lobby and hand it to the clerk of the meeting. The

Chairperson will also remind persons in the audience that under Government Code Section 54954.3, the time allotted for each presentation may be limited.

5. **PUBLIC COMMENTS**

This is an opportunity for members of the public to address the Planning Commission on any subject relating to the Planning Commission, but not relative to items on the present agenda. The Planning Commission reserves the right to impose a reasonable limit on time afforded to any individual speaker.

6. **CORRESPONDENCE**

None

7. **APPROVAL OF MINUTES**

Approve the minutes of the July 27, 2015 regular Planning Commission meeting and the October 12, 2015 joint Park, Planning, and Arts Commission meeting.

REGULAR AGENDA

8. **PUBLIC HEARINGS**

- 8.1 **UP 12-03 Amendment: "Welcome to Oroville" Digital Display Sign** - The City of Oroville Planning Commission will conduct a public hearing to consider an amendment to Use Permit No. 12-03 approved by the City of Oroville Planning Commission on March 16, 2012 allowing the replacement of the existing "Welcome to Oroville" sign with a digital display sign. Use Permit No. 12-03 authorized the construction, operation, maintenance, and marketing of a digital display sign at the northwest corner of Georgia Pacific Road and Feather River Boulevard, just east of Highway 70. The proposed amendments include a name change on the entitlements and changes to the previous design of the sign structure while maintaining compliance with the City's regulations for signs requiring a use permit as found in Section 26-19.045 of the Oroville Municipal Code.

Staff Report: Luis A. Topete, Associate Planner

Staff Recommendation:

Adopt Resolution No. P2015-09: A RESOLUTION OF THE OROVILLE CITY PLANNING COMMISSION MAKING FINDINGS AND CONDITIONALLY APPROVING AN AMENDMENT TO USE PERMIT NO. 12-03 TO ALLOW THE CONSTRUCTION, OPERATION, MAINTENANCE, AND MARKETING OF A DIGITAL DISPLAY SIGN LOCATED AT THE NORTHWEST CORNER OF GEORGIA PACIFIC ROAD AND FEATHER RIVER BOULEVARD, JUST EAST OF HIGHWAY 70

9. REGULAR BUSINESS

9.1 Finding of Public Convenience or Necessity - The Oroville Planning Commission will review and consider adopting a finding of public convenience or necessity for a Type-20 Off-Sale Beer and Wine license for Royal Mini Mart located at 2970 Feather River Boulevard (APN: 035-480-043).

Staff Report: Luis A. Topete, Associate Planner

Staff Recommendation:

Adopt Resolution No. P2015-11: A RESOLUTION OF THE OROVILLE CITY PLANNING COMMISSION FINDING AND DETERMINING THAT THE PUBLIC CONVENIENCE OR NECESSITY WOULD BE SERVED BY THE ISSUANCE OF AN OFF-SALE BEER AND WINE (TYPE-20) ALCOHOLIC BEVERAGE CONTROL LICENSE FOR ROYAL MINI MART LOCATED AT 2970 FEATHER RIVER BOULEVARD, OROVILLE, CA 95965 (APN: 035-480-043)

9.2 UP 14-04 (Used Car Sales): Two Year Extension - The Planning Commission will receive an update on the two year extension approved administratively for Use Permit No. 14-04.

Staff Report: Luis A. Topete, Associate Planner

Staff Recommendation:

For informational purposes only.

9.3 Starbucks / Panda Express Revised Circulation Study - The Planning Commission will receive an update on the development of a new drive-through restaurant (Panda Express) and a new drive-through coffeehouse (Starbucks) on the vacant lot identified as APN: 035-030-013 located west of Sonic Drive-In (500 Oro Dam Boulevard E) and east of La Esmeralda Market (450 Oro Dam Boulevard E) on the north side of State Route 162 (SR 162).

Staff Report: Luis A. Topete, Associate Planner

Staff Recommendation:

For informational purposes only.

10. DISCUSSION ITEMS

Ad Hoc Subcommittee for the Sign Ordinance Update.

11. DIRECTOR'S REPORT

A verbal report may be given by the Community Development Director.

12. COMMISSION REPORTS

Reports by commission members on information they have received and meetings they have attended which would be of interest to the commission or the public.

13. ADJOURNMENT

Adjourn to Monday, January 25, 2016 at 7:00 P.M. at the Oroville City Council Chambers.

Respectfully submitted by,



Donald Rust, Director
Community Development Department

***** NOTICE *****

If requested, this agenda can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact Donald Rust, Director for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, in order to participate in a public meeting should telephone or otherwise contact Donald Rust, Director as soon as possible and preferably at least 24 hours prior to the meeting. Donald Rust, Director may be reached at 530-538-2433, or at e-mail rustdl@cityoforoville.org, or at the following address: City of Oroville Planning and Development Services Department, 1735 Montgomery Street, Oroville, CA 95965.

***** NOTICE *****

Any person who is dissatisfied with the decisions of this Planning Commission may appeal to the City Council by filing with the Zoning Administrator within fifteen days from the date of the action. A written notice of appeal specifying the grounds and an appeal fee immediately payable to the City of Oroville must be submitted at the time of filing. The Oroville City Council may sustain, modify or overrule this decision.



**CITY OF OROVILLE
PLANNING COMMISSION MEETING MINUTES
JULY 27, 2015 – 7:00 PM**

These minutes detail the action which was taken related to each particular agenda item and do not reflect any discussion that may have occurred. For information regarding what was discussed related to a particular item, if anything, you can obtain a copy of the audio recording for this meeting by sending an email to cityclerk@cityoforoville.org or by calling the Clerk's office at 530-538-2535.

The agenda for the July 27, 2015 regular meeting of the Oroville Planning Commission was posted on the bulletin board at the front of City Hall and on the City of Oroville's website located at www.cityoforoville.org on Friday, July 24, 2015, at 12:06 p.m.

1. CALL TO ORDER

The July 27, 2015 regular meeting of the Oroville Planning Commission was called to order by Commissioner Chapman at 7:05 p.m.

2. ROLL CALL

Present: Commissioners Britton, Chapman, Jenkins, Vang
Absent: Commissioner Brand, Vice Chairperson Durling (excused), Chairperson Robison

Staff Present:

Donald Rust, Director of Community Development Luis Topete, Associate Planner
Dawn Nevers, Administrative Assistant

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Chapman.

4. RECOGNITION OF INDIVIDUALS WISHING TO SPEAK ON AGENDA ITEMS

Mark Engstrom, applicant – Item 8.1

5. PUBLIC COMMENT - None

6. CORRESPONDENCE - None

7. APPROVAL OF MINUTES

A motion was made by Commissioner Britton, seconded by Commissioner Jenkins, to:

- **Re-approve the minutes of the March 23, 2015 Planning Commission meeting to correct the votes for item 8.2.**
- **Approve the minutes of the June 22, 2015 Planning Commission meeting.**

The motion was passed by the following vote:

Ayes: Commissioners Britton, Chapman, Jenkins, Vang
Noes: None
Abstain: None
Absent: Commissioner Brand, Vice Chairperson Durling, Chairperson Robison

8. PUBLIC HEARINGS

- 8.1 **TPM 15-01: Tentative Map Amendment** – The City of Oroville Planning Commission will conduct a public hearing to consider amending an existing tentative parcel map (TPM 15-01) approved on May 27, 2015 for a three parcel subdivision of a 2.89 acre vacant lot identified as APN: 035-030-013 located west of Sonic Drive-In (500 Oro Dam Boulevard E) and east of La Esmeralda Market (450 Oro Dam Boulevard E) on the north end of State Route 162. The associated development project, a new-drive through restaurant and coffeehouse, is proposing modifications to the tentative map due to design changes being proposed which include adding additional parking spaces and improving site access and vehicle circulation (**Staff Report: Luis A. Topete, Associate Planner**)

Commissioner Chapman opened the Public Hearing.

Mark Engstrom, applicant, spoke in favor of the tentative map amendment and answered questions for the Commission.

Hearing no additional public comments, Commissioner Chapman closed the Public Hearing.

Following discussion, a motion was made by Commissioner Jenkins, seconded by Commissioner Vang, to:

Adopt Resolution No. P2015-10: A RESOLUTION OF THE OROVILLE CITY PLANNING COMMISSION MAKING FINDINGS AND CONDITIONALLY APPROVING AN AMENDMENT TO TENTATIVE PARCEL MAP NO. 15-01 DIVIDING A 2.89 ACRE PARCEL (APN: 035-030-013) INTO THREE PARCELS FOR THE DEVELOPMENT OF A DRIVE-THROUGH COFFEEHOUSE, DRIVE-THROUGH RESTAURANT, AND REMAINDER PARCEL FOR FUTURE DEVELOPMENT AND ENTITLEMENTS

ALSO TO INCLUDE THE ADDITION TO EXTEND THE RECIPROCAL ACCESS EASEMENT TO PARCEL 3

The motion was passed by the following vote:

Ayes: Commissioners Britton, Chapman, Jenkins, Vang
Noes: None
Abstain: None
Absent: Commissioner Brand, Vice Chairperson Durling, Chairperson Robison

9. **REGULAR BUSINESS** - None

10. **DISCUSSION ITEMS** – None

11. **DIRECTOR'S REPORT**

Don Rust, Director of Community Development updated the Planning Commission on the following:

- Super Wal-Mart update
- Oroville Ford update

12. **CHAIRPERSON/COMMISSIONERS REPORTS** – None

13. **ADJOURNMENT**

The meeting was adjourned at 7:22 p.m. A regular meeting of the Oroville Planning Commission will be held on Monday, August 24, 2015, at 7:00 p.m.

Donald Rust, Secretary

Damon Robison, Chairperson



**JOINT OROVILLE PARK, PLANNING, & ARTS COMMISSION
MEETING MINUTES
OCTOBER 12, 2015 – 5:00 P.M.**

The Agenda for the October 12, 2015 meeting of the Oroville Park Commission was posted on the bulletin board at City Hall and on the City of Oroville's website located at www.cityoforoville.org on Friday, October 9, 2015, at 8:25 a.m.

The October 12, 2015 Oroville Park Commission regular meeting was called to order by Chairperson Lawrence at 5:03 p.m.

ROLL CALL

Present: Park Commissioners Campbell, Prouty, Sehorn, Vice Chairperson Conn, Chairperson Lawrence

Planning Commissioners Brand, Britton, Chapman, Jenkins, Vang, Vice Chairperson Durling, Chairperson Robison

Arts Commissioners Tamori, Vandervort, Wilcox (arrived at 5:24 p.m.), Chairperson Conn

Absent: Arts Commissioners Britton

Staff Present:

Rick Walls, Interim City Engineer
Donald Rust, Director of Community Development
Amy Bergstrand, Business Assistance & Housing

Luis Topete, Associate Planner
Wade Atteberry, Parks Supervisor
Dawn Nevers, Administrative Assistant

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Park Commissioner Sehorn.

RECOGNITION OF INDIVIDUALS WHO WISH TO SPEAK ON AGENDA ITEMS - None

HEARING OF INDIVIDUALS ON NON-AGENDA ITEMS - None

PROCLAMATIONS/PRESENTATIONS – None

CONSENT CALENDAR - None

REGULAR BUSINESS

1. **OROVILLE AREA URBAN GREENING PLAN** – staff report

The Commissions may consider sending a recommendation to the City Council for acceptance of the Oroville Area Urban Greening Plan. (**Donald Rust, Director of Community Development**)

Claudia Stewart, Butte County Principal Planner, delivered a presentation accompanied by a power point of the Urban Greening Plan.

Kent Fowler, citizen of Oroville, spoke in favor of the Urban Greening Plan.

Carol Anderson, greater Oroville area citizen, spoke in favor of the Urban Area Greening Plan.

Following discussion a motion was made by Planning Commission Chairperson Robison and seconded by Planning Commission Vice Chairperson Durling to:

Send a recommendation to the City Council to accept the Oroville Area Urban Greening Plan.

The motion was passed by the following vote:

Ayes:	Park Commissioners Campbell, Prouty, Sehorn, Vice Chairperson Conn, Chairperson Lawrence Planning Commissioners Brand, Britton, Chapman, Jenkins, Vang, Vice Chairperson Durling, Chairperson Robison Arts Commissioners Vandervort, Wilcox, Chairperson Conn
Noes:	None
Abstain:	None
Absent:	Arts Commissioner Britton

DISCUSSION ITEMS - None

ITEMS FOR FOLLOW-UP - None

COMMISSIONERS' ANNOUNCEMENTS/REPORTS

DIRECTOR'S REPORT - None

MONTHLY REPORTS - None

CORRESPONDENCE - None

ITEMS FOR NEXT AGENDA - None

ADJOURNMENT

The meeting was adjourned at 6:30 p.m. The next regularly scheduled meetings of the Oroville Planning Commission meeting will be held on November 23, 2015 at 7:00 p.m., the Oroville Park Commission will be held on November 9, 2015 at 5:00 p.m., and the Oroville Arts Commission will be held on November 9, 2015 at 3:30 p.m.

Rick Walls
Interim City Engineer
Community Development

Scott Lawrence, Chairperson

Donald L. Rust
Community Development Director

Damon Robison, Chairperson

Amy Bergstrand
Management Analyst III

Machelle Conn, Chairperson



City of Oroville

Donald Rust
DIRECTOR

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PLANNING COMMISSION STAFF REPORT

November 23, 2015

UP 12-03 Amendment: "Welcome to Oroville" Digital Display Sign – The City of Oroville Planning Commission will conduct a public hearing to consider an amendment to Use Permit No. 12-03 approved by the City of Oroville Planning Commission on March 16, 2012 allowing the replacement of the existing "Welcome to Oroville" sign with a digital display sign. Use Permit No. 12-03 authorized the construction, operation, maintenance, and marketing of a digital display sign at the northwest corner of Georgia Pacific Road and Feather River Boulevard, just east of Highway 70. The proposed amendments include a name change on the entitlements and changes to the previous design of the sign structure while maintaining compliance with the City's regulations for signs requiring a use permit as found in Section 26-19.045 of the Oroville Municipal Code.

APPLICANT: Stott Outdoor Advertising
P.O. Box 7209
Chico, CA 95927
(530) 717-2705

LOCATION: City owned property, at the northwest corner of the intersection of Georgia Pacific Road and Feather River Boulevard, just east of the Highway 70 (Caltrans) right-of-way (**Attachment A & B**).

GENERAL PLAN: N/A

ZONING: N/A

FLOOD ZONE: ZONE X: Areas determined to be outside the 0.2% annual chance floodplain (500-year floodplain).

ENVIRONMENTAL DETERMINATION:

- Categorical Exemption: Replacement or Reconstruction; Title 14, CCR, §15302

REPORT PREPARED BY:

Luis A. Topete, Associate Planner
Community Development Department

REVIEWED BY:

Donald Rust, Director
Community Development Department

RECOMMENDED ACTIONS:

City staff recommends that the Planning Commission take the following actions:

1. **HOLD** a public hearing and receive testimony on the proposed amendment to Use Permit No. 12-03 regarding the replacement of the existing "Welcome to Oroville" sign with a digital display sign;
2. **ADOPT** the Replacement or Reconstruction Categorical Exemption (**Attachment C**) as the appropriate level of environmental review in accordance with the California Environmental Quality Act (CEQA) Statute and Guidelines;
3. **ADOPT** the Findings for the amendment to UP 12-03 (**Attachment D**);
4. **ADOPT** Resolution No. P2015-09 (**Attachment E**);
5. **APPROVE** the Conditions of Approval for the amendment to UP 12-03 (**Attachment F**); and

SUMMARY

The project applicant, Stott Outdoor Advertising, has applied for a use permit amendment to Use Permit No. 12-03 approved by the City of Oroville Planning Commission on March 16, 2012 allowing the replacement of the existing "Welcome to Oroville" sign with a digital display sign. Use Permit No. 12-03 authorized the construction, operation, maintenance, and marketing of a digital display sign at the northwest corner of Georgia Pacific Road and Feather River Boulevard, just east of Highway 70. The proposed amendments include a name change on the entitlements and changes to the previous design of the sign structure while maintaining compliance with the City's regulations for signs requiring a use permit as found in Section 26-19.045 of the Oroville Municipal Code.

BACKGROUND

On March 16, 2012, the Planning Commission adopted Resolution No. P2012-08 making findings and conditionally approving Use Permit No. 12-03 to allow the construction, operation, maintenance, and marketing of a digital display sign at the northwest corner of Georgia Pacific Road and Feather River Boulevard, just east of Highway 70. The proposed project has been under consideration, discussed and various public hearings/ meetings and numerous actions have been taken by the Oroville City Council and Planning Commission. The previous project applicant entered into a long term lease agreement with the City on April 3, 2012 and subsequently amended three times by the City Council to amend the commencement and end date of the lease agreement as a result of a delay in obtaining Caltrans approval. In March of 2014, Caltrans submitted a letter (**Attachment G**) indicating that they have re-examined their initial denial of a digital sign placement on the project site and determined that the placement of an outdoor advertising display on the project site would be considered permissible.

On May 11, 2015 the City sent a letter to Binderup Investments, Inc. acknowledging their withdrawal from the project based on a March 20, 2015 phone conversation between a representative from Binderup Investments, Inc. and the City's Director of Community Development (**Attachment H**).

DISCUSSION

The previously proposed sign design was 45 feet in height with double sided digital displays with 300 square feet per face (**Attachment I**). The design approved by the City Council on November 3, 2015 (**Attachment J**), is for a 35 foot tall sign with a digital sign face on the south and static sign face on the north and 12' X 24' (288 square feet) per face. The applicant would like to place the sign faces to be 14'-6" X 30' (435 square feet) in size, which would be the same size as Stott's existing digital display on the west side of Highway 70, north of Grand Avenue. The preferred sign dimensions would allow for a consistent aspect ratio, typically used to describe the relationship between the width and height of an image, amongst all of Stott's digital signs operated in Oroville. Maintaining this consistency will reduce design costs for businesses wishing to advertise on more than one of Stott's digital signs within the City limits. Additionally, this sign must compete with other off premise signs outside the City limits which are 672 square feet in size, which is the maximum area for off premise signs allowed by Butte County. However, the applicant acknowledges the City's 300 square feet maximum digital sign requirement and has not applied for a variance.

In addition to the revenues the construction and operation of this sign will bring to the City, as specified below under fiscal impact, the lease agreement with Stott will also provide the City with at least 1,800 spots (8 seconds minimum) per month which the City will be able to use for public announcements, economic development, etc. The lease agreement between the City and Stott Outdoor was approved by the City Council on November 3, 2015. (**Attachment K**)

ENVIRONMENTAL REVIEW

This action has been determined to be exempt from the California Environmental Quality Act (CEQA) review pursuant to the California Code of Regulations, Title 14, §15302 "Replacement or Reconstruction." A Class 2 categorical exemption consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The proposed "Welcome to Oroville" digital display sign will be located at the same location of the existing sign and at the same location as the previously approved digital display sign under Use Permit No. 12-03 with the same purpose and capacity. Thus, this action is exempt from CEQA.

FISCAL IMPACT

The total fees associated with this use permit amendment are as follows:

Item	Price	Tech Fee	Total	Paid
Use Permit Amendments	\$1,000.00	\$60.00	\$1,060.00	Yes
Filing of Notice of Exemption				
Butte County Clerks Filing Fee	\$50.00	-	\$50.00	No

Pursuant to Public Resources Code Section 21089, and as defined by the Fish and Wildlife Code Section 711.4, fees (\$50) are payable by the project applicant to file the Notice of Exemption with Butte County by the City of Oroville – Community Development Department within five working days of approval of this project by the Planning Commission.

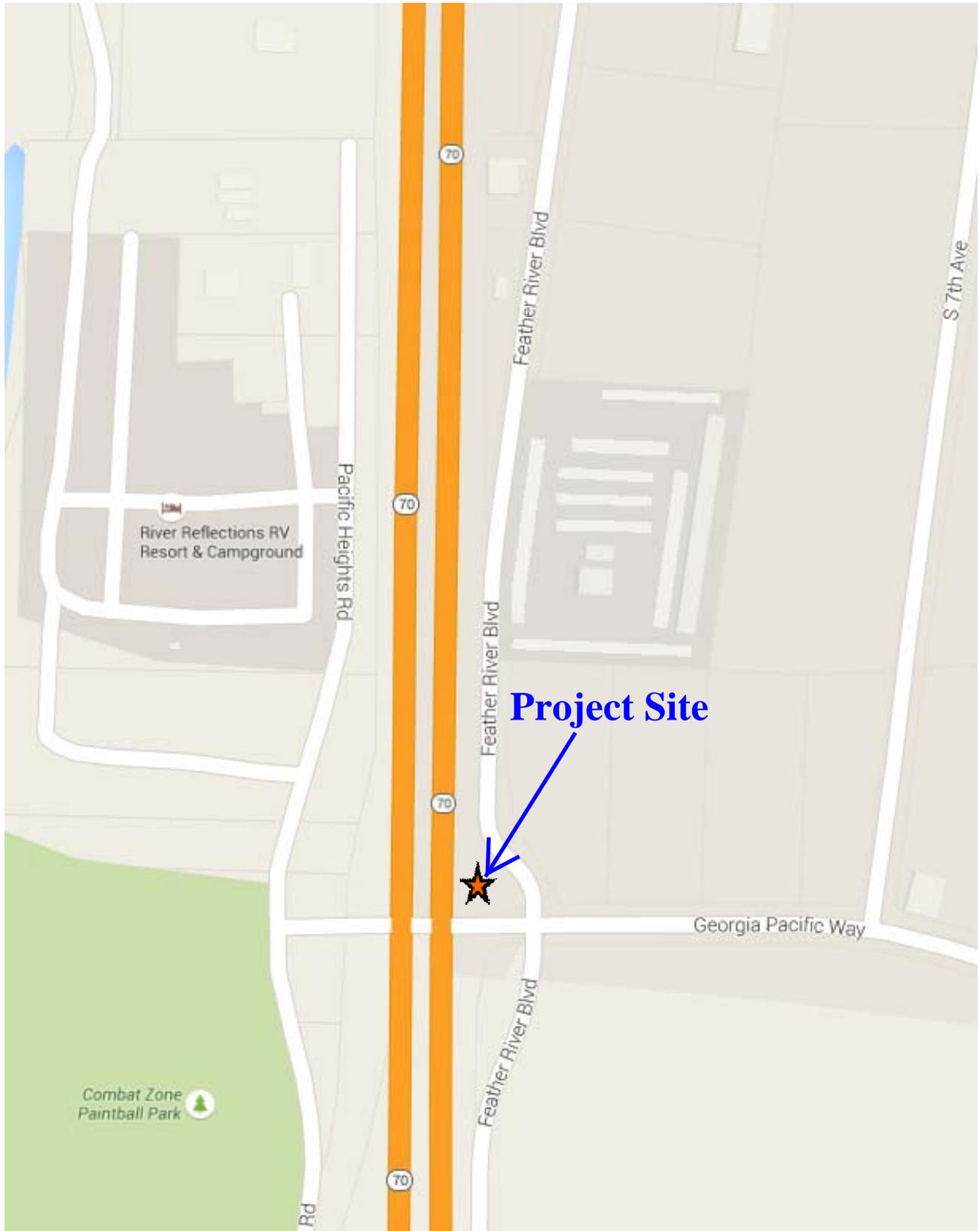
The Council approved a thirty year Lease Agreement with Stott Outdoor Advertising includes annual rent to the City beginning at \$2,500 and subject to annual adjustments. The new annual rent shall be increased by two percent (2%) each year thereafter. In addition, and as additional rent, Stott Outdoor shall pay 7% of all gross advertising revenue annually to the City, as specified in the terms and conditions of the Lease Agreement.

PUBLIC NOTICE

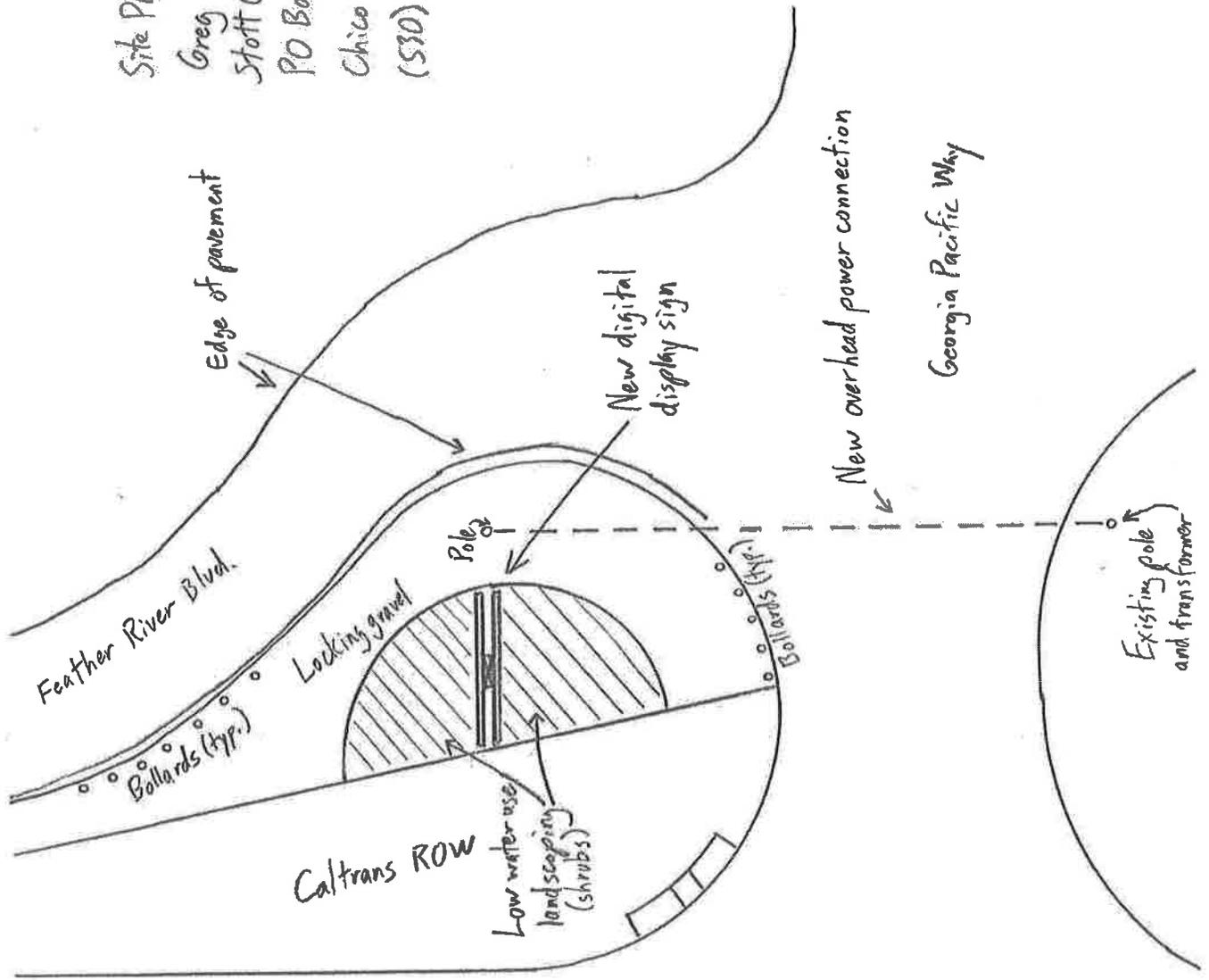
A request for comments was prepared and circulated to the local agencies and surrounding property owners within 300 feet of the property on November 13, 2015 (**Attachment M**). Additionally, the meeting date, time, and project description were published in the Oroville Mercury Register on November 13, 2015 and posted at City Hall on November 6, 2015 (**Attachment N**).

ATTACHMENTS

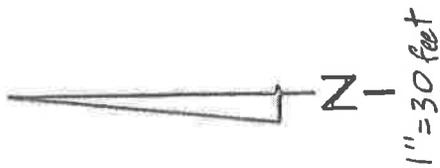
- A – Location Map
- B – Site Plan
- C – Notice of Exemption
- D – Findings
- E – Resolution No. P2015-09
- F – Conditions of Approval
- G – Caltrans Letter
- H – Withdrawal Acceptance Letter
- I – Previous Design Concepts
- J – Proposed Design
- K – Draft Lease Agreement No. 3147
- L – Project Description
- M – Property Owner Notice
- N – Newspaper Notice



Site Plan Prepared by:
Greg Redeker
Stoff Outdoor Advertising
PO Box 7209
Chico GA 95927
(530) 717-2705



Highway 70





City of Oroville

COMMUNITY DEVELOPMENT DEPARTMENT

Donald Rust
DIRECTOR

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NOTICE OF EXEMPTION

TO: Butte County Clerk
25 County Center Drive
Oroville, CA 95965

FROM: City of Oroville
1735 Montgomery Street
Oroville, CA 95965

Project Title: UP 12-03 Amendment: "Welcome to Oroville" Digital Display Sign

Project Location – Specific: The project site is located on City owned property at the northwest corner of the intersection of Georgia Pacific Way and Feather River Boulevard, just east of State Route 70.

Project Location – City: City of Oroville

Project Location – County: Butte

Description of Nature, Purpose, and beneficiaries of project: The project applicant, Stott Outdoor Advertising, has applied for a use permit amendment to Use Permit No. 12-03 approved by the City of Oroville Planning Commission on March 16, 2012 allowing the replacement of the existing "Welcome to Oroville" sign with a digital display sign. Use Permit No. 12-03 authorized the construction, operation, maintenance, and marketing of a digital display sign at the northwest corner of Georgia Pacific Road and Feather River Boulevard, just east of Highway 70. The proposed amendments include a name change on the entitlements and changes to the previous design of the sign structure while maintaining compliance with the City's regulations for signs requiring a use permit as found in Section 26-19.045 of the Oroville Municipal Code.

Name of Public Agency Approving Project: City of Oroville

Name of Person or Agency Carrying out Project: Stott Outdoor Advertising

Exempt Status (Check One):

- Ministerial (Sec. 21080(b)(1); 15268)
- Declared Emergency (Sec. 21080(b)(3); 15269(a))
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
- Categorical Exemption: State type & section number:
- Replacement or Reconstruction; Title 14, CCR, §15302
- Statutory Exemption: State code number:

Reasons why project is exempt: This action has been determined to be exempt from the California Environmental Quality Act (CEQA) review pursuant to the California Code of Regulations, Title 14, §15302 "Replacement or Reconstruction." A Class 2 categorical exemption consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The proposed "Welcome to Oroville" digital display sign will be located at the same location of the existing sign and at the same location as the previously approved digital display sign under Use Permit No. 12-03 with the same purpose and capacity. Thus, this action is exempt from CEQA.

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a notice of exemption been filed by the public agency approving the project? Yes No

Lead Agency Contact Person: Luis A. Topete

Telephone: (530) 538-2408

Signature: _____

Date: _____

- Signed by Lead Agency
- Signed by Applicant

FINDINGS

UP 12-03 Amendment: "Welcome to Oroville" Digital Display Sign

A. INTRODUCTION

The project applicant, Stott Outdoor Advertising, has applied for a use permit amendment to Use Permit No. 12-03 approved by the City of Oroville Planning Commission on March 16, 2012 allowing the replacement of the existing "Welcome to Oroville" sign with a digital display sign. Use Permit No. 12-03 authorized the construction, operation, maintenance, and marketing of a digital display sign at the northwest corner of Georgia Pacific Road and Feather River Boulevard, just east of Highway 70. The proposed amendments include a name change on the entitlements and changes to the previous design of the sign structure while maintaining compliance with the City's regulations for signs requiring a use permit as found in Section 26-19.045 of the Oroville Municipal Code.

B. USE PERMIT FINDINGS

Per the Oroville Municipal Code (OMC) Section 26-50.010(E)(4), the Planning Commission may grant a use permit only upon making all of the following findings, based on substantial evidence:

- a. The granting of the permit will not be incompatible with or detrimental to the general health, safety or public welfare of the surrounding area or of the City as a whole.

Per City Code 26-50.010, the intent of use permits is to provide an opportunity to review the location, site development or conduct of certain land uses, activities and structural features that generally have a distinct impact on the area in which they are located or are capable of creating special problems for bordering properties unless given careful attention. For this reason, such uses are permitted through discretionary review and the powers granted to the Planning Commission include attaching any conditions to the use permit that are deemed necessary to achieve the purpose of the Zoning Code, and also promote the general health, safety, and public welfare of the City.

The characteristics of the proposed use will be compatible with the surrounding area. The proposed digital display sign would be located at the northwest corner of the intersection of Georgia Pacific Road and Feather River Boulevard, just east of the Highway 70 (Caltrans) right-of-way, which is a heavily-trafficked industrial area of the City.

After a thorough review of the project, the approval of this use permit has been conditioned to ensure that under no circumstance will the project be incompatible with or detrimental to the general health, safety or public welfare of the surrounding area or of the City as a whole without there being an appropriate

course of action to remedy any potential issues or revoke the permit in accordance with section 26-50.010 of the City Code. Additionally, this project will be required to comply with all City requirements in addition to any other federal, State, or local regulations that may be applicable.

- b. The proposed use follows sound principles of land use by having a suitable location relative to the community as a whole, as well as to transportation facilities, public services and other land uses in the vicinity.

The proposed digital display sign would be located in an area which is occupied by other off-site advertising signs in the County's jurisdiction. The OMC Section 26-19.045(B)(4) specifies a minimum two mile spacing between digital display signs along Highway 70 within the City limits. The proposed sign is located approximately three miles from the nearest digital display sign located at the northeast corner of 350 Grand Avenue (APN: 031-163-019). Due to the minimum spacing requirements, this will be the last digital display sign permitted by the City Code along Highway 70 within the City limits.

The City received a letter from Caltrans, dated March 12, 2014, indicating that they have re-examined the Business and Professions Code Section 5408(d) and the proposed location for the placement of the digital sign. The letter states that although the preliminary application was initially denied, it has been determined that the placement of the sign at the proposed location would be considered permissible at this time. In compliance with City and Caltrans location requirements, it has been determined that the proposed sign follows sound principles of land use.

- c. Public utilities and facilities, including streets and highways, water and sanitation, are adequate to serve the proposed use or will be made adequate prior to the establishment of the proposed use.

The applicant is proposing to construct an off-site advertising digital display sign. As a result of the unoccupied use, the project would not require domestic water or wastewater treatment/connection or use of solid waste facilities. Minimal site access will be required at the end of construction, mainly for maintenance purposes, with the site being accessible from Georgia Pacific Road, Feather River Boulevard, and Highway 70.

- d. The location, size, design and operating characteristics of the proposed use will be harmonious and compatible with the surrounding neighborhood and will not adversely affect abutting properties.

The proposed digital display sign complies with all location, size, design, and operating characteristics required by the City Code. The surrounding neighborhood is zoned for Intensive Commercial (C-2) and Intensive Industrial (M-2) uses and the properties are primarily vacant, industrial, or commercial

uses. The proposed sign would be consistent with these uses and would not adversely affect the surrounding properties. No variance request has been submitted at this time.

- e. The subject site is physically suitable for the type and intensity of land use being proposed.

The site is currently developed with the existing "Welcome to Oroville" sign and accompanying landscaping. The replacement of the existing sign with a new off-site advertising digital display sign and accompanying landscaping will not significantly affect the type or intensity of the existing land use for the project site. As demonstrated in the rendering and site plan provided, the subject site is physically suitable for the type and intensity of land use being proposed.

- f. The size, intensity, and location of the proposed use will provide services that are necessary or desirable for the neighborhood and community as a whole.

As stated previously, this section of State Highway 70 is heavily trafficked on a daily basis as the primary entrance into the City of Oroville for northbound motorists. Thus, this area is suitable for an off-site advertising digital display sign. Although developments of this type would not be considered necessary, advertising is beneficial to the economy of Oroville, which is desirable to the area as a whole.

- g. The permit complies with all applicable laws and regulations, including the requirements of the General Plan, Zoning Code, and of the City's Municipal Code.

The permit application has been reviewed by staff and the project has been found to comply with all applicable laws and regulations, including the applicable requirements of the City's 2030 General Plan, Zoning Code, and other applicable portions of the City's Municipal Code. As a condition of this permit, the applicant shall be required to ascertain and comply with the requirements of all Federal, State, County, City and other local agencies as applicable to the proposed use and project site. In addition, section 26.50-010(F)(2) of the City Code provides guidelines for modifying or revoking use permits that have been granted if it can be proven, upon substantial evidence, that, any of the conditions of the permit have not been satisfied within 1 year after it was granted, any of the terms or conditions of the permit have been violated, if a law has been violated in connection with the permit, or if the permit was obtained by fraud.

RESOLUTION NO. P2015-09

A RESOLUTION OF THE OROVILLE CITY PLANNING COMMISSION MAKING FINDINGS AND CONDITIONALLY APPROVING AN AMENDMENT TO USE PERMIT NO. 12-03 TO ALLOW THE CONSTRUCTION, OPERATION, MAINTENANCE, AND MARKETING OF A DIGITAL DISPLAY SIGN LOCATED AT THE NORTHWEST CORNER OF GEORGIA PACIFIC ROAD AND FEATHER RIVER BOULEVARD, JUST EAST OF HIGHWAY 70

WHEREAS, per the City of Oroville Municipal Code (OMC) Section 26-19.045, all outdoor advertising digital display signs require a use permit; and

WHEREAS, this use permit (UP 12-03) was previously approved by the Planning Commission on March 16, 2012 under Resolution No. P2012-08 to allow the construction, operation, maintenance, and marketing of a digital display sign at the northwest corner of Georgia Pacific Road and Feather River Boulevard, just east of Highway 70; and

WHEREAS, the proposed amendments include a name change on the entitlements and changes to the previous design of the sign structure while maintaining compliance with the City's regulations for signs requiring a use permit as found in Section 26-19.045 of the Oroville Municipal Code; and

WHEREAS, at a duly noticed public hearing, the Planning Commission considered the comments and concerns of public agencies, property owners, and members of the public who are potentially affected by the approval of the use permit described herein, and also considered City staff's report regarding the project.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION as follows:

1. This action has been determined to be exempt from the California Environmental Quality Act (CEQA) review pursuant to the California Code of Regulations, Title 14, §15302 "Replacement or Reconstruction." A Class 2 categorical exemption consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The proposed "Welcome to Oroville" digital display sign will be located at the same location of the existing sign and at the same location as the previously approved digital display sign under Use Permit No. 12-03 with the same purpose and capacity. Thus, this action is exempt from CEQA.
2. Per the City's Municipal Code section 26-50.010(E)(4), the Planning Commission may grant a use permit only upon making all of the following findings, based on substantial evidence:

- a. The granting of the permit will not be incompatible with or detrimental to the general health, safety or public welfare of the surrounding area or of the City as a whole.

Per City Code 26-50.010, the intent of use permits is to provide an opportunity to review the location, site development or conduct of certain land uses, activities and structural features that generally have a distinct impact on the area in which they are located or are capable of creating special problems for bordering properties unless given careful attention. For this reason, such uses are permitted through discretionary review and the powers granted to the Planning Commission include attaching any conditions to the use permit that are deemed necessary to achieve the purpose of the Zoning Code, and also promote the general health, safety, and public welfare of the City.

The characteristics of the proposed use will be compatible with the surrounding area. The proposed digital display sign would be located at the northwest corner of the intersection of Georgia Pacific Road and Feather River Boulevard, just east of the Highway 70 (Caltrans) right-of-way, which is a heavily-trafficked industrial area of the City.

After a thorough review of the project, the approval of this use permit has been conditioned to ensure that under no circumstance will the project be incompatible with or detrimental to the general health, safety or public welfare of the surrounding area or of the City as a whole without there being an appropriate course of action to remedy any potential issues or revoke the permit in accordance with section 26-50.010 of the City Code. Additionally, this project will be required to comply with all City requirements in addition to any other federal, State, or local regulations that may be applicable.

- b. The proposed use follows sound principles of land use by having a suitable location relative to the community as a whole, as well as to transportation facilities, public services and other land uses in the vicinity.

The proposed digital display sign would be located in an area which is occupied by other off-site advertising signs in the County's jurisdiction. The OMC Section 26-19.045(B)(4) specifies a minimum two mile spacing between digital display signs along Highway 70 within the City limits. The proposed sign is located approximately three miles from the nearest digital display sign located at the northeast corner of 350 Grand Avenue (APN: 031-163-019). Due to the minimum spacing requirements, this will be the last digital display sign permitted by the City Code along Highway 70 within the City limits.

The City received a letter from Caltrans, dated March 12, 2014, indicating that they have re-examined the Business and Professions Code Section

5408(d) and the proposed location for the placement of the digital sign. The letter states that although the preliminary application was initially denied, it has been determined that the placement of the sign at the proposed location would be considered permissible at this time. In compliance with City and Caltrans location requirements, it has been determined that the proposed sign follows sound principles of land use.

- c. Public utilities and facilities, including streets and highways, water and sanitation, are adequate to serve the proposed use or will be made adequate prior to the establishment of the proposed use.

The applicant is proposing to construct an off-site advertising digital display sign. As a result of the unoccupied use, the project would not require domestic water or wastewater treatment/connection or use of solid waste facilities. Minimal site access will be required at the end of construction, mainly for maintenance purposes, with the site being accessible from Georgia Pacific Road, Feather River Boulevard, and Highway 70.

- d. The location, size, design and operating characteristics of the proposed use will be harmonious and compatible with the surrounding neighborhood and will not adversely affect abutting properties.

The proposed digital display sign complies with all location, size, design, and operating characteristics required by the City Code. The surrounding neighborhood is zoned for Intensive Commercial (C-2) and Intensive Industrial (M-2) uses and the properties are primarily vacant, industrial, or commercial uses. The proposed sign would be consistent with these uses and would not adversely affect the surrounding properties. No variance request has been submitted at this time.

- e. The subject site is physically suitable for the type and intensity of land use being proposed.

The site is currently developed with the existing "Welcome to Oroville" sign and accompanying landscaping. The replacement of the existing sign with a new off-site advertising digital display sign and accompanying landscaping will not significantly affect the type or intensity of the existing land use for the project site. As demonstrated in the rendering and site plan provided, the subject site is physically suitable for the type and intensity of land use being proposed.

- f. The size, intensity, and location of the proposed use will provide services that are necessary or desirable for the neighborhood and community as a whole.

As stated previously, this section of State Highway 70 is heavily trafficked on a daily basis as the primary entrance into the City of Oroville for northbound motorists. Thus, this area is suitable for an off-site advertising digital display sign. Although developments of this type would not be considered necessary, advertising is beneficial to the economy of Oroville, which is desirable to the area as a whole.

- g. The permit complies with all applicable laws and regulations, including the requirements of the General Plan, Zoning Code, and of the City's Municipal Code.

The permit application has been reviewed by staff and the project has been found to comply with all applicable laws and regulations, including the applicable requirements of the City's 2030 General Plan, Zoning Code, and other applicable portions of the City's Municipal Code. As a condition of this permit, the applicant shall be required to ascertain and comply with the requirements of all Federal, State, County, City and other local agencies as applicable to the proposed use and project site. In addition, section 26.50-010(F)(2) of the City Code provides guidelines for modifying or revoking use permits that have been granted if it can be proven, upon substantial evidence, that, any of the conditions of the permit have not been satisfied within 1 year after it was granted, any of the terms or conditions of the permit have been violated, if a law has been violated in connection with the permit, or if the permit was obtained by fraud.

3. The Planning Commission hereby adopts the findings required by the Oroville Municipal Code §26-50.010(E)(4) as described in this Resolution.
4. The following conditions of approval have been deemed necessary to achieve the purposes of the City's Zoning Code and promote the general health, safety and public welfare of the City.

CONDITIONS OF APPROVAL

Approved project: The Planning Commission hereby conditionally approves an amendment to Use Permit No. 12-03 initially approved by the Planning Commission on March 16, 2012 allowing the replacement of the existing "Welcome to Oroville" sign with a digital display sign. Use Permit No. 12-03 authorized the construction, operation, maintenance, and marketing of a digital display sign at the northwest corner of Georgia Pacific Road and Feather River Boulevard, just east of Highway 70. The approved amendments include a name change on the entitlements and changes to the previous design of the sign structure while maintaining compliance with the City's regulations for signs requiring a use permit as found in Section 26-19.045 of the Oroville Municipal Code (OMC).

1. The applicant shall hold harmless the City, its Council members, Planning Commissioners, officers, agents, employees, and representatives from liability for

any award, damages, costs, and/or fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.

2. The project shall remain in substantial conformance with the Conditions of Approval, as adopted by the Oroville Planning Commission. Any subsequent minor changes in the project (as determined by the Zoning Administrator) may only occur subject to appropriate City review and approval. Any subsequent substantive changes in the project (as determined by the Zoning Administrator) may only occur subject to discretionary review by the Oroville Planning Commission.
3. All costs of operation and maintenance of private facilities, improvements, infrastructure, systems, equipment, common areas, etc. shall be the responsibility of the applicant.
4. All private facilities, improvements, infrastructure, systems, equipment, common areas, etc. shall be operated and maintained by the applicant in such a manner, and with such frequency, to ensure the public health, safety, and general welfare.
5. All graffiti and vandalism shall be removed and repaired on a regular basis.
6. The sign must conform to the provisions of the California Business and Professional Code Section 5405(d) and the City of Oroville Municipal Code Section 26-19.045.
7. The applicant shall have a current City of Oroville business license and any other applicable permit/license that may be required as part of their operations.
8. Pursuant to Section 26-13.010 of the OMC, the proposed use of the site shall conform to the performance standards of the code of the City of Oroville.
9. The sign, when not in use, shall be kept secured to prevent and deter negative impacts associated with vandalism, transient squatting, and defacing of the property.
10. Pursuant to Public Resources Code Section 21089, and as defined by the Fish and Wildlife Code Section 711.4, fees (\$50) are payable by the project applicant to file the Notice of Exemption with Butte County by the City of Oroville – Community Development Department within five working days of approval of this project by the Planning Commission.
11. The applicant shall ascertain and comply with the requirements of all City, County, State, Federal, and other local agencies as applicable to the proposed project.

12. The final design of the sign shall be as approved by the City Council and shall comply with these conditions of approval.
13. Pursuant to Section 26-50.010 (F), the Planning Commission, upon its own motion, may modify or revoke any use permit that has been granted pursuant to the provisions of this section upon finding any of the following, based on substantial evidence:
 - a. Any of the conditions of the permit have not been satisfied within 1 year after it was granted.
 - b. Any of the terms or conditions of the permit have been violated.
 - c. A law, including any requirement in the Municipal Code Chapter 26, has been violated in connection with the permit.
 - d. The permit was obtained by fraud.

--- End of Conditions ---

I HEREBY CERTIFY that the foregoing resolution was duly introduced and passed at a regular meeting of the Planning Commission of the City of Oroville held on the 23rd of November, 2015 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVE:

DONALD L. RUST, SECRETARY

DAMON ROBISON, CHAIRPERSON

CONDITIONS OF APPROVAL

UP 12-03 Amendment: "Welcome to Oroville" Digital Display Sign

Approved project: The Planning Commission hereby conditionally approves an amendment to Use Permit No. 12-03 initially approved by the Planning Commission on March 16, 2012 allowing the replacement of the existing "Welcome to Oroville" sign with a digital display sign. Use Permit No. 12-03 authorized the construction, operation, maintenance, and marketing of a digital display sign at the northwest corner of Georgia Pacific Road and Feather River Boulevard, just east of Highway 70. The approved amendments include a name change on the entitlements and changes to the previous design of the sign structure while maintaining compliance with the City's regulations for signs requiring a use permit as found in Section 26-19.045 of the Oroville Municipal Code (OMC).

1. The applicant shall hold harmless the City, its Council members, Planning Commissioners, officers, agents, employees, and representatives from liability for any award, damages, costs, and/or fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.
2. The project shall remain in substantial conformance with the Conditions of Approval, as adopted by the Oroville Planning Commission. Any subsequent minor changes in the project (as determined by the Zoning Administrator) may only occur subject to appropriate City review and approval. Any subsequent substantive changes in the project (as determined by the Zoning Administrator) may only occur subject to discretionary review by the Oroville Planning Commission.
3. All costs of operation and maintenance of private facilities, improvements, infrastructure, systems, equipment, common areas, etc. shall be the responsibility of the applicant.
4. All private facilities, improvements, infrastructure, systems, equipment, common areas, etc. shall be operated and maintained by the applicant in such a manner, and with such frequency, to ensure the public health, safety, and general welfare.
5. All graffiti and vandalism shall be removed and repaired on a regular basis.
6. The sign must conform to the provisions of the California Business and Professional Code Section 5405(d) and the City of Oroville Municipal Code Section 26-19.045.
7. The applicant shall have a current City of Oroville business license and any other applicable permit/license that may be required as part of their operations.

8. Pursuant to Section 26-13.010 of the OMC, the proposed use of the site shall conform to the performance standards of the code of the City of Oroville.
9. The sign, when not in use, shall be kept secured to prevent and deter negative impacts associated with vandalism, transient squatting, and defacing of the property.
10. Pursuant to Public Resources Code Section 21089, and as defined by the Fish and Wildlife Code Section 711.4, fees (\$50) are payable by the project applicant to file the Notice of Exemption with Butte County by the City of Oroville – Community Development Department within five working days of approval of this project by the Planning Commission.
11. The applicant shall ascertain and comply with the requirements of all City, County, State, Federal, and other local agencies as applicable to the proposed project.
12. The final design of the sign shall be as approved by the City Council and shall comply with these conditions of approval.
13. Pursuant to Section 26-50.010 (F), the Planning Commission, upon its own motion, may modify or revoke any use permit that has been granted pursuant to the provisions of this section upon finding any of the following, based on substantial evidence:
 - a. Any of the conditions of the permit have not been satisfied within 1 year after it was granted.
 - b. Any of the terms or conditions of the permit have been violated.
 - c. A law, including any requirement in the Municipal Code Chapter 26, has been violated in connection with the permit.
 - d. The permit was obtained by fraud.

--- End of Conditions ---

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC OPERATIONS
OUTDOOR ADVERTISING PROGRAM
1120 N STREET, MS 36
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6473
FAX (916) 651-9359



*Flex your power!
Be energy efficient!*

March 12, 2014

Certified Mail 7012 3460 0003 1085 0961

Mr. Donald Rust, Director
Planning and Development Services
City of Oroville
1735 Montgomery Street
Oroville, CA 95965

Dear Mr. Rust:

I write in regards to your preliminary application to construct a digital sign and advertise within the City of Oroville for the east side of Highway 70 in Butte County, Postmile 12.51R (approximately 20 feet north of Georgia Pacific Way). By letter dated May 11, 2012, the Office of Outdoor Advertising denied your preliminary application.

The Business and Professions Code Section 5408(d) and location were re-examined and although the preliminary application was initially denied, it has been determined that the placement of an outdoor advertising display at the referenced location would be considered permissible at this time.

Accordingly, if you apply for a permit within one year of the above date and the display location remains conforming, one hundred dollars of the preliminary review fee you paid shall be credited toward an application for a permit at this location.

If you have any further questions or concerns, please feel free to call the Office of Outdoor Advertising at (916) 654-6473.

Sincerely,


VELESSATA KELLEY
Office Chief



City of Oroville

COMMUNITY DEVELOPMENT DEPARTMENT

Donald Rust
DIRECTOR

1735 Montgomery Street
Oroville, CA 95965-4897
(530) 538-2401 – FAX (530) 538-2426
www.cityoforoville.org

May 11, 2015

Binderup Investments, Inc.
P.O. Box 153
Dobbins, California 95935-0153

RE: LEASE AGREEMENT FOR THE "WELCOME TO OROVILLE" GATEWAY SIGN LOCATED AT GEORGIA PACIFIC AND STATE ROUTE 70, OROVILLE, CA

Dear Mr. Binderup,

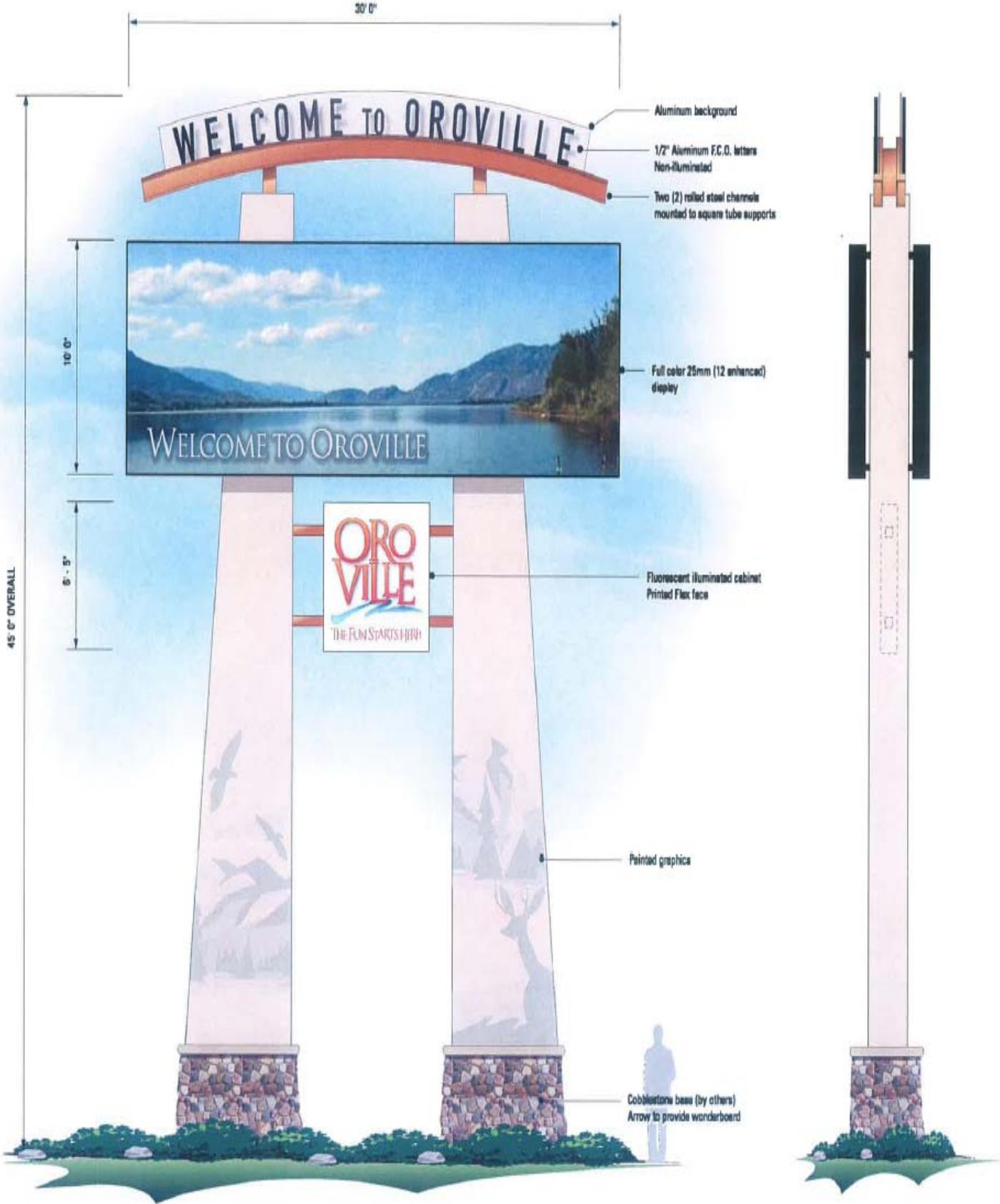
This letter is in regards to the lease agreement (Agreement No. 2062) between Binderup Investments, Inc. and the City of Oroville regarding the "Welcome to Oroville" gateway sign approved by the City Council on April 3, 2012.

On March 20, 2015, Douglas Binderup contacted me via telephone and requested to withdraw from the project due to financing and the lack of long term commitments from interested parties requiring advertising options on the proposed digital billboard. The City of Oroville appreciates your group's efforts regarding the "Welcome to Oroville" gateway sign and understand your reasons for the request to withdraw from the lease agreement and the conditional use permit. The City acknowledges and accepts your request to withdraw from the project as of the date of this letter.

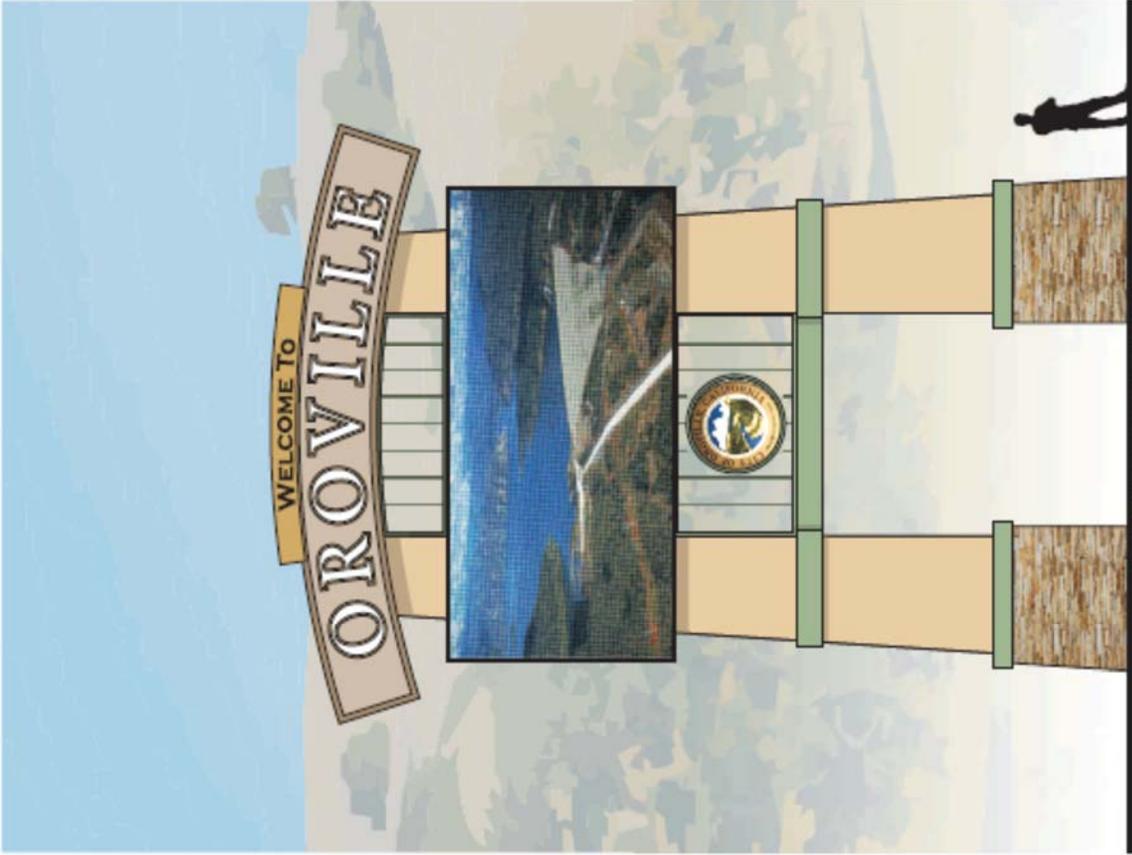
If you have any questions regarding the above please contact me, by phone at (530) 538-2433, or email at rustdl@cityoforoville.org.

Sincerely,

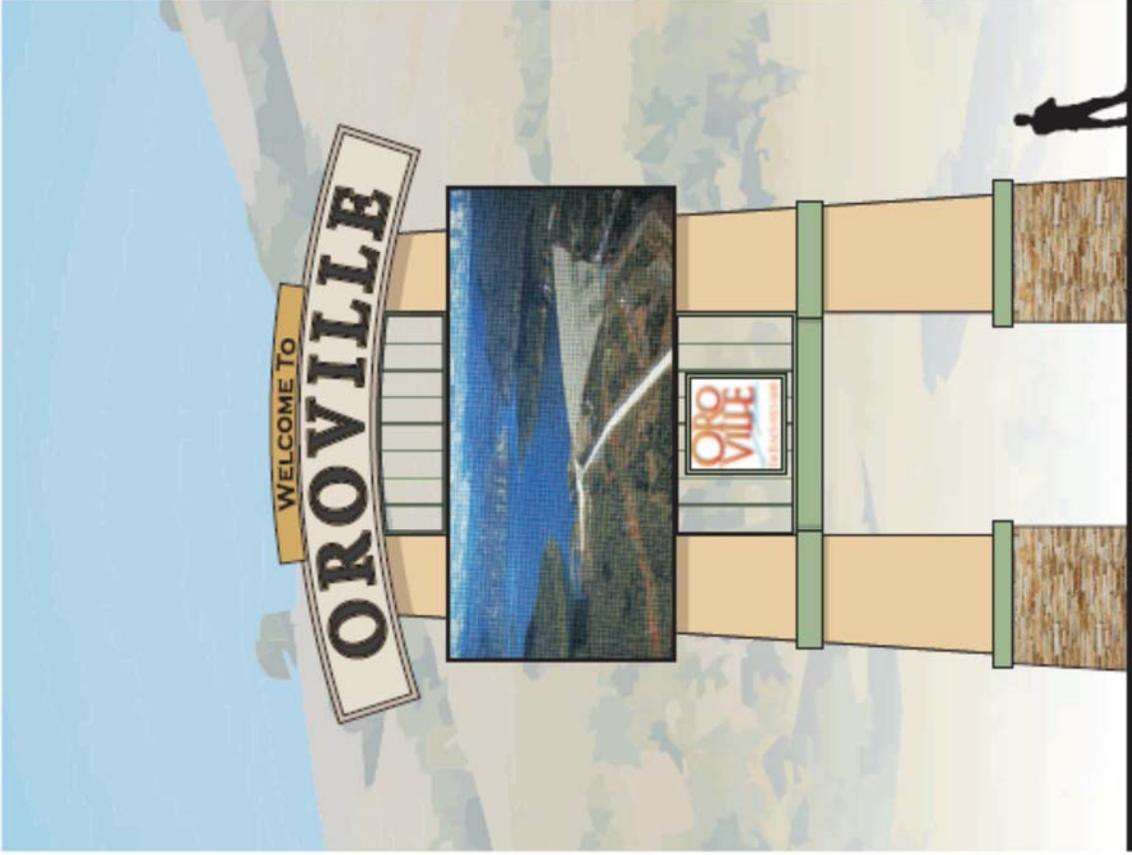
Donald Rust, Director
Community Development Department



A SIGN ELEVATION - OPTION 3 SCALE: 3/16" = 1'-0"



TOPPER SHOWN IS COLOR OPTION B



TOPPER SHOWN IS COLOR OPTION C

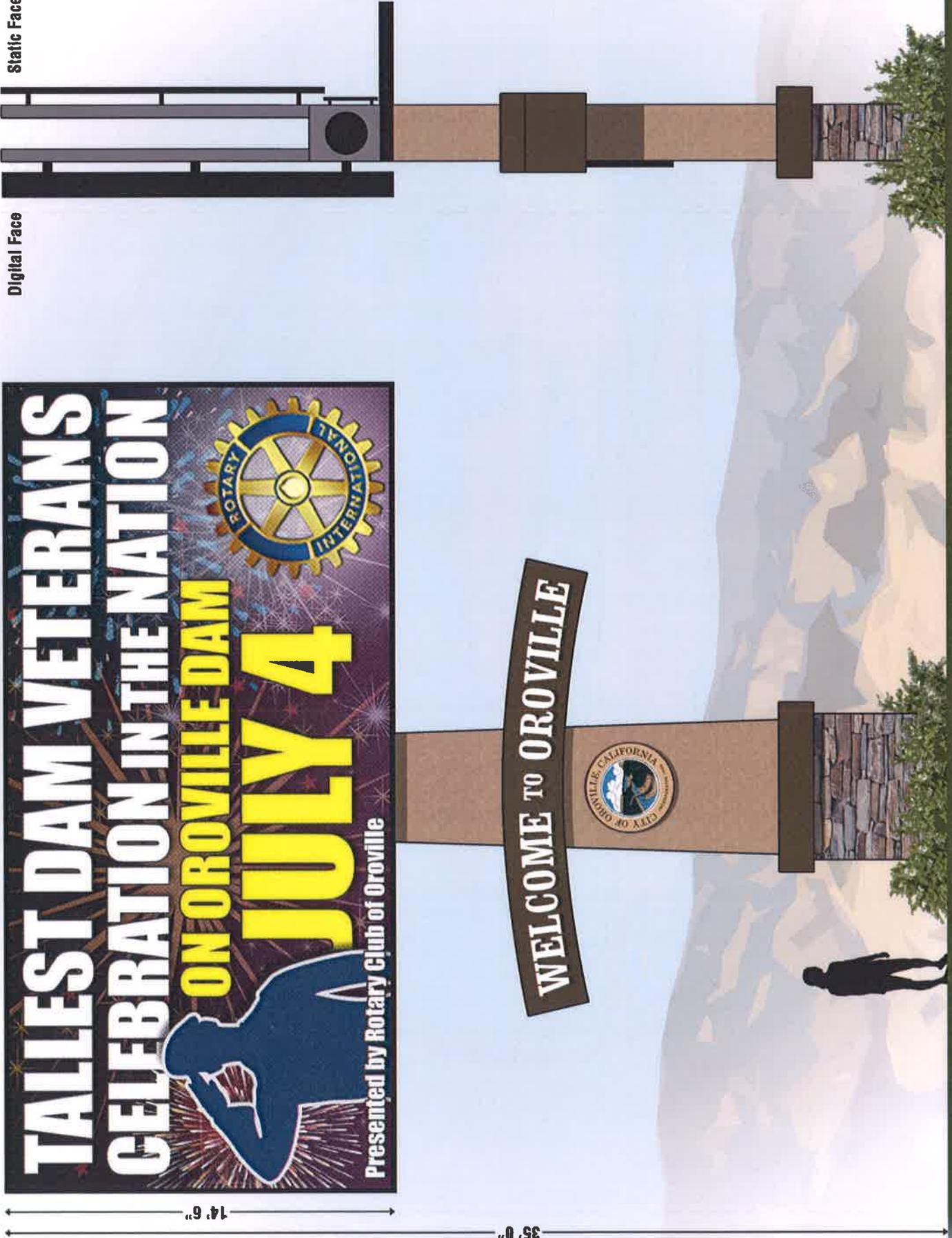
PYLON SIGN W/ 12' X 25' ELECTRONIC MESSAGE CENTER

SCALE 1/8" = 1'-0"



Static Face

Digital Face



**CITY OF OROVILLE PUBLIC FACILITY
LEASE AGREEMENT**

This Agreement is made and entered into as of **November 3, 2015**, by and between the **City of Oroville**, a municipal corporation ("CITY") and **Stott Outdoor Advertising** ("LESSEE").

1. **PARTIES:** This lease ("Lease") is made between Stott Outdoor Advertising ("LESSEE"), and the City of Oroville ("CITY"), who agree to the terms of this Lease.
2. **PREMISES LEASED:** LESSEE leases from CITY real property for the installation, operation, maintenance, and marketing of a digital display sign, located at the northwest corner of the intersection of Georgia Pacific Road and Feather River Boulevard, just east of the Highway 70 (Caltrans) right-of-way ("Premises").
3. **TERM:** The Lease's initial term ("Initial Term") shall commence on November 1, 2016 ("Commencement Date"), and shall end on October 31, 2046 ("Ending Date"), provided that all improvements have been completed by LESSEE and operation of the sign has begun. If LESSEE is unable to complete the improvements and begin operations of the digital display sign by the Commencement Date, LESSEE shall still be liable for the annual rent. Any such delay in the project shall not affect the Ending Date.
4. **RENT:** LESSEE shall pay to CITY annual rental payments on or before November 1 of each year following the Commencement Date. During the first year of this Lease, the annual rental payment shall be two thousand-five hundred and 00/100 dollars (\$2,500.00) and shall be due on or before the Commencement Date. The annual rental amount shall be subject to annual adjustment coinciding with the anniversary of the Commencement Date. The new annual rent shall be increased by two percent (2%) each year thereafter. In addition, and as additional rent, LESSEE shall pay 7% of all gross advertising revenue annually to the CITY. In addition, and as additional rent, LESSEE shall provide at least 1800 spots (8 seconds minimum) per month to CITY. LESSEE shall reasonably coordinate with CITY to obtain the content of the advertising desired by CITY. In the event that LESSEE does not, in the first year of the lease, achieve \$210,000 in gross annual advertising revenue, the CITY shall waive, and LESSEE shall not be required to pay, the following: 1) the annual rental payment for the subsequent year; and 2) the CITY's portion of the gross advertising revenue. In the event that LESSEE does not, in each subsequent year of the lease, achieve \$210,000 in gross annual advertising revenue, LESSEE shall not be required to pay the annual rental payment of the subsequent year, however, LESSEE shall pay CITY 3.5% of all gross advertising revenue to CITY, until LESSEE achieves \$210,000 in gross annual advertising revenue. LESSEE shall pay CITY the applicable annual rental amount rent in advance and advertising revenue rent in arrears. All gross advertising revenue rent payable to the CITY pursuant to this Agreement shall be held by LESSEE in trust for the benefit of CITY.

5. **HOLDING OVER:** Upon expiration or termination of the Lease, LESSEE agrees that it will not holdover or continue to occupy the Premises. If LESSEE fails to immediately surrender the Premises or any portion thereof at the expiration or termination of the Lease, then LESSEE shall pay Rent at a rate equal to 200% of the Rent as outlined in Paragraph 4, applicable during the last calendar month of the Lease. Unless otherwise agreed to in writing by the parties, any such holdover shall be deemed to be a tenancy-at-sufferance and not a tenancy-at-will or tenancy from month-to-month.
6. **TAXES:** Relating to any property owned by LESSEE, LESSEE shall pay all taxes required by Butte County or any other public agency on any taxable interest of LESSEE, including but not limited to possessory interest assessments.
7. **USE AND EXCLUSIVITY:**
 - a. LESSEE shall occupy and use the Premises during the term hereof for the purposes contained in this Lease.
 - b. CITY shall not enter into another agreement for the lease of City property for the installation of a digital display sign measuring greater than 120 square feet for a period of 3 years from the execution date of this Agreement. From year 4 through year 7 of the effectiveness of this Agreement, LESSEE shall have first right of refusal for any agreement for the lease of City property for the installation of a display sign measuring greater than 120 square feet.
8. **EMERGENCY USE:** LESSEE shall immediately make the sign available, at the request of CITY or another qualified public agency, for Amber Alert messages or for other public emergency communication uses.
9. **HEALTH, SAFETY, AND FIRE CODE REQUIREMENTS:** As a condition precedent to the existence of this Lease, LESSEE, at its sole expense, shall ensure the Premises meets the applicable requirements of all Health, Safety, Fire and Building codes, statutes, regulations, and ordinances, in addition to all applicable federal, state, regional and local regulations, including all requirements of the California Department of Transportation. Additionally, LESSEE warrants that any improvements on or in the Premises which have been constructed or installed by LESSEE shall comply with all applicable covenants or restrictions of record and applicable codes, statutes, regulations, and ordinances in effect on the Commencement Date.
10. **MAINTENANCE:**
 - a. Except as specifically provided in **subparagraph 10b** below, LESSEE, at its sole cost, shall perform such inspections, maintenance, and repairs as

are necessary to ensure that all portions of the Premises and digital display sign including, but not limited to the following, are at all times in good repair and safe condition:

- (1) The structural components of the digital display sign improvements, which structural components include the foundations, sign structure, and digital display;
- (2) The electrical system(s), including, without limitation, those portions of the system(s) owned or controlled by LESSEE lying outside the Premises;
- (3) The grounds, including all access easements and outside lighting, grass, trees, shrubbery, flora and other landscaping and irrigation system(s) installed; and
- (4) LESSEE shall perform maintenance to the digital display sign at a time and in a manner that will cause the least possible inconvenience, annoyance, or disturbance to the CITY and Community.

b. Without in any way affecting LESSEE's duty to operate, maintain, and repair the Premises and the digital display sign and regardless of whether any specific notice of need for maintenance or repair is provided to LESSEE by CITY, CITY may request specific maintenance or repairs. Any such request may be made orally, by telephone or otherwise. LESSEE shall, within a reasonable period of time, provide to CITY a written plan and schedule to perform the required maintenance and/or repairs. LESSEE and a representative of CITY shall meet and confer should the parties disagree as to the reasonableness of the written plan or the time it takes to submit the same to CITY. The remedies set forth in this paragraph are in addition to and do not in any manner limit other remedies set forth in particular paragraphs of this Lease.

c. LESSEE shall coordinate and receive approval by CITY for the installation of all landscaping and irrigation systems.

- 11. ALTERATIONS:** CITY shall not make any structural alterations to the Premises or the digital display sign without LESSEE's consent.
- 12. UTILITIES:** LESSEE shall, at its sole expense, furnish to the Premises and pay all service charges and related taxes for all required utilities.
- 13. HOLD HARMLESS:** LESSEE agrees to indemnify, defend (with counsel approved by CITY), and hold harmless CITY, its authorized officers, agents, volunteers, and employees, from any and all claims, demands, actions, losses, damages, liability,

and/or for any costs or expenses incurred by CITY arising out of: (a) any improvements constructed by LESSEE pursuant to the Lease; (b) LESSEE's acts and omissions in connection with its control of the property; (c) the use of common areas and leasehold spaces other than the Premises; and (d) toxic waste and environmental contamination caused by LESSEE's activities, except where such indemnification is prohibited by law. LESSEE's indemnification obligation applies to CITY's "active" as well as "passive" negligence, but does not apply to CITY's "sole negligence" or "willful misconduct" within the meaning of Civil Code section 2782. LESSEE's indemnification obligation shall survive the tenancy contemplated by this Lease. The insurance provisions in **Paragraph 14, INSURANCE**, shall not be interpreted in a manner that limits the indemnification obligation. LESSEE shall not be liable for the negligence of CITY, its authorized officers, agents, volunteers, and/or employees.

14. INSURANCE:

- a. CITY is a public entity and is self-insured.
- b. Without in any way affecting the indemnity herein provided and in addition thereto, LESSEE or their subcontractors shall secure and maintain throughout the duration of the construction and Lease the following types of insurance, if applicable, with limits as shown:
 - (1) Workers' Compensation: A program of Workers' Compensation insurance or a state-approved Self-Insurance Program in an amount and form to meet all applicable requirements of the Labor Code of the State of California, including Employer's Liability with two hundred fifty thousand and 00/100 dollars (\$250,000.00) limits, covering all persons providing services on behalf of LESSEE and all risks to such persons under this Agreement.
 - (2) Comprehensive General and Automobile Liability Insurance: This coverage is to include contractual coverage and automobile liability coverage for owned, hired, and non-owned vehicles. The policy shall have combined single limits for bodily injury and property damage of not less than one million and 00/100 dollars (\$1,000,000.00).
 - (3) Fire, Hazard, and Liability Insurance: Standard fire, hazard, liability and extended coverage insurance, with vandalism and malicious mischief endorsements to the extent of the full replacement value of the Premises.
- c. Additional Named Insured: All policies, except for Workers' Compensation, shall contain additional endorsements naming CITY and its officers, employees, agents, and volunteers as additional named insured with respect to liabilities arising out of this Agreement.

- d. **Waiver of Subrogation Rights:** LESSEE shall require the carriers of the above-required coverage to waive all rights of subrogation against CITY, its officers, employees, agents, volunteers, contractors, and subcontractors.
- e. **Policies Primary and Non-Contributory:** All policies required above are to be primary and non-contributory with any insurance or self-insurance programs carried or administered by CITY.
- f. **Proof of Coverage:** LESSEE shall immediately furnish certificates of insurance to CITY, evidencing the insurance coverage, including endorsements required above, prior to occupying the Premises and the commencement of performance of services hereunder, which certificates shall provide that such insurance shall not be terminated or expire without thirty (30) days written notice to CITY, and LESSEE shall maintain such insurance from the start of the Commencement Date of this Agreement until the Ending Date. Within sixty (60) days of the Commencement Date of this Agreement, LESSEE shall furnish certified copies of the policies and all endorsements.
- g. **Insurance Review:** The above insurance requirements are subject to periodic review by CITY. CITY's Risk Manager is authorized, but not required, to reduce or waive any of the above insurance requirements whenever the Risk Manager determines that any of the above insurance is not available, is unreasonably priced, or is not needed to protect the interests of CITY. In addition, if the Risk Manager determines that heretofore unreasonably priced or unavailable types of insurance coverage or coverage limits become reasonably priced or available, the Risk Manager is authorized, but not required, to change the above insurance requirements to require additional types of insurance coverage or higher coverage limits, provided that any such change is reasonable in light of past claims against CITY, inflation, or any other item reasonably related to CITY's risk. Any such reduction or waiver for the entire term of this Agreement and any change requiring additional types of insurance coverage or higher coverage limits must be made by an amendment to this Agreement.
- h. **Failure to Have Insurance:** In the event CITY receives a notice of cancellation concerning any of the required policies, or should LESSEE fail to have in effect the required coverage at any time during this Lease, CITY may give notice to LESSEE to immediately suspend all LESSEE activities on the Premises and/or notice to reinstate or acquire the affected coverage. Should LESSEE fail to reinstate or acquire the affected coverage within ten (10) days of CITY's notice to reinstate or acquire such coverage, CITY, in its sole discretion, may either; (a) terminate this Lease immediately upon written notice to LESSEE, or (b) reinstate or acquire the affected coverage, in which case LESSEE shall reimburse CITY for the sum paid to reinstate

or acquire the coverage. The sum paid by CITY shall be due from LESSEE to CITY within five (5) days of notice of such sum, and if paid at a later date, shall bear interest at the maximum rate CITY is permitted by law to charge from the date the sum was paid by CITY until CITY is reimbursed by LESSEE. The remedies set forth in this paragraph are in addition to and do not in any manner limit other remedies set forth in particular paragraphs of this Lease.

- i. CITY shall have no liability for any premiums charged for such coverage(s). The inclusion of CITY as additional named insured is not intended to and shall not make it a partner or joint venture with LESSEE.

15. DESTRUCTION OF PREMISES:

- a. During the term of this Lease, if any casualty renders a portion of the digital display sign unusable for the purpose intended, then LESSEE shall, at LESSEE's expense, restore the digital display sign and repair any damages caused by such casualty as soon as reasonably possible, and this Lease shall continue in full force and effect. If LESSEE does not commence the restoration of the Premises in a substantial and meaningful way within thirty (30) days following LESSEE's receipt of written notice of the casualty, or should LESSEE fail to diligently pursue completion of the restoration of the digital display sign, or if the time required to restore the Premises is estimated to exceed ninety (90) days, CITY may, at its option, terminate this Lease immediately upon written notice to LESSEE. If CITY elects to terminate this Lease pursuant to this provision, CITY shall be discharged of all future obligations under this Lease. Alternatively, if LESSEE fails to commence the restoration of the digital display sign or fails to diligently pursue the completion of the restoration as aforesaid, CITY may, at its option and in its sole discretion, after notice to LESSEE, perform LESSEE's obligations and restore the digital display sign. If CITY elects to restore the digital display sign, CITY shall have the right to be reimbursed for all sums it actually and reasonably expends (including charges for CITY employees and equipment) in the performance of LESSEE's obligations. The sum paid by CITY shall be due from LESSEE to CITY within five (5) days of notice of such sum, and if paid at a later date, shall bear interest at the maximum rate CITY is permitted by law to charge from the date the sum was paid by CITY until CITY is reimbursed by LESSEE. The remedies set forth in this paragraph are in addition to and do not in any manner limit other remedies set forth in particular paragraphs of this Lease. For the purposes of this paragraph, the phrase "commence ... in a substantial and meaningful way" shall mean either the unconditional authorization of the preparation of the required plans, the issuance of any required Building Permits or the beginning of the actual work on the Premises.

- b. In the event there is destruction of a portion of the Premises and digital display sign as set out in **subparagraph a** above, and the Lease is not terminated because of such destruction, LESSEE agrees to use any and all insurance proceeds received for said destruction in the restoration of the Premises.
 - c. In the event LESSEE is required to restore the Premises and digital display sign, as provided in this paragraph, LESSEE shall restore, at LESSEE's expense, any improvements or alterations to the Premises and digital display sign made by CITY pursuant to **Paragraph 11, ALTERATIONS**, of this Lease.
- 16. LESSEE'S DEFAULT:** Except where another time limit is specifically provided, LESSEE shall be in default of this Lease if LESSEE fails or refuses to perform any material provisions of this Lease and such failure or refusal to perform is not cured within thirty (30) days following LESSEE's receipt of written notice of default from CITY. If the default cannot reasonably be cured within thirty (30) days, LESSEE shall not be in default of this Lease if LESSEE commences to cure the default within the thirty (30) day period and diligently and in good faith continues to cure the default.
- 17. CITY'S REMEDIES ON LESSEE'S DEFAULT:** CITY, at any time after LESSEE is in default and in CITY's sole discretion, may terminate this Lease immediately upon written notice to LESSEE without any further action or requirement to initiate litigation to have the Lease declared terminated. Alternatively, CITY may elect to cure the default at LESSEE's cost. If CITY at any time, by reason of LESSEE's default, pays any sum or does any act that requires the payment of any sum (including charges for CITY's employees and equipment), the sum paid by CITY shall be due from LESSEE to CITY within five (5) days of notice of such sum, and if paid at a later date shall bear interest at the maximum rate the CITY is permitted by law to charge from the date the sum was paid by CITY until CITY is reimbursed by LESSEE. Any amount paid by CITY shall remain due and owed by LESSEE even if CITY elects to terminate the Lease pursuant to this paragraph. The remedies set forth in this paragraph are in addition to and do not in any manner limit other remedies set forth in particular paragraphs of this Lease.
- 18. LESSEE'S ACCESS TO PREMISES:** LESSEE and its authorized representatives shall have the right to enter the Premises at all reasonable times for any of the following purposes:
- a. To determine whether the Premises and digital display sign are in good condition;
 - b. To do any necessary maintenance and to make any restoration to the Premises and digital display sign that LESSEE has the right or obligation to perform;

- c. To serve, post, or keep posted any notices required by law; and
- d. To show the digital display sign to prospective brokers, agents, buyers, tenants, lenders, or persons interested in an exchange, at any time during the term. LESSEE shall conduct its activities on the Premises as allowed in this paragraph in a manner that will cause the least possible inconvenience, annoyance, or disturbance to CITY and the community.

19. NOTICES:

- a. Any notice, demand, request, consent, approval, or communication that either party desires or is required to give to the other party or any other person shall be in writing and either served personally or sent by prepaid, first-class mail. Any notice, demand, request, consent, approval, or communication that either party desires or is required to give to the other party shall be addressed to the other party at the address set forth below. Either party may change its address by notifying the other party of the change of address. Notice shall be deemed communicated two (2) CITY working days from the time of mailing if mailed as provided in this paragraph.

LESSEE's address: Stott Outdoor Advertising
P.O. Box 7209
Chico, CA 95927

CITY's address: City Administrator
City of Oroville
1735 Montgomery Street
Oroville, CA 95965

- b. If, at any time after CITY accepts the completion of the digital display sign, LESSEE assigns or transfers a non-controlling interest of its rights in the digital display sign to a third party, LESSEE must notify CITY of its action at least fifteen (15) CITY working days prior to completing any such action.
- c. If, at any time after CITY accepts the completion of the digital display sign, LESSEE assigns or transfers a controlling interest of its rights in the digital display sign to a third party, LESSEE must notify CITY of its action at least fifteen (15) CITY working days prior to completing any such action. The new owner must provide CITY with evidence of completion of such action. The parties shall immediately execute an amendment to this Lease stating the change of ownership of the digital display sign.

- 20. INCORPORATION OF PRIOR AGREEMENT:** This Lease contains all of the agreements of the parties hereto with respect to any matter covered or mentioned

in this Lease, and no prior agreement or understanding pertaining to any such matter shall be effective for any purpose.

21. **WAIVERS:** No waiver by either party of any provisions of this Lease shall be deemed to be a waiver of any other provision hereof or of any subsequent breach by either party of the same or any other provisions.
22. **AMENDMENTS:** No provision of this Lease may be amended or added to except by an agreement in writing signed by the parties hereto or their respective successor-in-interest, expressing by its terms an intention to modify this Lease.
23. **SUCCESSORS:** This Lease shall inure to the benefit of and be binding upon the heirs, executors, administrators, successors, and assigns of the parties hereto.
24. **SEVERABILITY:** If any word, phrase, clause, sentence, paragraph, section, article, part or portion of this Lease is or shall be invalid for any reason, the same shall be deemed severable from the remainder hereof and shall in no way affect or impair the validity of this Lease or any other portion thereof.
25. **PROVISIONS ARE COVENANTS AND CONDITIONS:** All provisions, whether covenants or conditions, on the part of either party shall be deemed to be both covenants and conditions.
26. **CONSENT:** Whenever consent or approval of either party is required, that party shall not unreasonably withhold, condition, or delay such consent or approval.
27. **LAW:** This Lease shall be construed and interpreted in accordance with the laws of the State of California.
28. **VENUE:** The parties acknowledge and agree that this Lease was entered into and intended to be performed in Butte County, California. The parties agree that the venue for any action or claim brought by any party to this Lease will be in Butte County Superior Court or in the United States District Court, Eastern District of California. If any action or claim concerning this Lease is brought by any third party, the parties hereto agree to use their best efforts to obtain a change of venue to the Butte County Superior Court or the United States District Court, Eastern District of California.
29. **ATTORNEYS' FEES AND COSTS:** If any legal action is instituted to enforce or declare any party's rights hereunder, each party, including the prevailing party, must bear its own costs and attorneys' fees. This paragraph shall not apply to those costs and attorneys' fees directly arising from any third party legal action against CITY, including such costs and attorneys' fees payable under **Paragraph 13, HOLD HARMLESS**, and **Paragraph 36, PUBLIC RECORDS DISCLOSURE**.

- 30. CAPTIONS, TABLE OF CONTENTS, AND COVER PAGE:** The paragraph captions, table of contents, and the cover page of this Lease shall have no effect on its interpretations.
- 31. SURVIVAL:** Only the obligations of the parties which, by their nature, continue beyond the term of this Lease, will survive the termination of this Lease.
- 32. TERMINATION AND OWNERSHIP OF INSTALLED PROPERTY:** LESSEE may terminate this Agreement, with sixty (60) days notice to CITY, should any entity, public agency or utility requirements make the construction or operation of this project reasonably infeasible for economic reasons, including the obtaining of financing. At all times while this Agreement is in effect, LESSEE shall own all property and equipment constructed and/or installed by LESSEE. Upon termination, LESSEE shall have the right to remove all electronic equipment and signage from the property. Prior to any equipment removal, LESSEE shall give the right of first refusal to CITY to purchase the equipment to be removed by LESSEE pursuant to this paragraph. If CITY does not exercise this right of first refusal, LESSEE may remove electronic equipment and signage that do not affect the structural integrity of the sign. In the event of termination or expiration of the Lease, all improvements, electronics, signage, and other installed items which are not removed by LESSEE shall be deemed real property for purposes of this Agreement and shall become the property of CITY.
- 33. FORMER CITY OFFICIALS:** LESSEE agrees to provide or has already provided information on former CITY administrative officials (as defined below) who are employed by or represent LESSEE. The information provided includes a list of former CITY administrative officials who terminated CITY employment within the last five years and who are now officers, principals, partners, associates, or members of the business. The information should also include the employment and/or representative capacity and the dates these individuals began employment with or representation of your business. For purposes of this provision, "CITY administrative official" is defined as a member of the City Council or such officer's staff, CITY Administrative Officer or member of such officer's staff, CITY department or group head, assistant department or group head, or any employee in the Exempt Group, or Management Unit.
- 34. BROKER'S COMMISSIONS:** LESSEE is solely responsible for the payment of any commissions to any broker who has negotiated or otherwise provided services in connection with this Lease.
- 35. ESTOPPEL CERTIFICATES:** Each party within thirty (30) days after notice from the other party shall execute and deliver to other party, in recordable form, a certificate stating that this Lease is unmodified and in full force and effect, or in full force and effect as modified, and stating the modifications. The certificate also shall state the amount of minimum monthly rent, the dates to which the rent has been paid in advance, the amount of any security deposit or prepaid rent, and that there

are no uncured defaults or specifying in reasonable detail the nature of any uncured default claimed. Failure to deliver the certificate within thirty (30) days shall be conclusive upon the party requesting the certificate and any successor to the party requesting the certificate, that this Lease is in full force and effect and has not been modified except as may be represented by the party requesting the certificate, and that there are no uncured defaults on the part of the party requesting the certificate.

36. **PUBLIC RECORDS DISCLOSURE:** All information received by CITY from LESSEE or any source concerning this Lease, including the Lease itself, may be treated by CITY as public information subject to disclosure under the provisions of the California Public Records Act, Government Code section 6250 *et seq.* (the "Public Records Act"). LESSEE understands that although all materials received by CITY in connection with this Lease are intended for the exclusive use of CITY, they are potentially subject to disclosure under the provisions of the Public Records Act. In the event a request for disclosure of any part or all of any information which a LESSEE has reasonably requested CITY to hold in confidence is made to CITY, CITY shall notify LESSEE of the request and shall thereafter disclose the requested information unless LESSEE, within five (5) days of receiving notice of the disclosure request, requests nondisclosure, provides CITY a legally sound basis for the nondisclosure, and agrees to indemnify, defend, and hold CITY harmless in any/all actions brought to require disclosure. LESSEE waives any and all claims for damages, lost profits, or other injuries of any and all kinds in the event CITY fails to notify LESSEE of any such disclosure request and/or releases any information concerning the contract received from LESSEE or any other source.
37. **MATERIAL MISREPRESENTATION:** If during the course of the administration of this Lease, CITY determines that LESSEE has made a material misstatement or misrepresentation or that materially inaccurate information has been provided to CITY, this Lease may be immediately terminated. If this Lease is terminated according to this provision, LESSEE is entitled to pursue any available legal remedies.
38. **INTERPRETATIONS:** As this Lease was jointly prepared by both parties, the language in all parts of this Lease shall be construed, in all cases, according to its fair meaning, and not for or against either party hereto.
39. **AUTHORIZED SIGNATORS:** Both parties to this Lease represent that the signators executing this document are fully authorized to enter into this agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date first written above.

CITY OF OROVILLE

STOTT OUTDOOR ADVERTISING

By: _____
Linda L. Dahlmeier, Mayor

By: _____
Jim Moravec, General Partner

APPROVED AS TO FORM

ATTEST

By: _____
Scott E. Huber, City Attorney

By: _____
Donald Rust, Acting City Clerk

Oroville Gateway Digital Display Sign Project Description

Stott Outdoor Advertising is pleased to present our proposal for the new Oroville Gateway Digital Display Sign. The sign will be located at the northwest corner of Feather River Boulevard and Georgia Pacific Way, in the same location occupied by the existing "Welcome to Oroville" sign, which is falling into disrepair. The old sign will be removed, and the new sign and associated improvements (such as landscaping and electrical service) will be installed.

The new sign contains a modern digital display on the south face, and a traditional fixed panel on the north face. The drawing depicts a digital panel which is 12 feet tall by 24 feet wide (288 square feet), the same size as Stott's existing digital display on Oro Dam Boulevard. The maximum size which is allowed by the current code is 300 square feet; however, Planning staff has indicated that the sign code may be amended in the near future to allow larger signs. Stott therefore requests that the use permit conditions be flexible, allowing the digital display size to be increased administratively if the code changes to allow a larger sign area. We further request that the conditions provide for the size increase either before the sign is built, or as a retrofit after the sign has been constructed. This increase in size, if allowed by a future amendment to the sign code, is appropriate for the following reasons:

1. A larger size is appropriate for the location, as the sign must compete visually with other advertising signs which are 14 feet by 48 feet, or 672 square feet in size.
2. The next larger size which maintains the same aspect ratio as other digital signs in Oroville is 14.5 feet by 30 feet, or 435 square feet in size. Maintaining a consistent aspect ratio facilitates the display of a message in multiple locations, whether it's an advertisement for a business or a PSA for the City of Oroville.
3. Stott's existing digital sign on Highway 70 is 435 square feet, larger than the normal 300 square foot maximum, and has been accepted by the community.

The digital display will comply with all requirements in the Oroville Municipal Code for such signs, including spacing, a minimum dwell time of eight seconds per image, limited hours of operation, no animations or transitions between images, and limits on the level of illumination. The structure will be designed so that the north face can be converted to digital in the future. Overall height of the sign will be a maximum of 40 feet.

The new sign uses a timeless combination of colors and materials, and incorporates architectural elements from the existing sign. The tapered column is faithful to both the existing sign and the Craftsman architecture found in historic portions of Oroville. The "Welcome to Oroville" portion of the sign is arched, similar to the existing sign, and uses dimensional letters for aesthetically pleasing shadows and gradients. A water table in a contrasting brown color separates the ledgerstone veneer at the base from the tan stucco-appearance column above it.

Existing landscaping will be removed. Limited new landscaping will be installed at the base of the sign, and will be designed to be attractive, low maintenance, and low water use. All new landscaping requiring irrigation will be irrigated with a drip system or other similar water-efficient method. A new overhead electrical service will be run across Georgia Pacific Way to provide power to the sign. Locking gravel will be installed around the perimeter of the site to provide a parking area for vehicles servicing the sign.

While this sign design is more modest than previous proposals by other parties for this site, Stott Outdoor Advertising is confident that this sign can be constructed and operated in an economically viable manner. In other words, this project "pencils out" and will be built.

11/16/15



City of Oroville

COMMUNITY DEVELOPMENT DEPARTMENT

1735 Montgomery Street
Oroville, CA 95965-4897
(530) 538-2430 FAX (530) 538-2426
www.cityoforoville.org

ATTACHMENT - M

Donald Rust
DIRECTOR

ATTENTION: PROPERTY OWNERS AND INTERESTED PARTIES

The project listed below has been filed with the Community Development Department. You are invited to comment because your property is located near the proposed project. Please comment in the space below. You may attach additional pages as necessary.

Please submit your comments to this department no later than **Monday, November 23, 2015** to be sure that they are included in the final project action. However, comments will be taken up to the time of the project decision. If you have no comment, a reply is not necessary.

**ASSESSOR
PARCEL
NUMBER:** N/A (City Owned Right-of-Way)

**FILE
NUMBER:** UP 12-03 Amendment

APPLICANT: Stott Outdoor Advertising

ZONING: N/A

LOCATION: Northwest corner of Georgia Pacific Rd and Feather River Blvd, just east of Highway 70

**CONTACT
PERSON:** Luis A. Topete,
Associate Planner
530 538-2408
530 538-2426 Fax
topetela@cityoforoville.org

VICINITY MAP



PROJECT DESCRIPTION:

UP 12-03 Amendment: "Welcome to Oroville" Digital Display Sign – The City of Oroville Planning Commission will conduct a public hearing to consider a use permit amendment to Use Permit No. 12-03 approved by the City of Oroville Planning Commission on March 16, 2012 allowing the replacement of the existing "Welcome to Oroville" sign with a digital display sign. Use Permit No. 12-03 authorized the construction, operation, maintenance, and marketing of a digital display sign at the northwest corner of Georgia Pacific Road and Feather River Boulevard, just east of Highway 70. The proposed amendments include a name change on the entitlements and changes to the previous design of the sign structure while maintaining compliance with City's regulations for signs requiring a use permit as found in Section 26-19.045 of the Oroville Municipal Code.

NOTICE IS HEREBY GIVEN that the City of Oroville Planning Commission will hold a public hearing on the project described above. Said hearing will be held at **7:00 p.m. on Monday, November 23, 2015** in the City Council Chambers, 1735 Montgomery Street, Oroville, CA. All interested persons are invited to attend or submit comments in writing.



City of Oroville

Donald Rust
DIRECTOR

COMMUNITY DEVELOPMENT DEPARTMENT

1735 Montgomery Street
Oroville, CA 95965-4897
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www.cityoforoville.org

NOTICE OF PUBLIC HEARING BEFORE THE CITY OF OROVILLE PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Oroville will hold a public hearing on the projects described below. Said hearing will be held at **7:00 p.m. on Monday, November 23, 2015** in the City Council Chambers, 1735 Montgomery Street, Oroville, CA. All interested persons are invited to attend or submit comments in writing.

1. **UP 12-03 Amendment: "Welcome to Oroville" Digital Display Sign** – The City of Oroville Planning Commission will conduct a public hearing to consider a use permit amendment to Use Permit No. 12-03 approved by the City of Oroville Planning Commission on March 16, 2012 allowing the replacement of the existing "Welcome to Oroville" sign with a digital display sign. Use Permit No. 12-03 authorized the construction, operation, maintenance, and marketing of a digital display sign at the northwest corner of Georgia Pacific Road and Feather River Boulevard, just east of Highway 70. The proposed amendments include a name change on the entitlements and changes to the previous design of the sign structure while maintaining compliance with the City's regulations for signs requiring a use permit as found in Section 26-19.045 of the Oroville Municipal Code.

Additional information regarding the projects described in this notice can be obtained from the Oroville Community Development Department at 1735 Montgomery Street, Oroville, CA. Anyone desiring to submit information, opinions or objections is requested to submit them in writing to the Community Development Department prior to the hearing. In accordance with Government Code Section 65009, if you challenge an action on these projects in court, you may be limited to raising only those issues you or someone else raised at the public meeting described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public meetings.

Posted/Published: **Friday, November 13, 2015**



City of Oroville

Donald Rust
DIRECTOR

COMMUNITY DEVELOPMENT DEPARTMENT

1735 Montgomery Street
Oroville, CA 95965-4897
(530) 538-2430 FAX (530) 538-2426
www.cityoforoville.org

PLANNING COMMISSION STAFF REPORT

November 23, 2015

The Oroville Planning Commission will review and consider adopting a finding of public convenience or necessity for a Type-20 Off-Sale Beer and Wine license for Royal Mini Mart located at 2970 Feather River Boulevard (APN: 035-480-043).

APPLICANTS: Royal Mini Mart, Inc.
2970 Feather River Boulevard
Oroville, CA 95965
(530) 329-4175

LOCATION: 2970 Feather River Boulevard
Oroville, CA 95965
APN: 035-480-043

GENERAL PLAN: Retail and Business Services
ZONING: Intensive Commercial (C-2)
FLOOD ZONE: ZONE X: Areas determined to be outside the 0.2% annual chance floodplain.

ENVIRONMENTAL DETERMINATION: General Rule Exemption; Title 14, CCR, §15061(b)(3)

REPORT PREPARED BY:

Luis A. Topete, Associate Planner
Community Development Department

REVIEWED BY:

Donald Rust, Director
Community Development Department

RECOMMENDED ACTIONS:

City staff recommends that the Planning Commission take the following actions:

1. **ADOPT** Resolution No. P2015-11: A RESOLUTION OF THE OROVILLE CITY PLANNING COMMISSION FINDING AND DETERMINING THAT THE PUBLIC CONVENIENCE OR NECESSITY WOULD BE SERVED BY THE ISSUANCE OF AN OFF-SALE BEER AND WINE (TYPE-20) ALCOHOLIC BEVERAGE CONTROL LICENSE FOR ROYAL MINI MART LOCATED AT 2970 FEATHER RIVER BOULEVARD, OROVILLE, CA 95965 (APN: 035-480-043). **(Attachment F)**

SUMMARY

Sourav Sharma, a representative of Royal Mini Mart, Inc., has applied for a Finding of Public Convenience or Necessity for the issuance of a Type 20 Off-Sale Beer and Wine license at 2970 Feather River Boulevard (APN: 035-480-043), the existing location of a mini mart and gasoline station (Royal Mini Mart). The issuance of this license would cause and undue concentration of off-sale licenses authorized in census tract 0030.02. As a result, the Business and Professional Code §23958.4 requires a finding of public convenience "or" necessity in order for the California Department of Alcoholic Beverage Control (ABC) application to be approved. It is not legally necessary to demonstrate both a finding of convenience "and" necessity.

ANALYSIS

Findings of Public Convenience or Necessity are a tool for local governments and communities that directly ties them into the state liquor licensing process. Current state law limits the issuance of new licenses in geographical regions (census tracts) defined as high crime areas or in areas of "undue concentration" of retail alcohol outlets. However, the law also states these restrictions can be sidestepped in specified circumstances when the state ABC or the local jurisdiction makes a determination that the applicant license proves that the proposed outlet would serve "public convenience or necessity" by demonstrating that the business operation will provide some kind of benefit to the surrounding community. The applicant's reasoning that public convenience or necessity will be served is detailed in **Attachment A**.

"Undue concentration" (also referred to as "over concentration") is defined in Business and Professional Code §23958.4 as a ratio of the number of licenses in a census tract compared to the average number of licenses in a County, as a whole. It does not mean that a particular census tract necessarily has too many licenses for the needs of convenience of residents in that tract. "Over Concentration" also does not mean that the State, or anyone else, has previously looked at this census tract and determined that it has suffered any adverse effects from the actual number of licenses existing; or that it will suffer any adverse effects if a new license is issued.

The California Department of Alcoholic Beverage Control allows three (3) off sale licenses within this Census Tract (0030.02) where Royal Mini Mart is located, with three (3) currently authorized. Currently, Census Tract 0030.02 has an undue-concentration of off sale licenses, as defined by Section 23958.4 of the Business and Professions Code. Sections 23958 and 23958.4 of the Business and Professions Code requires ABC to deny the application unless the City determines within 90 days of notification of a completed application that public convenience or necessity would be served by the issuance of the license.

Additionally, on January 1, 1998, Section 23817.5 of the Business and Professions Code was amended to permanently establish a moratorium on the issuance of off-sale beer and wine licenses (Type 20) in cities and counties where the ratio on Type 20

licenses exceeds one for each 2,500 inhabitants. The ABC issued a notice of Moratorium on May 9, 2011, for cities and counties that meet the overconcentration ratio criteria, and said list included all of Butte County, including the City of Oroville, requiring a determination of Public Convenience or Necessity for an applicant to be approved for a new Type 20 alcohol license.

ENVIRONMENTAL REVIEW

This action has been determined to be exempt from the California Environmental Quality Act (CEQA) review pursuant to Title 14, California Code of Regulations, Section 15061(b)(3), commonly known as the "general rule." A project is Exempt from CEQA if the activity is covered by the general rule that CEQA applies only to projects, which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. In light of the whole record, it can be seen with certainty that the project has no potential to cause a significant effect on the environment. Therefore, the project is exempt from the provisions of CEQA pursuant to CEQA Guidelines Section 15061(b)(3) "General Rule Exemption".

FISCAL IMPACT

The total fees associated with this request are as follows:

Item	Price	Tech Fee	Total	Paid
Finding of Public Convenience or Necessity	\$155.00	\$9.30	\$164.30	Yes
Filing of Notice of Exemption Butte County Clerks Filing Fee	\$50.00	-	\$50.00	Yes

ATTACHMENTS

- A – Request for Finding of Public Convenience or Necessity
- B – ABC Application
- C – Existing Licenses
- D – ABC License Types
- E – Notice of Exemption
- F – Resolution No. P2015-11

Respected Sir and Madam,

My location is with local community since 1981 and we are looking for a Beer license since 2006. We need a Beer license because it is very hard for any Gas Station to run without it. We sell gas, candies, chips, coffee and etc. But they don't move fast enough without the license. We survived all these years without a beer license because I and my brother are working 7days a week at the gas station. We don't have a day off because my location doesn't have enough sales so we cannot hear anyone for work. If my location runs like that the way its running right now we going to end up with closing the store because no one even buy the store without the license.

My location is not by any School, Playground, Hospital, Church, Temple or Mosque. My location doesn't have any Law enforcement problems. My location never got rob or anything. My location doesn't have any residence neighborhood that's why my location cannot give any kind of problem to anyone if my location gets a License.

Next possible convenient store is about 30miles if we go south from my location and 1.3 miles if we go north. Even though my area is over on licenses (including Walmart) but we still get at least 10 customers a day who are looking for a beer. When customers find out that we don't have any beer they tell us that they will never come back here again because it's not worth it to make a stop.

If my location gets a Beer license than it will help the local community too. We are able to provide jobs. We will collect more tax. My location's customers don't have to go somewhere else and drive more miles for shopping beer. Next store will not take advantages from

local community because next store will know that this part of the area now have license too.

Only my location is the one in the area who is not growing. Beer license will give my location a new life and help my location to run with a little bit more confidence like other locations in the area. So, please help my location by allowing for a Beer Wine license.

Thanking you,

Royal Mini Mart Inc.

Sourav Sharma
530-329-4175

2970 Feather River Blvd
Orville CA 95965.

Department of Alcoholic Beverage Control

State of California

APPLICATION FOR ALCOHOLIC BEVERAGE LICENSE(S)

ABC 211 (6/99)

TO: Department of Alcoholic Beverage Control
 1900 CHURN CREEK RD
 STE 215
 REDDING, CA 96002
 (530) 224-4830

File Number: **561848**
 Receipt Number: **2318728**
 Geographical Code: **0404**
 Copies Mailed Date: **September 21, 2015**
 Issued Date:

DISTRICT SERVING LOCATION: **REDDING**

First Owner: **ROYAL MINI MART INC**
 Name of Business: **ROYAL MINI MART**
 Location of Business: **2970 FEATHER RIVER BLVD**
OROVILLE, CA 95965

County: **BUTTE**

Is Premise inside city limits? **Yes** Census Tract **0030.02**

Mailing Address:
 (If different from
 premises address)

Type of license(s): **20**

Transferor's license/name: **484597 / NGUYEN, JONTHAN VINH** Dropping Partner: Yes No

License Type	Transaction Type	Fee Type	Master	Dup	Date	Fee
20 - Off-Sale Beer And Win	PREMISE TO PREMISE TRANSFER	NA	Y	0	09/21/15	\$100.00
20 - Off-Sale Beer And Win	PERSON-TO-PERSON TRANSFER	NA	Y	0	09/21/15	\$50.00
20 - Off-Sale Beer And Win	ANNUAL FEE	NA	Y	0	09/21/15	\$254.00
NA	FEDERAL FINGERPRINTS	NA	N	4	09/21/15	\$96.00
NA	STATE FINGERPRINTS	NA	N	4	09/21/15	\$156.00
Total						\$656.00

Have you ever been convicted of a felony? **No**

Have you ever violated any provisions of the Alcoholic Beverage Control Act, or regulations of the Department pertaining to the Act? **No**

Explain any "Yes" answer to the above questions on an attachment which shall be deemed part of this application.

Applicant agrees (a) that any manager employed in an on-sale licensed premises will have all the qualifications of a licensee, and (b) that he will not violate or cause or permit to be violated any of the provisions of the Alcoholic Beverage Control Act.

STATE OF CALIFORNIA County of BUTTE

Date: September 21, 2015

Under penalty of perjury, each person whose signature appears below, certifies and says: (1) He is an applicant, or one of the applicants, or an executive officer of the applicant corporation, named in the foregoing application, duly authorized to make this application on its behalf; (2) that he has read the foregoing and knows the contents thereof and that each of the above statements therein made are true; (3) that no person other than the applicant or applicants has any direct or indirect interest in the applicant or applicant's business to be conducted under the license(s) for which this application is made; (4) that the transfer application or proposed transfer is not made to satisfy the payment of a loan or to fulfill an agreement entered into more than ninety (90) days preceding the day on which the transfer application is filed with the Department or to gain or establish a preference to or for any creditor or transferor or to defraud or injure any creditor of transferor; (5) that the transfer application may be withdrawn by either the applicant or the licensee with no resulting liability to the Department.

Effective July 1, 2012, Revenue and Taxation Code Section 7057, authorizes the State Board of Equalization and the Franchise Tax Board to share taxpayer information with Department of Alcoholic Beverage Control. The Department may suspend, revoke, and refuse to issue a license if the licensee's name appears in the 500 largest tax delinquencies list. (Business and Professions Code Section 494.5.)

Applicant Name(s)

Applicant Signature(s)

Sec 211 Signature Page

ROYAL MINI MART INC

INFORMATION AND INSTRUCTIONS -

SECTION 23958.4 B&P

Instructions This form is to be used for all applications for original issuance or premises to premises transfer of licenses.

- Part 1 is to be completed by an ABC employee, given to applicant with pre-application package, with copy retained in holding file or applicant's district file.
- Part 2 is to be completed by the applicant, and returned to ABC.
- Part 3 is to be completed by the local governing body or its designated subordinate officer or body, and returned to ABC.

PART 1 - TO BE COMPLETED BY ABC

1. APPLICANT'S NAME

Royal Mini Mart Inc.

2. PREMISES ADDRESS (Street number and name, city, zip code)

2770 Feather River Blvd, Croville

3. LICENSE TYPE

20

4. TYPE OF BUSINESS

- | | | | |
|---|--|--|--|
| <input type="checkbox"/> Full Service Restaurant | <input type="checkbox"/> Hofbrau/Cafeteria | <input type="checkbox"/> Cocktail Lounge | <input type="checkbox"/> Private Club |
| <input type="checkbox"/> Deli or Specialty Restaurant | <input type="checkbox"/> Comedy Club | <input type="checkbox"/> Night Club | <input type="checkbox"/> Veterans Club |
| <input type="checkbox"/> Cafe/Coffee Shop | <input type="checkbox"/> Brew Pub | <input type="checkbox"/> Tavern: Beer | <input type="checkbox"/> Fraternal Club |
| <input type="checkbox"/> Bed & Breakfast: | <input type="checkbox"/> Theater | <input type="checkbox"/> Tavern: Beer & Wine | <input type="checkbox"/> Wine Tasting Room |
| <input type="checkbox"/> Wine only | <input type="checkbox"/> All | | |

- | | | | |
|---|--|---|--|
| <input type="checkbox"/> Supermarket | <input type="checkbox"/> Membership Store | <input type="checkbox"/> Service Station | <input type="checkbox"/> Swap Meet/Flea Market |
| <input type="checkbox"/> Liquor Store | <input type="checkbox"/> Department Store | <input type="checkbox"/> Convenience Market | <input type="checkbox"/> Drive-in Dairy |
| <input type="checkbox"/> Drug/Variety Store | <input type="checkbox"/> Florist/Gift Shop | <input checked="" type="checkbox"/> Convenience Market w/Gasoline | |
| <input type="checkbox"/> Other - describe: | | | |

5. COUNTY POPULATION

6. TOTAL NUMBER OF LICENSES IN COUNTY

- On-Sale Off-Sale

7. RATIO OF LICENSES TO POPULATION IN COUNTY

- On-Sale Off-Sale

8. CENSUS TRACT NUMBER

30.02

9. NO. OF LICENSES ALLOWED IN CENSUS TRACT

3

- On-Sale Off-Sale

10. NO. OF LICENSES EXISTING IN CENSUS TRACT

3

- On-Sale Off-Sale

11. IS THE ABOVE CENSUS TRACT OVERCONCENTRATED WITH LICENSES? (i.e., does the ratio of licenses to population in the census tract exceed the ratio of licenses to population for the entire county?)

- Yes, the number of existing licenses exceeds the number allowed
 No, the number of existing licenses is lower than the number allowed

12. DOES LAW ENFORCEMENT AGENCY MAINTAIN CRIME STATISTICS?

- Yes (Go to Item #13) No (Go to Item #20)

13. CRIME REPORTING DISTRICT NUMBER

14. TOTAL NUMBER OF REPORTING DISTRICTS

15. TOTAL NUMBER OF OFFENSES IN ALL REPORTING DISTRICTS

16. AVERAGE NO. OF OFFENSES PER DISTRICT

17. 120% OF AVERAGE NUMBER OF OFFENSES

18. TOTAL NUMBER OF OFFENSES IN REPORTING DISTRICT

19. IS THE PREMISES LOCATED IN A HIGH CRIME REPORTING DISTRICT? (i.e., has a 20% greater number of reported crimes than the average number of reported crimes as determined from all crime reporting districts within the jurisdiction of the local law enforcement agency)

- Yes, the total number of offenses in the reporting district equals or exceeds the total number in item #17
 No, the total number of offenses in the reporting district is lower than the total number in item #17

20. CHECK THE BOX THAT APPLIES (check only one box)

- a. If "No" is checked in both item #11 and item #19, Section 23958.4 B&P does not apply to this application, and no additional information will be needed on this issue. Advise the applicant to bring this completed form to ABC when filing the application.
- b. If "Yes" is checked in either item #11 or item #19, and the applicant is applying for a non-retail license, a retail bona fide public eating place license, a retail license issued for a hotel, motel or other lodging establishment as defined in Section 25503.16(b) B&P, or a retail license issued in conjunction with a beer manufacturer's license, or winegrower's license, advise the applicant to complete Section 2 and bring the completed form to ABC when filing the application or as soon as possible thereafter.
- c. If "Yes" is checked in either item #11 or item #19, and the applicant is applying for an off-sale beer and wine license, an off-sale general license, an on-sale beer license, an on-sale beer and wine (public premises) license, or an on-sale general (public premises) license, advise the applicant to take this form to the local governing body, or its designated subordinate officer or body to have them complete Section 3. The completed form will need to be provided to ABC in order to process the application.

Governing Body/Designated Subordinate Name:

FOR DEPARTMENT USE ONLY

PREPARED BY (Name of Department Employee)

PART 2 - TO BE COMPLETED BY THE APPLICANT (If box #20b is checked)

21. Based on the information on the reverse, the Department may approve your application if you can show that public convenience or necessity would be served by the issuance of the license. Please describe below the reasons why issuance of another license is justified in this area. You may attach a separate sheet or additional documentation, if desired. Do *not* proceed to Part 3.

*Please Attachment 5,
20*

22. APPLICANT SIGNATURE



23. DATE SIGNED

09-29-15

PART 3 - TO BE COMPLETED BY LOCAL OFFICIALS (If box #20c is checked)

The applicant named on the reverse is applying for a license to sell alcoholic beverages at a premises where undue concentration exists (i.e., an over-concentration of licenses and/or a higher than average crime rate as defined in Section 23958.4 of the Business and Professions Code). Sections 23958 and 23958.4 of the Business and Professions Code requires the Department to deny the application unless the local governing body of the area in which the applicant premises are located, or its designated subordinate officer or body, determines within 90 days of notification of a completed application that public convenience or necessity would be served by the issuance.

Please complete items #24 to #30 below and certify or affix an official seal, or attach a copy of the Council or Board resolution or a signed letter on official letterhead stating whether or not the issuance of the applied for license would serve as a public convenience or necessity.

24. WILL PUBLIC CONVENIENCE OR NECESSITY BE SERVED BY ISSUANCE OF THIS ALCOHOLIC BEVERAGE LICENSE?

Yes

No

See Attached (i.e., letter, resolution, etc.)

25. ADDITIONAL COMMENTS, IF DESIRED (may include reasons for approval or denial of public convenience or necessity):

26. CITY/COUNTY OFFICIAL NAME

27. CITY/COUNTY OFFICIAL TITLE

28. CITY/COUNTY OFFICIAL PHONE NUMBER

29. CITY/COUNTY OFFICIAL SIGNATURE

30. DATE SIGNED

DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL
NUMBER OF LICENSES AUTHORIZED
BY CENSUS TRACT

County Name	County Population	County Ratio On Sale	County Ratio Off Sale	Census Tract #	Census Tract Population	On Sale	Off Sale
AMADOR	36,312	339	672	2.00	4,672	13	6
AMADOR	36,312	339	672	3.01	5,871	17	8
AMADOR	36,312	339	672	3.03	5,073	14	7
AMADOR	36,312	339	672	3.04	3,946	11	5
AMADOR	36,312	339	672	4.01	5,020	14	7
AMADOR	36,312	339	672	4.02	4,740	13	7
AMADOR	36,312	339	672	5.00	2,995	8	4
BUTTE	224,323	703	1,084	1.02	3,900	5	3
BUTTE	224,323	703	1,084	1.03	3,902	5	3
BUTTE	224,323	703	1,084	1.04	5,636	8	5
BUTTE	224,323	703	1,084	2.01	4,052	5	3
BUTTE	224,323	703	1,084	2.02	3,723	5	3
BUTTE	224,323	703	1,084	3.00	4,410	6	4
BUTTE	224,323	703	1,084	4.01	1,771	2	1
BUTTE	224,323	703	1,084	4.02	7,030	10	6
BUTTE	224,323	703	1,084	5.01	4,333	6	3
BUTTE	224,323	703	1,084	5.02	4,204	5	3
BUTTE	224,323	703	1,084	6.01	3,304	4	3
BUTTE	224,323	703	1,084	6.03	3,130	4	2
BUTTE	224,323	703	1,084	6.04	4,217	5	3
BUTTE	224,323	703	1,084	7.00	4,694	6	4
BUTTE	224,323	703	1,084	8.00	5,295	7	4
BUTTE	224,323	703	1,084	9.01	2,142	3	1
BUTTE	224,323	703	1,084	9.03	6,117	8	5
BUTTE	224,323	703	1,084	9.04	6,071	8	5
BUTTE	224,323	703	1,084	10.00	4,801	6	4
BUTTE	224,323	703	1,084	11.00	4,572	6	4
BUTTE	224,323	703	1,084	12.00	3,556	5	3
BUTTE	224,323	703	1,084	13.00	4,169	5	3
BUTTE	224,323	703	1,084	14.00	5,797	8	5
BUTTE	224,323	703	1,084	15.00	5,297	7	4
BUTTE	224,323	703	1,084	16.00	5,266	7	4
BUTTE	224,323	703	1,084	17.02	5,739	8	5
BUTTE	224,323	703	1,084	17.03	2,852	4	2
BUTTE	224,323	703	1,084	17.04	3,060	4	2
BUTTE	224,323	703	1,084	18.00	5,640	8	5
BUTTE	224,323	703	1,084	19.00	3,373	4	3
BUTTE	224,323	703	1,084	20.00	5,184	7	4
BUTTE	224,323	703	1,084	21.00	4,599	6	4
BUTTE	224,323	703	1,084	22.00	5,156	7	4
BUTTE	224,323	703	1,084	23.00	5,331	7	4
BUTTE	224,323	703	1,084	24.00	5,157	7	4
BUTTE	224,323	703	1,084	25.00	4,930	7	4
BUTTE	224,323	703	1,084	26.01	2,324	3	2
BUTTE	224,323	703	1,084	26.02	3,455	4	3
BUTTE	224,323	703	1,084	27.00	5,478	7	5
BUTTE	224,323	703	1,084	28.00	4,275	6	3
BUTTE	224,323	703	1,084	29.00	3,060	4	2
BUTTE	224,323	703	1,084	30.01	3,140	4	2
BUTTE	224,323	703	1,084	30.02	3,531	5	3
BUTTE	224,323	703	1,084	31.00	4,396	6	4
BUTTE	224,323	703	1,084	32.00	4,234	6	3

**COMMON ABC LICENSE TYPES
AND THEIR BASIC PRIVILEGES**

LICENSE TYPE	DESCRIPTION
01	BEER MANUFACTURER - (Large Brewery) Authorizes the sale of beer to any person holding a license authorizing the sale of beer, and to consumers for consumption on or off the manufacturer's licensed premises. Without any additional licenses, may sell beer and wine, regardless of source, to consumers for consumption at a bona fide public eating place on the manufacturer's licensed premises or at a bona fide eating place contiguous to the manufacturer's licensed premises. May conduct beer tastings under specified conditions (Section 23357.3). Minors are allowed on the premises.
02	WINEGROWER - (Winery) Authorizes the sale of wine and brandy to any person holding a license authorizing the sale of wine and brandy, and to consumers for consumption off the premises where sold. Authorizes the sale of all wines and brandies, regardless of source, to consumers for consumption on the premises in a bona fide eating place that is located on the licensed premises or on premises owned by the licensee that are contiguous to the licensed premises and operated by and for the licensee. May possess wine and brandy for use in the preparation of food and beverage to be consumed at the bona fide eating place. May conduct winetastings under prescribed conditions (Section 23356.1; Rule 53). Minors are allowed on the premises.
20	OFF SALE BEER & WINE - (Package Store) Authorizes the sale of beer and wine for consumption off the premises where sold. Minors are allowed on the premises.
21	OFF SALE GENERAL - (Package Store) Authorizes the sale of beer, wine and distilled spirits for consumption off the premises where sold. Minors are allowed on the premises.
23	SMALL BEER MANUFACTURER - (Brew Pub or Micro-brewery) Authorizes the same privileges and restrictions as a Type 01. A brewpub is typically a very small brewery with a restaurant. A micro-brewery is a small-scale brewery operation that typically is dedicated solely to the production of specialty beers, although some do have a restaurant or pub on their manufacturing plant.
40	ON SALE BEER - (Bar, Tavern) Authorizes the sale of beer for consumption on or off the premises where sold. No wine or distilled spirits may be on the premises. Full meals are not required; however, sandwiches or snacks must be available. Minors are allowed on the premises.
41	ON SALE BEER & WINE – EATING PLACE - (Restaurant) Authorizes the sale of beer and wine for consumption on or off the premises where sold. Distilled spirits may not be on the premises (except brandy, rum, or liqueurs for use solely for cooking purposes). Must operate and maintain the licensed premises as a bona fide eating place. Must maintain suitable kitchen facilities, and must make actual and substantial sales of meals for consumption on the premises. Minors are allowed on the premises.
42	ON SALE BEER & WINE – PUBLIC PREMISES - (Bar, Tavern) Authorizes the sale of beer and wine for consumption on or off the premises where sold. No distilled spirits may be on the premises. Minors are not allowed to enter and remain (see Section 25663.5 for exception, musicians). Food service is not required.
47	ON SALE GENERAL – EATING PLACE - (Restaurant) Authorizes the sale of beer, wine and distilled spirits for consumption on the licenses premises. Authorizes the sale of beer and wine for consumption off the licenses premises. Must operate and maintain the licensed premises as a bona fide eating place. Must maintain suitable kitchen facilities, and must make actual and substantial sales of meals for consumption on the premises. Minors are allowed on the premises.
48	ON SALE GENERAL – PUBLIC PREMISES - (Bar, Night Club) Authorizes the sale of beer, wine and distilled spirits for consumption on the premises where sold. Authorizes the sale of beer and wine for consumption off the premises where sold. Minors are not allowed to enter and remain (see Section 25663.5 for exception, musicians). Food service is not required.
49	ON SALE GENERAL – SEASONAL - Authorizes the same privileges and restrictions as provided for a Type 47 license except it is issued for a specific season. Inclusive dates of operation are listed on the license certificate.



LICENSE TYPE	DESCRIPTION
51	CLUB - Authorizes the sale of beer, wine and distilled spirits, to members and guests only, for consumption on the premises where sold. No off-sale privileges. Food service is not required. Minors are allowed on the premises.
52	VETERAN'S CLUB - Authorizes the sale of beer, wine and distilled spirits, to members and guests only, for consumption on the premises where sold. Authorizes the sale of beer and wine, to members and guest only, for consumption off the licensed premises. Food service is not required. Minors are allowed on the premises.
57	SPECIAL ON SALE GENERAL - Generally issued to certain organizations who cannot qualify for club licenses. Authorizes the sale of beer, wine and distilled spirits, to members and guests only, for consumption on the premises where sold. Authorizes the sale of beer and wine, to members and guests only, for consumption off the licensed premises. Food service is not required. Minors are allowed on the premises.
59	ON SALE BEER AND WINE – SEASONAL - Authorizes the same privileges as a Type 41. Issued for a specific season. Inclusive dates of operation are listed on the license certificate.
60	ON SALE BEER – SEASONAL - Authorizes the sale of beer only for consumption on or off the premises where sold. Issued for a specific season. Inclusive dates of operation are listed on the license certificate. Wine or distilled spirits may not be on the premises. Minors are allowed on the premises.
61	ON SALE BEER – PUBLIC PREMISES - (Bar, Tavern) Authorizes the sale of beer only for consumption on or off the licensed premises. Wine or distilled spirits may not be on the premises. Minors are not allowed to enter and remain (warning signs required). Food service is not required.
67	BED AND BREAKFAST INN - Authorizes the sale of wine purchased from a licensed winegrower or wine wholesaler only to registered guests of the establishment for consumption on the premises. No beer or distilled spirits may be on the premises. Wine shall not be given away to guests, but the price of the wine shall be included in the price of the overnight transient occupancy accommodation. Removal of wine from the grounds is not permitted. Minors are allowed on the premises.
70	ON SALE GENERAL – RESTRICTIVE SERVICE - Authorizes the sale or furnishing of beer, wine and distilled spirits for consumption on the premises to the establishment's overnight transient occupancy guests or their invitees. This license is normally issued to "suite-type" hotels and motels, which exercise the license privileges for guests' "complimentary" happy hour. Minors are allowed on the premises.
75	ON SALE GENERAL – BREWPUB - (Restaurant) Authorizes the sale of beer, wine and distilled spirits for consumption on a bona fide eating place plus a limited amount of brewing of beer. Also authorizes the sale of beer and wine only for consumption off the premises where sold. Minors are allowed on the premises.
80	BED AND BREAKFAST INN – GENERAL - Authorizes the sale of beer, wine and distilled spirits purchased from a licensed wholesaler or winegrower only to registered guests of the establishment for consumption on the premises. Alcoholic beverages shall not be given away to guests, but the price of the alcoholic beverage shall be included in the price of the overnight transient occupancy accommodation. Removal of alcoholic beverages from the grounds is not permitted. Minors are allowed on the premises.
86	INSTRUCTIONAL TASTING LICENSE —Issued to the holder of and premises of a Type 20 or Type 21 licensee, authorizes the tasting of alcoholic beverages as authorized to be sold from the off-sale premises, on a limited basis. Requires physical separation from the off-sale premises while tasting is taking place and generally requires the participation of a specifically-authorized manufacturer or wholesaler licensee.



SPECIAL EVENTS

The Department also issues licenses and authorizations for the retail sale of beer, wine and distilled spirits on a temporary basis for special events. The most common are listed below. Other less common ones are found in Business and Professions Code Section 24045.2, et seq.

SPECIAL DAILY BEER AND/OR WINE LICENSE - (Form ABC-221) Authorizes the sale of beer and/or wine for consumption on the premises where sold. No off-sale privileges. Minors are allowed on the premises. May be revoked summarily by the Department if, in the opinion of the Department and/or the local law enforcement agency, it is necessary to protect the safety, welfare, health, peace and morals of the people of the State. In some instances, the local ABC office may require the applicant to obtain prior written approval of the local law enforcement agency. Issued to non-profit organizations. (Rule 59, California Code of Regulations)

DAILY ON SALE GENERAL LICENSE - (Form ABC-221) Authorizes the sale of beer, wine and distilled spirits for consumption on the premises where sold. No off-sale privileges. Minors are allowed on the premises. May be revoked summarily by the Department if, in the opinion of the Department and/or the local law enforcement agency, it is necessary to protect the safety, welfare, health, peace and morals of the people of the State. In some instances, the local ABC office may require the applicant to obtain prior written approval of the local law enforcement agency. Issued to political parties or affiliates supporting a candidate for public office or a ballot measure or charitable, civic, fraternal or religious organizations. (Section 24045.1 and Rule 59.5 California Code of Regulations)

CATERING AUTHORIZATION - (Form ABC-218) Authorizes Type 47, 48, 51, 52, 57, 75 and 78 licensees (and catering businesses that qualify under Section 24045.12) to sell beer, wine and distilled spirits for consumption at conventions, sporting events, trade exhibits, picnics, social gatherings, or similar events. Type 47, 48 and 57 licensees may cater alcoholic beverages at any ABC-approved location in the State. Type 51 and 52 licensees may only cater alcoholic beverages at their licensed premises. All licensees wishing to cater alcoholic beverages must obtain prior written authorization from the Department for each event. At all approved events, the licensee may exercise only those privileges authorized by the licensee's license and shall comply with all provisions of the ABC Act pertaining to the conduct of on-sale premises and violation of those provisions may be grounds for suspension or revocation of the licensee's license or permit, or both, as though the violation occurred on the licensed premises. (Section 23399 and Rule 60.5 California Code of Regulations)

EVENT AUTHORIZATION - (Form ABC-218) Authorizes Type 41, 42, 47, 48, 49, 57, 75 and 78 licensees to sell beer, wine and distilled spirits for consumption on property adjacent to the licensed premises and owned or under the control of the licensee. This property shall be secured and controlled by the licensee and not visible to the general public. *The licensee shall obtain prior approval of the local law enforcement agency.* At all approved events, the licensee may exercise only those privileges authorized by the licensee's license and shall comply with all provisions of the ABC Act pertaining to the conduct of on-sale premises (including any license conditions) and violations of those provisions may be grounds for suspension or revocation of the licensee's license or permit, or both, as though the violation occurred on the licensed premises. (Section 23399)

WINE SALES EVENT PERMIT - (Form ABC-239) Authorizes Type 02 licensees to sell bottled wine produced by the winegrower for consumption off the premises where sold and only at fairs, festivals or cultural events sponsored by designated tax exempt organizations. The licensee must notify the city and/or county where the event is being held and obtain approval from ABC for each event (Form ABC-222). The licensee must also comply with all restrictions listed in Business and Professions Code Section 23399.6.

Note:

1. "Minor" means any person under 21 years of age.
2. Consult Section 25663(b) regarding age of employees in off-sale premises; consult Sections 25663(a) and 25663.5 regarding age of employees in on-sale premises.
3. In certain situations, ABC may place reasonable conditions upon a license, such as restrictions as to hours of sale, employment of designated persons, display of signs, restrictions on entertainment or dancing, etc. If a license has been conditioned, it will be endorsed as such on the face of the license. (Conditional licenses, Sections 23800-23805.)
4. Licensees whose license allows minors on the premises may have a "house policy" restricting minors from entering certain areas of the premises or prohibiting minors in the premises during certain hours.
5. This handout contains only abbreviated information. Contact your local ABC office for full information before doing anything which may jeopardize your license. Also available from the ABC: Quick Summary of Selected ABC Laws (form ABC-608); Alcoholic Beverage Control Act (complete laws); Rules & Regulations; and P-90 (describes privileges of non-retail licenses).



City of Oroville

COMMUNITY DEVELOPMENT DEPARTMENT

Donald Rust
DIRECTOR

1735 Montgomery Street
Oroville, CA 95965-4897
(530) 538-2430 FAX (530) 538-2426
www.cityoforoville.org

NOTICE OF EXEMPTION

TO: Butte County Clerk
25 County Center Drive
Oroville CA, 95965

FROM: City of Oroville
1735 Montgomery Street
Oroville, CA, 95965

Project Title: Finding of Public Convenience or Necessity

Project Location – Specific: 2970 Feather River Boulevard (APN: 035-480-043)

Project Location - City: City of Oroville

Project Location – County: Butte

Description of Nature, Purpose, and beneficiaries of project: The project applicant, Royal Mini Mart, Inc., has applied for a Finding of Public Convenience or Necessity for a Type-20 Off-Sale Beer and Wine license for their current mini mart and gas station operations at 2970 Feather River Boulevard (APN: 035-480-043).

Name of Public Agency Approving Project: City of Oroville – Community Development Department

Name of Person or Agency Carrying Out Project: Royal Mini Mart, Inc.

Exempt Status (Check One):

- Ministerial (Sec. 21080(b)(1); 15268)
 Declared Emergency (Sec. 21080(b)(3); 15269(a))
 Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
 Categorical Exemption: State type & section number: General Rule Exemption; Title 14, CCR, §15061(b)(3)
 Statutory Exemption: State code number:

Reasons why project is exempt: This action has been determined to be exempt from the California Environmental Quality Act (CEQA) review pursuant to Title 14, California Code of Regulations, Section 15061(b)(3), commonly known as the "general rule." A project is Exempt from CEQA if the activity is covered by the general rule that CEQA applies only to projects, which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. In light of the whole record, it can be seen with certainty that the project has no potential to cause a significant effect on the environment. Therefore, the project is exempt from the provisions of CEQA pursuant to CEQA Guidelines Section 15061(b)(3) "General Rule Exemption".

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a notice of exemption been filed by the public agency approving the project? Yes No

Lead Agency Contact Person: Luis A. Topete

Telephone: (530) 538-2408

Signature: _____

Date: _____

- Signed by Lead Agency
 Signed by Applicant

RESOLUTION NO. P2015-11

A RESOLUTION OF THE OROVILLE CITY PLANNING COMMISSION FINDING AND DETERMINING THAT THE PUBLIC CONVENIENCE OR NECESSITY WOULD BE SERVED BY THE ISSUANCE OF AN OFF-SALE BEER AND WINE (TYPE-20) ALCOHOLIC BEVERAGE CONTROL LICENSE FOR ROYAL MINI MART LOCATED AT 2970 FEATHER RIVER BOULEVARD, OROVILLE, CA 95965 (APN: 035-480-043)

WHEREAS, pursuant to applicable provisions of the Business and Professions Code of the State of California, the Department of Alcoholic Beverage Control is charged with the responsibility of reviewing applications and issuance of licenses for the sale and/or manufacture of alcoholic beverages in the State of California; and

WHEREAS, Section 23958 of the Business and Professions Code provides that the Department of Alcoholic Beverage Control shall deny an application for a license if issuance of that license would tend to create a law enforcement problem, or if issuance would result in or add to an undue concentration of licenses, except as provided in Section 23958.4 of said Business and Professions Code; and

WHEREAS, Section 23958.4 of the Business and Professions Code provides that, notwithstanding the limitations of Section 23958, the Department of Alcoholic Beverage Control shall issue a license if the applicant demonstrates that public convenience or necessity would be served by the issuance of such license; and

WHEREAS, pursuant to Section 23958.4 of the Business and Professions Code, the local governing body has the discretion to determine when public convenience or necessity would be served by allowing an alcohol license in an area where there is an over concentration of licenses or where there is high crime; and

WHEREAS, On January 1, 1998, Section 23817.5 of the Business and Professions Code was amended to permanently establish a moratorium on the issuance of off-sale beer and wine licenses (Type 20) in cities and counties where the ratio on Type 20 licenses exceeds one for each 2,500 inhabitants; and

WHEREAS, the ABC issued a notice of Moratorium on May 9, 2011, for cities and counties that meet the overconcentration ratio criteria, and said list included all of Butte County, including the City of Oroville, requiring a determination of Public Convenience or Necessity for an applicant to be approved for a new Type 20 alcohol license; and

WHEREAS, Royal Mini Mart located at 2970 Feather River Boulevard (APN: 035-480-043) has petitioned the Department of Alcoholic Beverage Control for an Off-Sale Beer and Wine (Type 20) License; and

WHEREAS, under state law Section 23790 of the Business and Professions

Code, the Department of Alcoholic Beverage Control may not issue a liquor license if it violates an existing local zoning ordinance; and

WHEREAS, the subject property has a zoning designation of Intensive Commercial (C-2) which provides for more intensive commercial establishments. Under the City's Zoning Code, establishments whose primary business is to sell alcoholic beverages for off-premise consumption, such as a liquor store, requires a use permit. Establishments who sale alcoholic beverages as a subsidiary business activity are classified as general retail which is a permitted use in a C-2 zone; and

WHEREAS, the subject business is located in Census Tract 0030.02 with a population such that the Department of Alcoholic Beverage Control permits up to four three (3) off-sale licenses before an undue concentration would exist, and there are currently three (3) off-sale licenses authorized; and

WHEREAS, the request for a Finding of Public Convenience or Necessity is exempt from California Environmental Quality Act (CEQA) review under §15061(b)(3) of the CEQA Guidelines because a Finding of Public Convenience or Necessity will not with reasonable certainty have any significant effect on the environment; and

WHEREAS, the City of Oroville has prepared a Letter of Public Convenience or Necessity provided as EXHIBIT "A" attached hereto.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION as follows:

SECTION 1. The foregoing recitals are incorporated herein and made a part hereof.

SECTION 2. That the public convenience or necessity would be served by the proposed sale of beer and wine for off-premises consumption by Royal Mini Mart.

SECTION 3. The Planning Commission finds and has determined that the use and operation of the site as proposed will assist in the generation of additional sales tax revenues to City, as well as, assist in the creation and maintenance of additional jobs and economic opportunities for the residents of the City.

SECTION 4. Pursuant to §15061(b)(3) of the CEQA Guidelines, an activity is covered by the general rule that CEQA only applies to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA review. In light of the whole record, it can be seen with certainty that the project has no potential to cause a significant effect on the environment. As such, the City finds that the project is exempt from the provisions of CEQA pursuant to CEQA Guidelines Section 15061(b)(3) "general rule exemption".

SECTION 5. The request for a Finding of Public Convenience or Necessity Determination is hereby approved.

SECTION 6. The Zoning Administrator is hereby authorized to sign and transmit Exhibit A to the Department of Alcoholic Beverage Control on behalf of the City.

I HEREBY CERTIFY that the foregoing resolution was duly introduced and passed at a regular meeting of the Planning Commission of the City of Oroville held on the 23rd of November 2015, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVE:

DONALD L. RUST, SECRETARY

DAMON ROBISON, CHAIRPERSON



City of Oroville

Donald Rust
DIRECTOR

COMMUNITY DEVELOPMENT DEPARTMENT

1735 Montgomery Street
Oroville, CA 95965-4897
(530) 538-2430 FAX (530) 538-2426
www.cityoforoville.org

PLANNING COMMISSION STAFF REPORT

November 23, 2015

UP 14-04 (USED CAR SALES): TWO YEAR EXTENSION – The Planning Commission will receive an update on the two year extension approved administratively for Use Permit No. 14-04. This staff report is for informational purposes only.

APPLICANT: John Nolind
29 Town View Drove
Oroville, CA 95966

LOCATION: Vacant lot located on the east side of Veatch Street between Oro Dam Boulevard and Mitchell Avenue (APN: 035-450-004)

GENERAL PLAN: Mixed Use
ZONING: Corridor Mixed-Use (MXC)
FLOOD ZONE: ZONE X: Areas determined to be outside the 0.2% annual chance floodplain (500-year floodplain).

ENVIRONMENTAL DETERMINATION:

N/A

REPORT PREPARED BY:

Luis A. Topete, Associate Planner
Community Development Department

REVIEWED BY:

Donald Rust, Director
Community Development Department

RECOMMENDED ACTIONS:

For informational purposes only.

SUMMARY

The Planning Commission will receive an update on the two year extension approved administratively for Use Permit No. 14-04. This staff report is for informational purposes only.

DISCUSSION

On November 24, 2014, the City of Oroville Planning Commission reviewed and conditionally approved Use Permit No. 14-04, permitting the development of a used car lot on the vacant property identified as APN: 035-450-004, located on the east side of Veatch Street between Oro Dam Boulevard and Mitchell Avenue. Please reference **Attachment A** for Conditions of Approval.

The use permit was due to expire on November 23, 2015, one year after the date of its approval. On October 27, 2015 the City received a letter from Mr. Nolind requesting a two year extension on Use Permit No. 14-04. Per Condition of Approval #2, the Zoning Administrator has determined that the two year extension is a subsequent minor change in the project and is hereby approved. The new expiration date for Use Permit No. 14-04 is November 24, 2017.

ENVIRONMENTAL REVIEW

N/A

FISCAL IMPACT

No fiscal impact.

PUBLIC NOTICE

N/A

ATTACHMENTS

A – Extension Approval Letter



City of Oroville

COMMUNITY DEVELOPMENT DEPARTMENT

Donald Rust
DIRECTOR

1735 Montgomery Street
Oroville, CA 95965-4897
(530) 538-2430 FAX (530) 538-2426
www.cityoforoville.org

October 28, 2015

John Nolind
29 Town View Drive
Oroville, CA 95966

RE: Use Permit No. 14-04 (Used Car Sales) – Two Year Extension

Mr. Nolind,

On November 24, 2014, the City of Oroville Planning Commission reviewed and conditionally approved Use Permit No. 14-04, permitting the development of a used car lot on the vacant property identified as APN: 035-450-004, located on the east side of Veatch Street between Oro Dam Boulevard and Mitchell Avenue. Use Permit No. 14-04 was approved by the Planning Commission, subject to the following conditions:

1. The applicant shall hold harmless the City, its Council members, Planning Commissioners, officers, agents, employees, and representatives from liability for any award, damages, costs, and/or fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.
2. The project shall remain in substantial conformance with the Conditions of Approval, as adopted by the Oroville Planning Commission. Any subsequent minor changes in the project (as determined by the Zoning Administrator) may only occur subject to appropriate City review and approval. Any subsequent substantive changes in the project (as determined by the Zoning Administrator) may only occur subject to discretionary review by the Oroville Planning Commission.
3. The applicant shall comply with all grading, excavation, and sediment control requirements as found in Chapter 9B of the City Code, including all permit requirements as found in Section 9B-50.

4. Pursuant to Section 9B-33 of the City Code, grading and paving shall be conducted in compliance with the Butte County Air Quality Management District's Indirect Source Guidelines, in order to prevent degradation of ambient air quality.
5. Pursuant to Section 9B-7 of the City Code, all grading, paving, excavation and site clearance, including that which is exempt from obtaining a permit, shall be performed in conformance with the City's Engineering Design Standards; the Municipal Code; the requirements of the Butte County Air Quality Management District and State Regional Water Quality Control Board; and any other applicable local, state and federal requirements.
6. The applicant shall pay for and obtain a zoning clearance / occupancy inspection from the Building Division and Fire Department prior to final occupancy.
7. The applicant shall have a current City of Oroville business license and any other applicable permit / license that may be required as part of their operations.
8. Pursuant to Section 26-13 of the City Code, the proposed development of the site shall conform to the all development and performance standards of the code of the City of Oroville to minimize any potential negative effects that the building, structure or use could have on its surroundings, and to promote compatibility with surrounding uses and areas.
9. Pursuant to Section 26-19.040 of the City Code, the applicant is required to apply for sign permits for any new signs to be installed on the property.
10. Applicable construction plans, calculations, specifications, applications, forms, etc. shall be submitted to the Building Department for review prior to start of any construction activities requiring a building permit. All applicable plan review fees shall be paid at time of submittal.
11. Pursuant to Public Resources Code Section 21089, and as defined by the Fish and Wildlife Code Section 711.4, fees (\$50) are payable by the project applicant to file the Notice of Exemption with Butte County by the City of Oroville – Community Development Department within five working days of approval of this project by the Planning Commission.
12. The applicant shall ascertain and comply with the requirements of all City, County, State, Federal, and other local agencies as applicable to the proposed project.
13. Pursuant to Section 26-50.010 (F) of the City Code, the Planning Commission, upon its own motion, may modify or revoke any use permit that has been granted pursuant to the provisions of this section upon finding any of the following, based on substantial evidence:
 - a. Any of the conditions of the permit have not been satisfied within 1 year

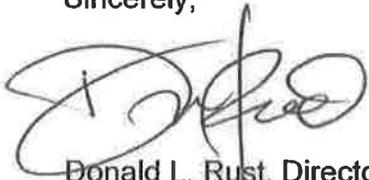
- after it was granted.
- b. Any of the terms or conditions of the permit have been violated.
 - c. A law, including any requirement in the Municipal Code Chapter 26, has been violated in connection with the permit.
 - d. The permit was obtained by fraud.

--- End of Conditions ---

The use permit was due to expire on November 24, 2015, one year after the date of its approval. On October 27, 2015 the City received your letter requesting a two year extension on Use Permit No. 14-04. The Zoning Administrator has determined that the two year extension is a subsequent minor change in the project and is hereby approved. The new expiration date for Use Permit No. 14-04 is November 24, 2017.

If you have questions about the information in this letter, please contact me by e-mail at lrust@cityoforoville.org or by phone at (530) 538-2433.

Sincerely,



Donald L. Rust, Director
Community Development Department

Attachment
Extension Request Letter

October 27, 2015

Mr. Don Rust, Director
City of Oroville Community Development Dept.
1735 Montgomery Street
Oroville, CA 95965

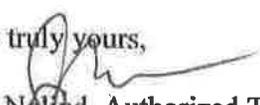
RE: Use Permit for Nolind Trust Used Car Lot, Veatch Str.
APN 035-450-004

Dear Mr. Rust,

On behalf of our ownership group, we wish to request a two year extension to the approved Use Permit for our above property on Veatch Street due to a death in our family.

Thank you for your assistance in this matter. If you need any additional information please contact us.

Very truly yours,


John Nolind, Authorized Trust Representative
Barry L. Nolind Tax Sheltered Trust
29 Town View Drive
Oroville, CA 95966



City of Oroville

Donald Rust
DIRECTOR

COMMUNITY DEVELOPMENT DEPARTMENT

1735 Montgomery Street
Oroville, CA 95965-4897
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PLANNING COMMISSION STAFF REPORT

November 23, 2015

STARBUCKS / PANDA EXPRESS REVISED CIRCULATION STUDY – The Planning Commission will receive an update on the development of a new drive-through restaurant (Panda Express) and a new drive-through coffeehouse (Starbucks) on the vacant lot identified as APN: 035-030-013 located west of Sonic Drive-In (500 Oro Dam Boulevard E) and east of La Esmeralda Market (450 Oro Dam Boulevard E) on the north side of State Route 162 (SR 162). This staff report is for informational purposes only.

APPLICANT: Engstrom Properties, Inc.
837 Jefferson Boulevard
West Sacramento, CA 95691
(916) 617-4244

LOCATION:
Vacant lot identified as APN: 035-030-013 located west of Sonic Drive-In (500 Oro Dam Boulevard E) and east of La Esmeralda Market (450 Oro Dam Boulevard E) on the north side of SR 162 (**Attachment A**)

GENERAL PLAN: Mixed Use
ZONING: Corridor Mixed-Use (MXC)
FLOOD ZONE: ZONE X: Areas determined to be outside the 0.2% annual chance floodplain (500-year floodplain).

ENVIRONMENTAL DETERMINATION:

N/A

REPORT PREPARED BY:


Luis A. Topete, Associate Planner
Community Development Department

REVIEWED BY:


Donald Rust, Director
Community Development Department

RECOMMENDED ACTIONS:

For informational purposes only.

SUMMARY

The Planning Commission will receive an update on the development of a new drive-through restaurant (Panda Express) and a new drive-through coffeehouse (Starbucks) on

the vacant lot identified as APN: 035-030-013 located west of Sonic Drive-In (500 Oro Dam Boulevard E) and east of La Esmeralda Market (450 Oro Dam Boulevard E) on the north side of SR 162.

DISCUSSION

On September 1, 2015, the applicant submitted a revised Draft Circulation Study to the City for review and comments. The revised study has included "opening day" off-site improvements as follows:

- Hardscaped median on Oro Dam Boulevard, providing back-to-back protected left turns on Oro Dam Boulevard (WBL at Feather River Boulevard and EBL into project site)
- New connection between Feather River Village and 7th Avenue, south of existing Valero Station. This connection will be available to all patrons of Feather River Village, but is intended primarily for drop-off/pick-up at the charter school.
- Cross-lot connection between project site and existing Holiday Inn Express. No new traffic was assigned through the hotel lot, but it is anticipated that this will provide a relief valve for ingress and egress to the project site if needed.
- Long term, beyond "opening day", connection between the project site and Feather River Boulevard. No traffic was assigned here, because it will not be present on opening day, but once built, this may become the preferred route to and from the project, and will relieve capacity on Oro Dam Boulevard.

Lastly, new traffic counts were taken at the Feather River Village easternmost driveway. Since turns will be restricted at the middle driveway, the applicant felt it would be appropriate to quantify operations at the easternmost driveway since some left turns will shift to it. The proposed project has remained the same since the first study, with only new off-site improvements added that should be beneficial to short- and long-term circulation on Oro Dam Boulevard.

City staff responded with comments and the revised Circulation Study was forwarded to Caltrans for review. On October 1, 2015 Caltrans responded via e-mail indicating that they have no further comments or concerns at this time and the proposed changes on Oro Dam Boulevard that will allow eastbound to northbound left turns into the project driveway will be allowed.

ENVIRONMENTAL REVIEW

N/A

FISCAL IMPACT

No fiscal impact.

PUBLIC NOTICE

N/A

ATTACHMENTS

A – Updated Circulation Study

B – Previous and Revised Off-Site Improvements

Oro Dam Boulevard Commercial

Updated Circulation Study

Prepared for:

Engstrom Properties, Inc.

Prepared by:



**ORO DAM BOULEVARD COMMERCIAL
UPDATED CIRCULATION STUDY**

**Prepared For:
Engstrom Properties, Inc.
837 Jefferson Boulevard
West Sacramento, California 95691**

**Prepared By:
Omni-Means, Ltd.
943 Reserve Drive, Suite 100
Roseville, California 95678
(916)-782-8688**

AUGUST 2015

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APPENDIX

Appendix A: Existing Turning Movement Counts
Appendix B: Synchro & SimTraffic Analysis Worksheets

Introduction

This report has been prepared to present the results of a Circulation Study performed by Omni-Means for the proposed Oro Dam Boulevard Commercial Project for Engstrom Properties, Inc. A previous Draft Initial Circulation Study was prepared in February 2015. This updated study revises the analysis to reflect changes in proposed "opening day" off-site circulation improvements. This Circulation Study will identify any potential circulation issues relative to the development of the proposed project site. The term "project" as used in this report refers to the proposed commercial development which consists of a 1,850 square foot coffee/donut shop with a drive-thru, and a 2,660 square foot fast-food restaurant with a drive-thru. The project is located on an empty lot, at 480 Oro Dam Boulevard, which is approximately 1,500 feet east of Interstate 70 (I-70) in the City of Oroville, CA. Figure 1 presents the project vicinity map.

Included in this report is the analysis and discussion of the following items:

- Quantification of the trip generation and trip distribution associated with the proposed project, and the resulting impacts on exiting weekday AM and PM peak hour intersection operations.
- Potential circulation issues related to the development of the proposed project along Oro Dam Boulevard at the study intersections.
- Potential base improvements and project-related mitigation measures, if needed, to alleviate unacceptable traffic operations at the study intersections.

Study Intersections

Based on preliminary discussions between Engstrom Properties, Inc., Omni-Means, the City of Oroville, and Caltrans, three intersections and two private driveways have been identified and pre-selected for Phase 1 study. Turning movement counts were conducted on Thursday December 18th, 2014 for the following intersections:

1. Oro Dam Boulevard / Feather River Boulevard
2. Oro Dam Boulevard / 7th Avenue
3. Oro Dam Boulevard / 5th Avenue
4. Oro Dam Boulevard / Feather River Village (Middle) Driveway & Project Driveway
5. Oro Dam Boulevard / Feather River Village (Eastern Most) Driveway & Sonic Driveway

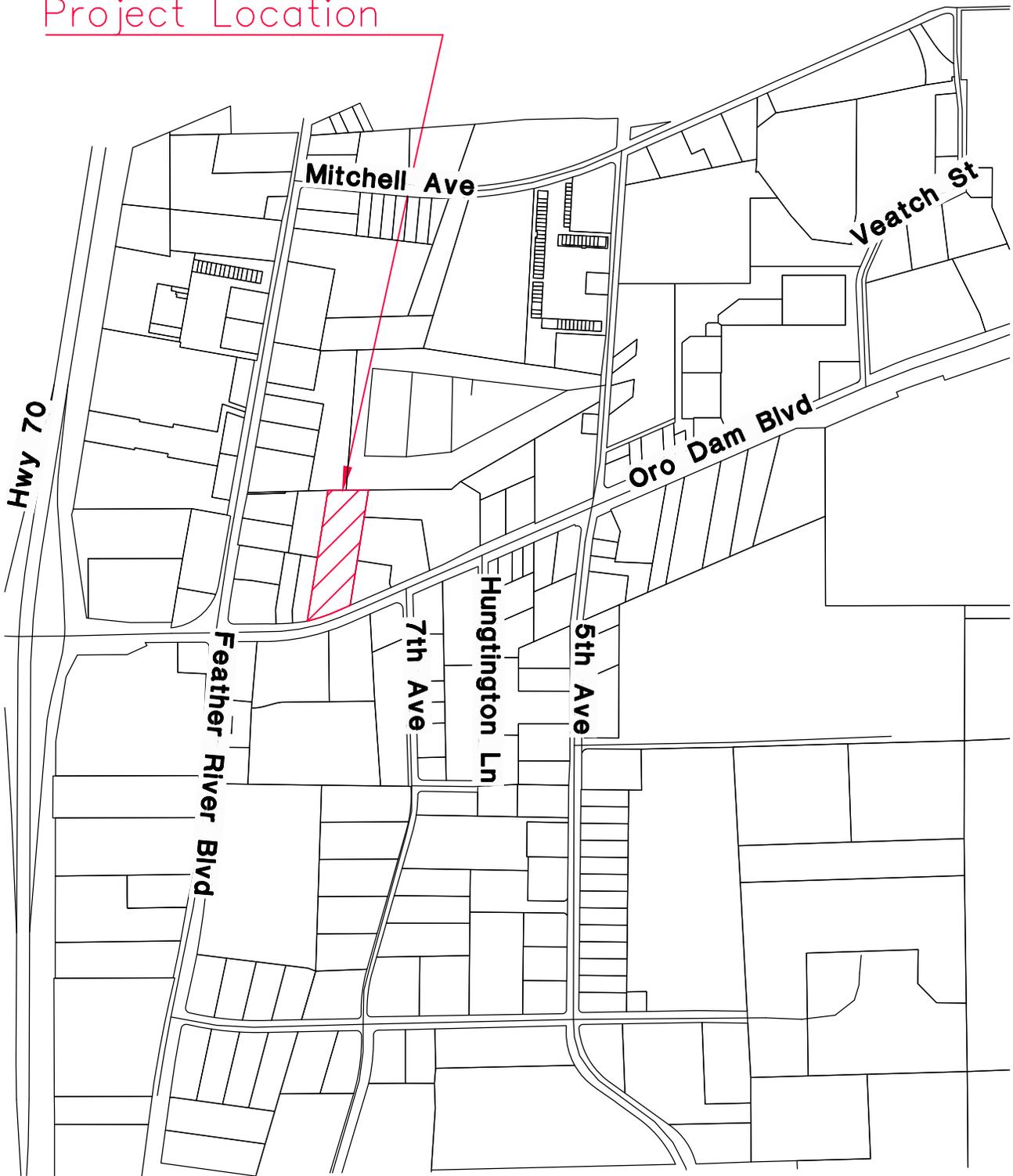
AM and PM peak hour intersection operations are analyzed for all study intersections as part of this report for the following scenarios:

- *Existing* conditions
- *Existing Plus Project* conditions

Existing conditions quantify the current year traffic operations at the study locations. The existing operations are analyzed at vicinity intersections including the "middle" driveway opposite the proposed project site to determine the delay and queuing characteristics along the corridor.

The *Existing Plus Project* conditions is an analysis scenario in which traffic impacts with the proposed project are investigated in comparison to the *Existing* conditions scenario. Within this scenario, the project generated peak hour traffic volumes have been added to the *Existing* conditions volumes to obtain the *Existing Plus Project* traffic volumes.

Project Location



Oro Dam Boulevard Commercial Circulation Study

Figure 1

Project Location and Vicinity Map



Analysis Methodology and Technical Parameters

The following section outlines the methodology and analysis parameters used to quantify existing and existing plus project conditions.

Intersection LOS Methodology

Intersection Level-of-Service (LOS) will be calculated for all control types using the methods documented in the Transportation Research Board publications *Highway Capacity Manual, Fifth Edition, 2010*. Traffic operations have been quantified through the determination of LOS. LOS determinations are presented on a letter grade scale from "A" to "F", whereby LOS "A" represents free-flow operating conditions and LOS "F" represents over-capacity conditions. For a signalized or all-way stop-controlled (AWSC) intersection, an LOS determination is based on the calculated averaged delay for all approaches and movements. For a two-way stop controlled (TWSC) intersection, an LOS determination is based upon the calculated average delay for all movements of the worst-performing approach. LOS definitions for different types of intersection controls are presented in Table 1.

Level of Service Policy and Threshold

The City of Oroville General Plan Circulation Element contains the following policy pertaining to LOS standards in the City:

- P2.1 Maintain a minimum operating standard of LOS D as defined in the most current edition of the Highway Capacity Manual or subsequent revisions for all arterial, collector streets and intersections, except the following facilities where a LOS E will be acceptable. LOS E operations will be considered acceptable for intersection and roadway segment operations along Oroville Dam Boulevard between Highway 70 and Olive Highway.

Consistent with City policy, this study considers LOS "E" as the standard acceptable threshold for all intersections and roadway segments.

Technical Parameters

The *Synchro 9.0* (Trafficware) integrated computer software program has been used to implement the HCM 2010 analysis methodologies at the study intersections. The *SimTraffic* computer software program has been used to determine the queuing characteristics at the study intersections. The Peak Hour Factor (PHF) and Heavy Vehicle Percentage (HV%) was determined using the overall intersection PHF and HV% from the existing turning movement counts, and is used for *Existing* conditions and *Existing Plus Project* conditions.

**TABLE 1
LEVEL OF SERVICE CRITERIA**

Level of Service	Type of Flow	Delay	Maneuverability	Stopped Delay/Vehicle		
				Signalized	Un signalized	All-Way Stop
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	< 10.0	< 10.0	< 10.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10.0 and < 20.0	>10.0 and < 15.0	>10.0 and < 15.0
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	>20.0 and < 35.0	>15.0 and < 25.0	>15.0 and < 25.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35.0 and < 55.0	>25.0 and < 35.0	>25.0 and < 35.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55.0 and < 80.0	>35.0 and < 50.0	>35.0 and < 50.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 80.0	> 50.0	> 50.0

References: 2010 Highway Capacity Manual

Existing Conditions

Existing conditions establishes baseline traffic conditions that currently exist in the study area. Currently, the study area along Oro Dam Boulevard is developed with various commercial land uses and numerous driveways. Figure 2 presents the study intersections and existing lane geometrics.

Roadway Network

Roadways that provide primary circulation in the study area are as follows:

State Route 70 (SR 70) is an at-grade highway south of Oro Dam Boulevard and a grade-separated freeway north of Oro Dam Boulevard. SR 70 runs north-south through Oroville, connecting the City of Chico (via SR 149) to the north, and Yuba City to the south. The project site is located approximately 1,500 feet east of SR 70.

Oro Dam Boulevard is a four-lane arterial that runs east-west throughout the City, from west of the City at State Route 99 and to east of the City at the Oroville Dam. Within the study area, Oro Dam Boulevard is also designated as State Route 162 (SR 162). The posted speed limit in the study area is 35 mph.

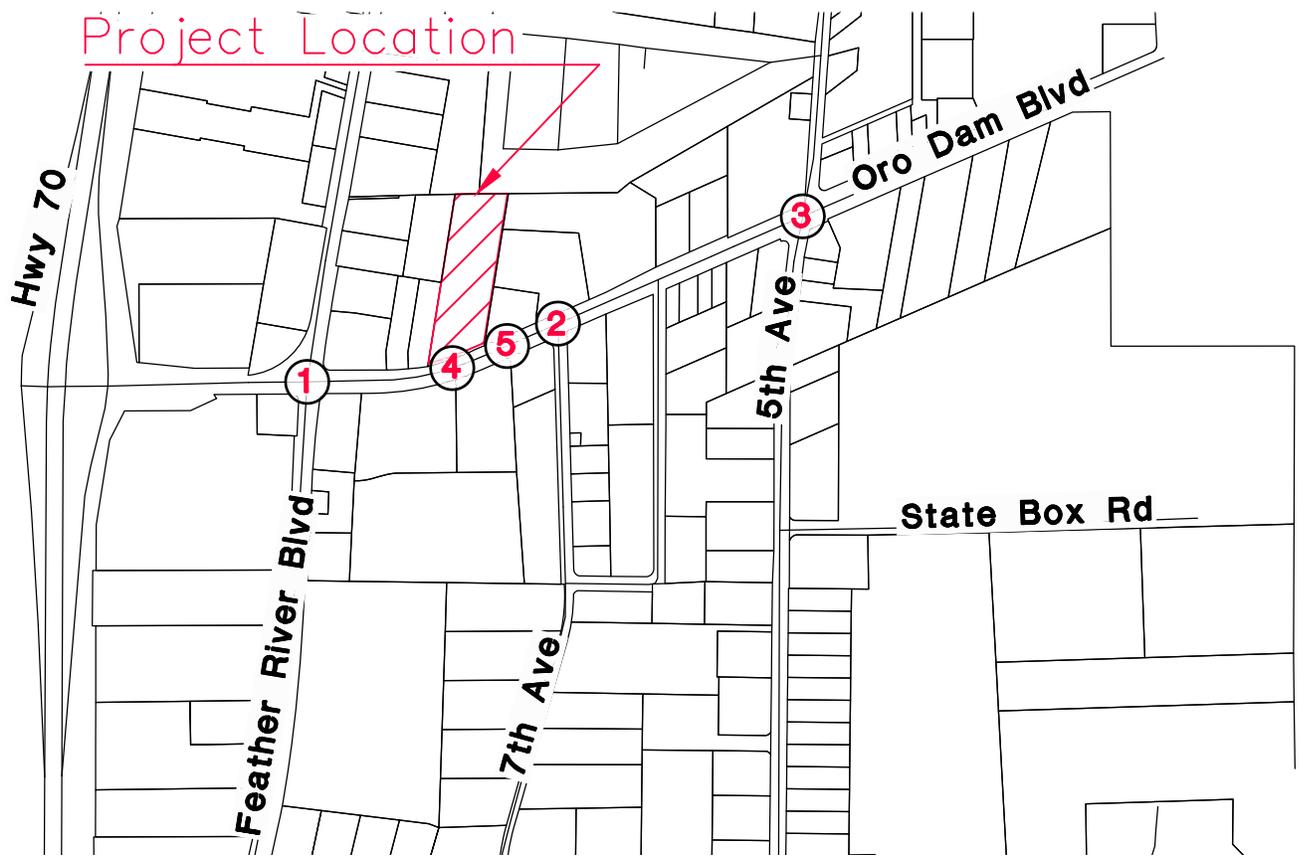
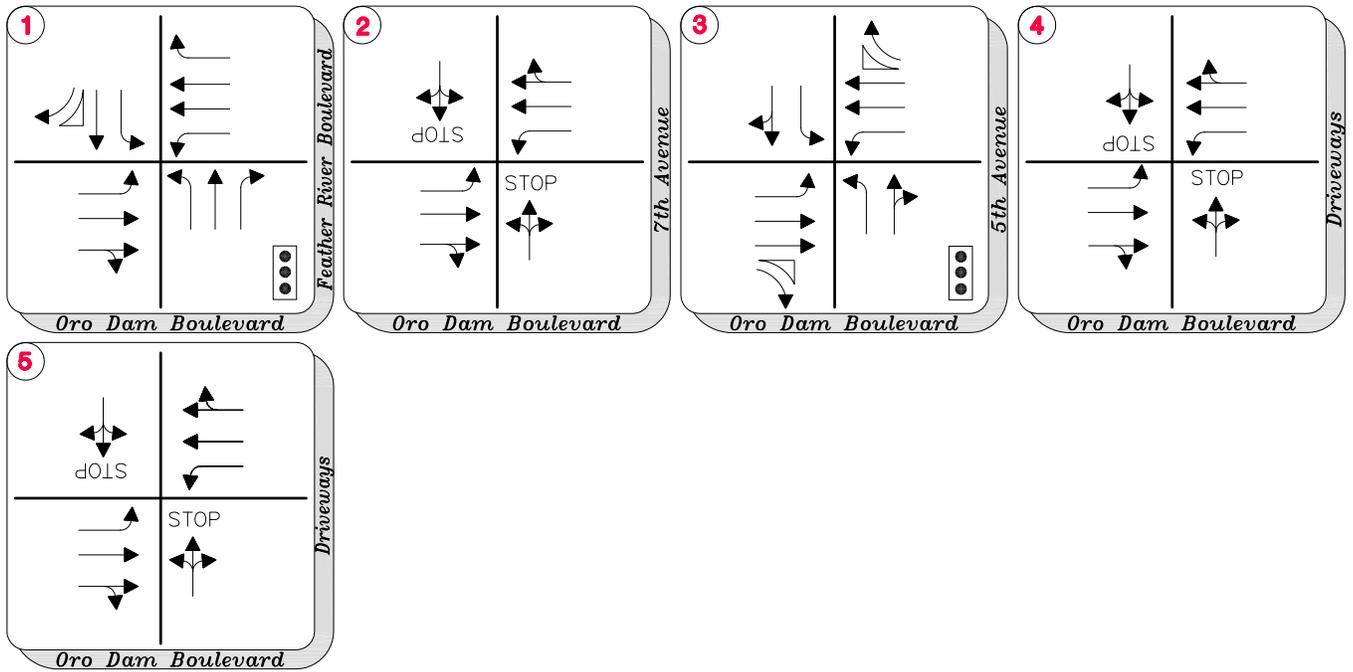
Feather River Boulevard is a two-lane major arterial that intersects Oro Dam Boulevard as a signalized intersection. The project site is located approximately 600 feet east of Feather River Boulevard. The posted speed limit in the study area is 35 mph.

5th Avenue is a two-lane major collector that intersects Oro Dam Boulevard as a signalized intersection. The posted speed limit in the study area is 35 mph.

7th Avenue is a two-lane minor collector that intersects Oro Dam Boulevard as a stop-controlled intersection. The project site is located approximately 400 feet west of 7th Avenue. The posted speed limit in the study area is 35 mph.

Existing Conditions Operations

Existing turning movement count data was collected at the study intersections one through four on December 18, 2014 and August 20, 2015 for weekday AM and PM peak hours, provided in Appendix A. Table 2 provides a summary of the *Existing* conditions peak hour intersection delay and LOS. Appendix B provides the Synchro and SimTraffic analysis results. Figure 3 presents the existing traffic volumes.

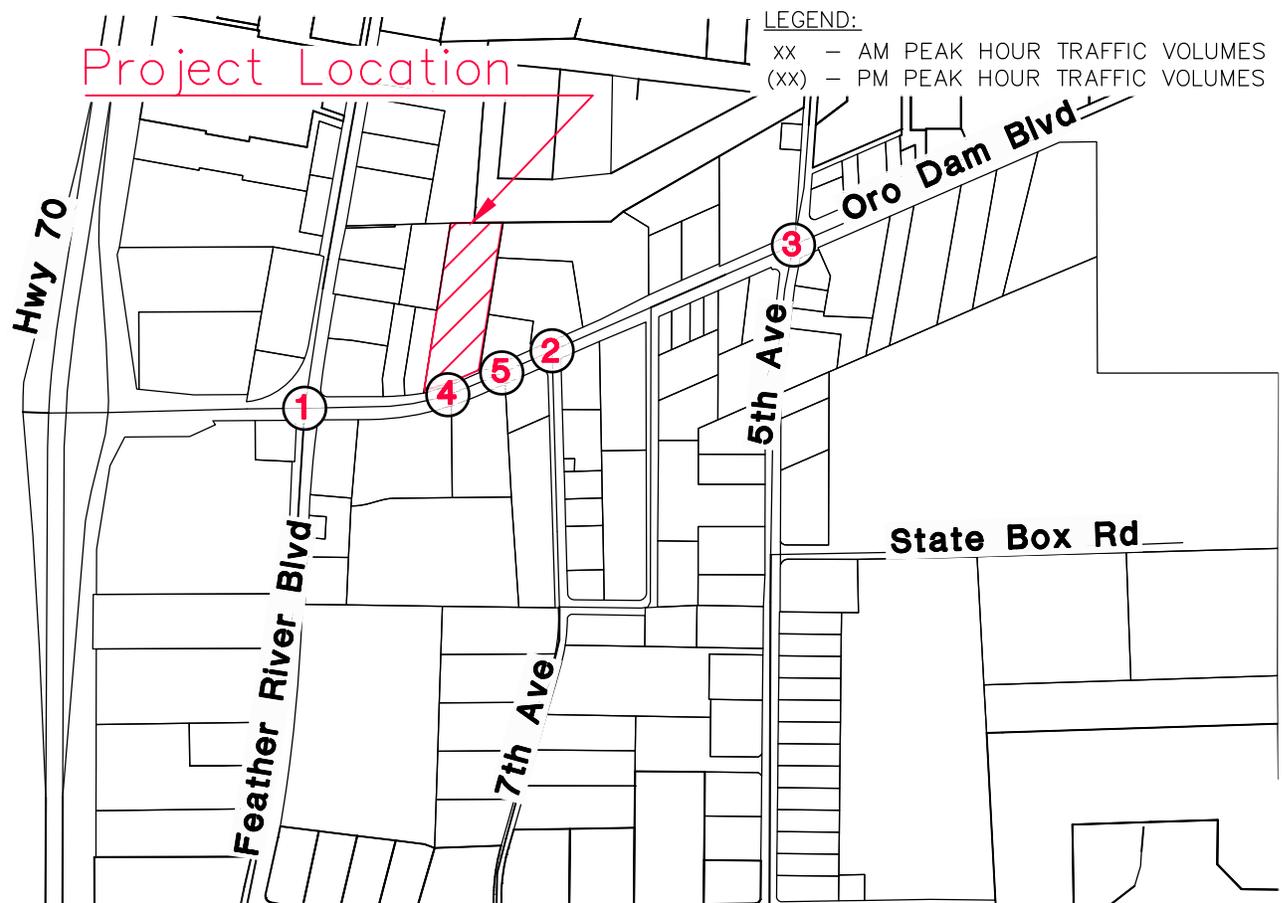
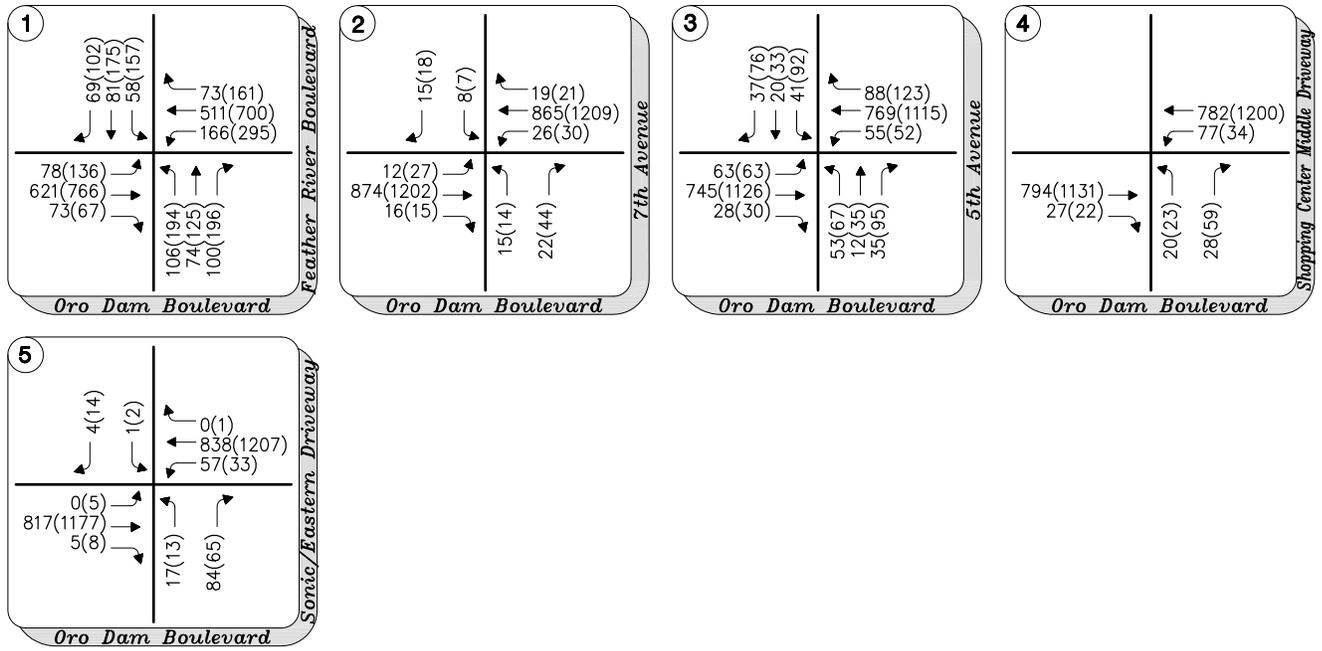


Oro Dam Boulevard Commercial Circulation Study

Figure 2

Existing Lane Geometrics and Control





Oro Dam Boulevard Commercial Circulation Study

Figure 3

Existing Peak Hour Traffic Volumes



**TABLE 2
EXISTING INTERSECTION LOS**

#	Intersection	Control Type ^{1,2}	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay	LOS	Warrant Met? ³	Delay	LOS	Warrant Met? ³
1	Feather River Blvd & Oro Dam Blvd	Signal	E	25.8	C	-	38.4	D	-
2	7th Ave & Oro Dam Blvd (HCM 2000)	TWSC	E	14.7	B	-	13.4	B	-
	7th Ave & Oro Dam Blvd (HCM 2010)	TWSC	E	63.9	F	No	84.4	F	No
3	5th Ave & Oro Dam Blvd	Signal	E	15.2	B	-	16.3	B	-
4	Oro Dam Blvd & Driveways (HCM 2000)	TWSC	E	12.5	B	-	12.9	B	-
	<i>Oro Dam Blvd & Driveways (HCM 2010)</i>	<i>TWSC</i>	<i>E</i>	<i>17.9</i>	<i>C</i>	<i>-</i>	<i>21.3</i>	<i>C</i>	<i>-</i>
5	Oro Dam Blvd & Feather River Village/Sonic	TWSC	E	13.1	B	-	11.8	B	-
	Oro Dam Blvd & Feather River Village/Sonic	TWSC	E	53.8	F	Yes	67.6	F	No

Notes:

1. TWSC = Two Way Stop Control; RNDDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for Signal
3. Warrant = Based on California MUTCD Warrant 3
4. HCM 2010 does not consider 2-stage gap entry for Two-Way Left-Turn Lanes

As shown in Table 2, the stop-controlled intersection of Oro Dam Boulevard/7th Avenue operates at unacceptable LOS during the AM and PM peak hour and PM peak hour, when using HCM 2010 methodologies. However, HCM 2010 methodologies are unable to perform a "two-stage gap analysis" to account for the two-left turn lane on Oro Dam Boulevard. A "two-stage gap" represents, in this case, the ability for outbound left turns from driveways along Oro Dam Boulevard to use the two-way left turn lane as a refuge prior to merging into traffic. For this reason, an HCM 2000 analysis was also performed for intersection 2 and 4, which reveals acceptable operations at both locations.

Table 3 presents the 95th percentile queue lengths and the available storage for AM and PM peak hours at the study intersections.

**TABLE 3
EXISTING QUEUE CHARACTERISTICS**

ID	Intersection	Movement	95th Percentile Queue Length (ft)		Available Storage (ft) ¹
			AM PEAK	PM PEAK	
1	Oro Dam Blvd/ Feather River Blvd	WBL	159	293	350
		WBT	169	221	N/A
		WBR	60	101	200

¹ Storage Length for thru movements is distance to prior intersection

As shown in Table 3, at the intersection of Oro Dam Boulevard/Feather River Boulevard, the westbound left turn queue is accommodated within the available storage length, as measured from the stop bar to the end of the raised curb.

Project Description

The proposed project is located on a vacant parcel between Sonic Burger Drive-Thru and La Esmeralda Market along Oro Dam Boulevard in Oroville, CA. The proposed project consists of two drive-thru restaurant facilities, one approximately 2,660 square feet and one approximately 1,850 square feet. The current project site plan is presented in Figure 4. Opening day off-site improvements and access configuration are described below, and shown in Inset 1.

Project Access & Off-Site Improvements

Currently, the roadway fronting the project site has a striped two-way left turn lane that accommodates full access to the vacant land where the proposed project is located, at two of the three driveways for the Feather River Village property south of the proposed project, and at the adjacent Sonic Drive-Thru. The project is proposing a full access driveway off of Oro Dam Boulevard, with additional off-site improvements.

The project is proposing to construct a raised median on Oro Dam Boulevard that will create a 100 to 115 foot left turn lane into the project site, while reserving at minimum 350 feet of westbound left turn storage at Feather River Boulevard. This raised median will provide protection for inbound left turns to the proposed project, and will restrict ingress and egress to and from the middle driveway of Feather River Village to right turns only. This improvement was previously included in the Draft Initial Circulation Study, dated February 2015. The previously identified "pork chop" on the Feather River Village driveway is no longer proposed as it would conflict with plans for bike lanes on Oro Dam Boulevard, and is not found necessary to restrict turns with the presence of the proposed raised median. The off-site improvements on Oro Dam Boulevard will require the an encroachment permit from Caltrans, as it is a State Route.

The previous Draft Initial Circulation Study also included a possible cross-lot connection between Feather River Village and an adjacent Valero service station. This cross-lot connection is no longer included as part of the project, and modifications to the access for the Valero station is no longer proposed.

Full access to and from Feather River Village will still be accommodated by the existing full access eastern driveway, and with construction of a new access road between Feather River Village and 7th Avenue, south of the existing Valero service station. This driveway will serve primarily drop-off and pick-up from the charter school in Feather River Village, relieving this demand from the two-way left turn lane on Oro Dam Boulevard. The new access road will be constructed during construction of the project and will open with completion of the project.

As shown in the project site plan, cross-lot access between the proposed project and the existing Holiday Inn Express will also be provided via a cross-lot connection. The cross-lot connection with the Holiday Inn Express is anticipated to absorb some of the inbound and outbound turning movements from the project site, although no project trips were assigned to this route in this analysis, in order to provide a conservative estimate of impacts to Oro Dam Boulevard.

Cumulatively, when further infill development occurs north and west of the proposed project, a new roadway will also be constructed between the project site and Feather River Boulevard. Cumulatively, outbound and inbound left turns will also be served via the future connection to Feather River Boulevard, further reducing left turn conflicts on Oro Dam Boulevard.



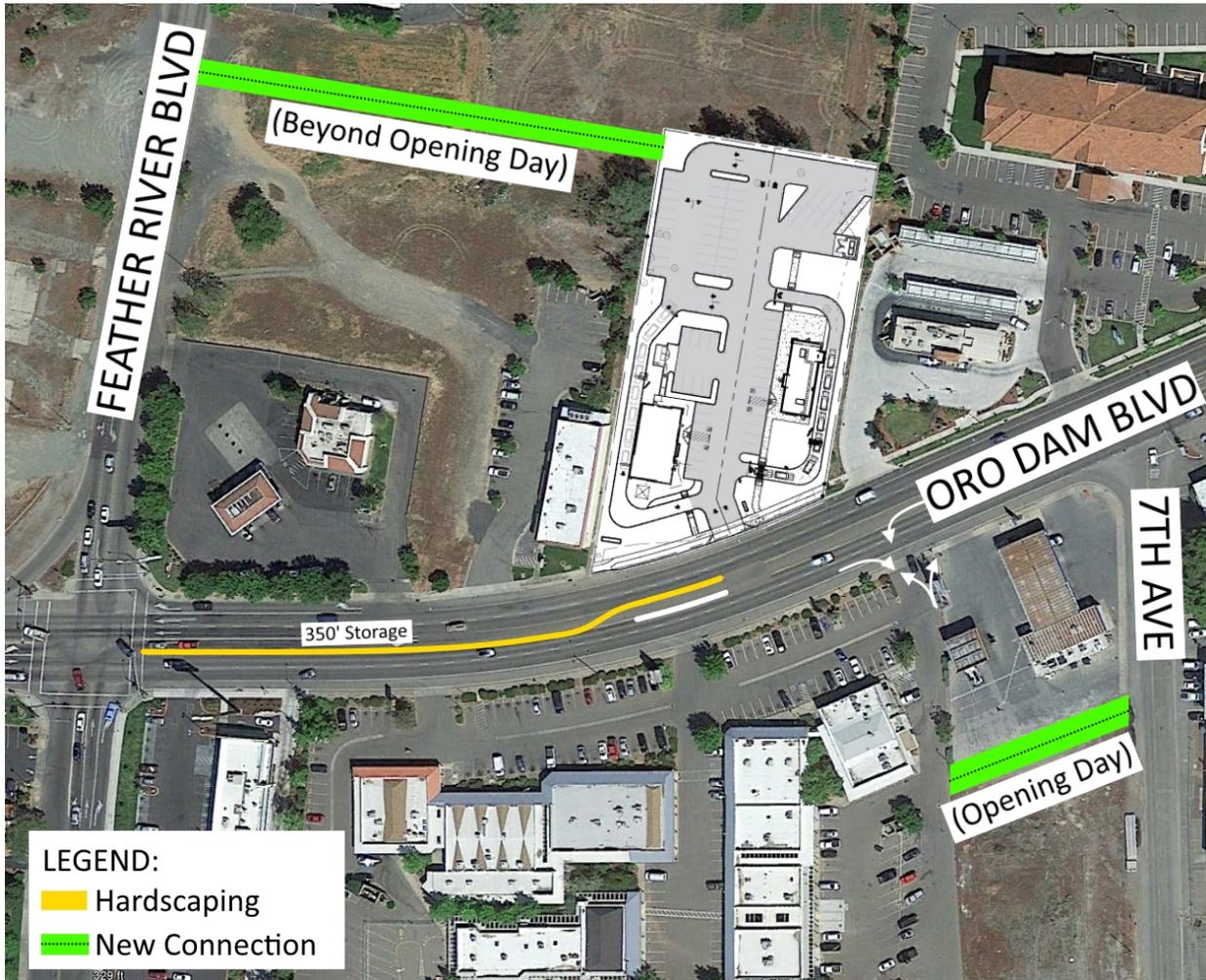
Oro Dam Boulevard Commercial Circulation Study

Figure 4

Preliminary Site Layout



INSET 1
OPENING DAY OFF-SITE IMPROVEMENTS & ACCESS CONFIGURATION



On-Site Circulation

An on-site queuing analysis of the drive-through aisles was not performed as part of this study. However, the proposed site plan presents concerns regarding on-site queuing under the proposed layout. The easternmost building has a proposed drive-through aisle with entry on the south side of the parcel, which during peak use, may extend beyond the provided aisle, into the parking lot, and potentially onto Oro Dam Boulevard. To minimize the potential for this queuing, the drive-through order window has been placed 4 to 5 vehicle lengths from the entrance to the drive aisle. One-site queuing at this location should be monitored to ensure queuing is being accommodated.

Trip Generation

Project trip generation forecasts were derived using the Institute of Transportation Engineers (ITE) studies on typical land use trip generation rates contained in the *ITE Trip Generation Manual (9th Edition)*.

Due to the nature of the proposed project land use, a significant portion of the vehicular traffic entering and exiting the site already exists on the adjacent street (Oro Dam Boulevard). These trips are referred to as pass-by trips, and are counted as new turning movements at the project driveway, but do not contribute to new traffic at adjacent intersections. These trips are contrast with "primary trips", or "new project trips", which are trips made specifically to visit the site that would not have been made if the proposed project did not exist.

The *ITE Trip Generation Handbook (3rd Edition)* includes "pass-by" and "primary" trip data for "Fast-Food Restaurant with Drive-Through Window" (49% pass-by in AM peak hour, 50% pass-by in PM peak hour). Table 4 presents the estimated trip generation for the proposed project land uses, using the best available data from the *ITE Trip Generation Manual* and *ITE Trip Generation Handbook*.

**TABLE 4
PROJECT TRIP GENERATION**

Land Use Category (ITE Code)	Unit ¹	Daily Trip Rate/Unit ²	AM Peak Hour Trip Rate/Unit			PM Peak Hour Trip Rate/Unit		
			Total	In %	Out %	Total	In %	Out %
Coffee/Donut Shop with Drive-Thru (ITE 937)	ksf	818.58	100.58	51%	49%	42.80	50%	50%
Fast-Food Resaurant with Drive-Thru (ITE 934)	ksf	496.12	45.42	51%	49%	32.65	52%	48%
Project Name	Quantity (Units)	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
Lot 1 (Coffee Shop with Drive-Thru)	1.85	1,514	186	95	91	79	40	40
<i>Pass-By Trip Reduction</i> ³	49%	-742	-91	-46	-45	-39	-19	-19
Lot 2 (Quick Service Restaurant)	2.66	1,320	121	62	59	87	45	42
<i>Pass-By Trip Reduction</i> ³	49%	-647	-59	-30	-29	-43	-22	-20
Net New Project Trips		1,445	157	80	77	85	43	41

Notes:

1. 1ksf = 1000 square feet

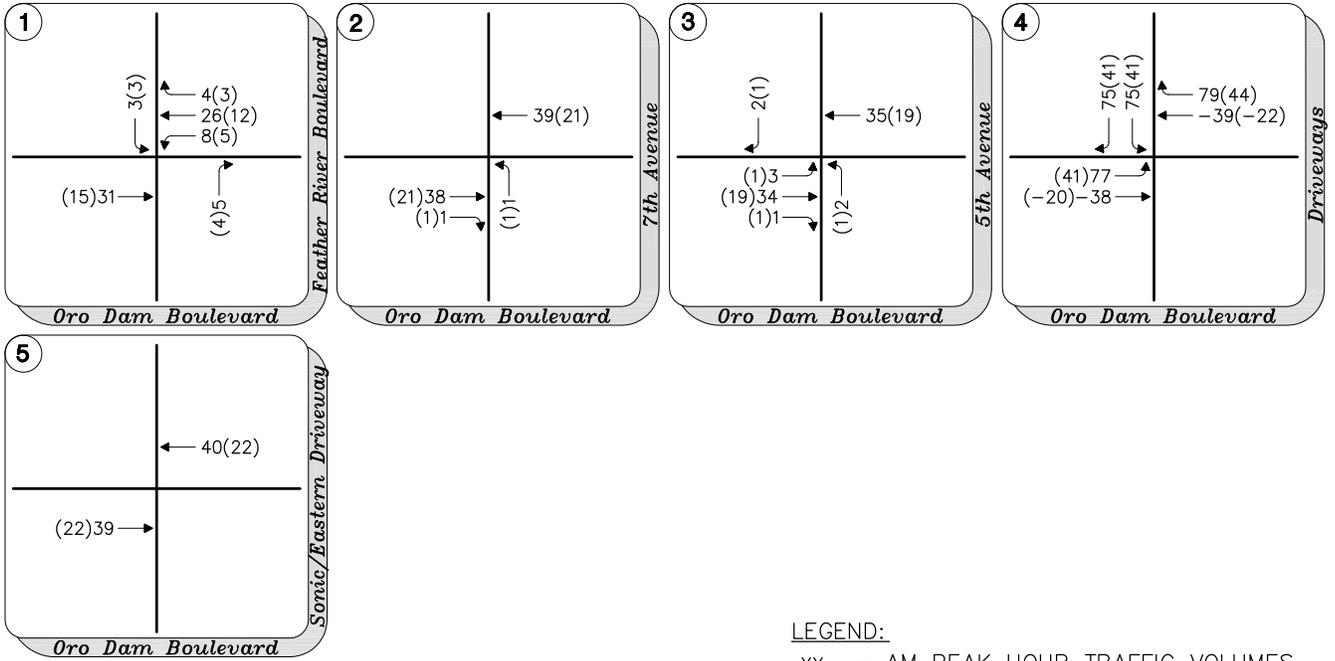
2. Project driveway trip generation rates based on ITE Trip Generation Manual 9th edition average rates

3. Pass-by trip percentages based on ITE Trip Generation Handbook 3rd Edition rates

As presented in Table 4, the proposed project is projected to generate 1,445 new daily trips, 157 new AM peak hour trips, and 85 new PM peak hour trips.

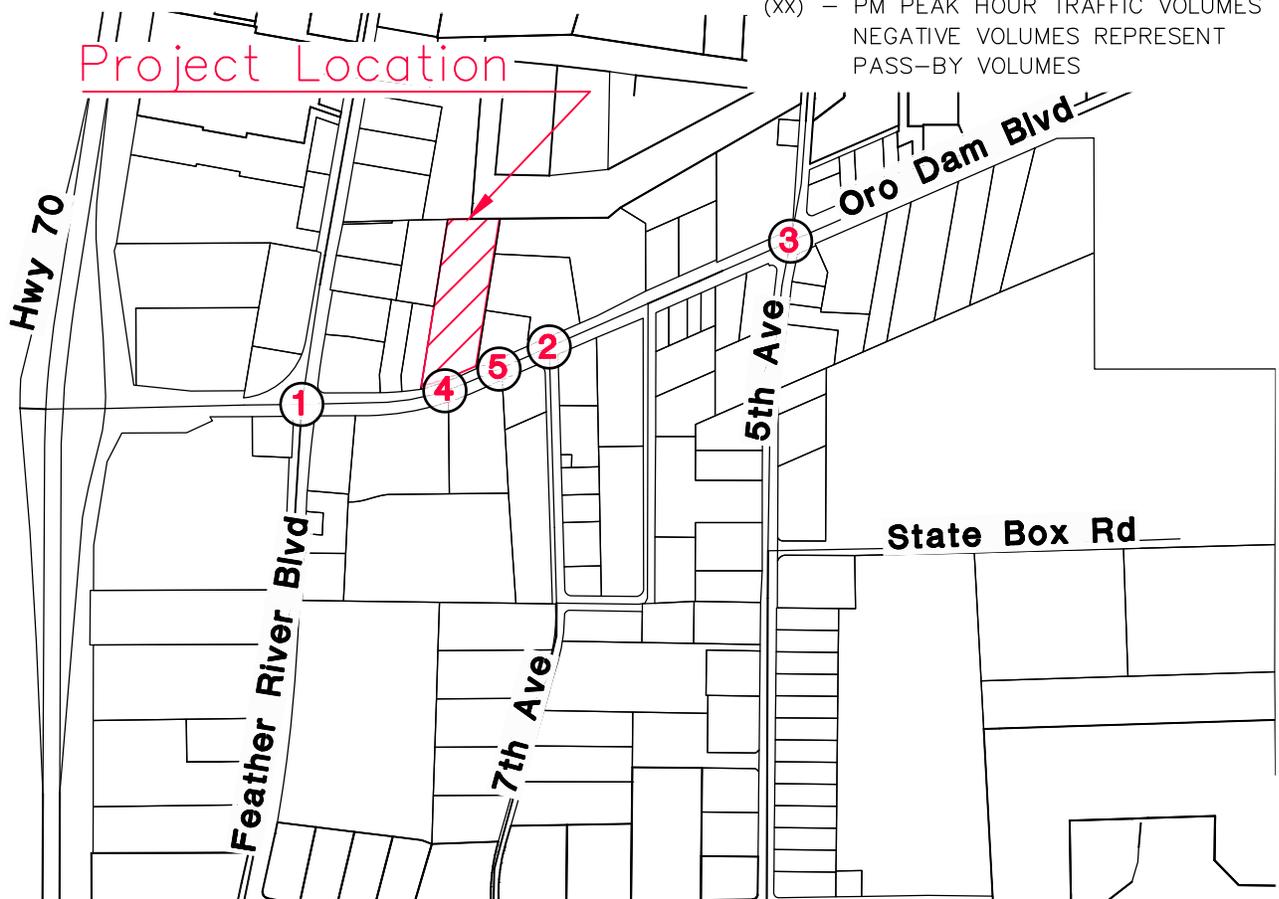
Trip Distribution

The proposed project's directional trip distribution pattern is developed using The City of Oroville Travel Demand Model and supplemented by knowledge of the area, including existing traffic patterns and regional destinations. Based on preliminary review of the proposed project land uses and the City's model, it is estimated that a significant majority of the project traffic will be directionally consistent with commute patterns, and consist largely of pass-by trips en route to or from State Route 70. Appendix B provides the Synchro and SimTraffic analysis results. Figure 5 presents the Project Only peak hour traffic volumes.



LEGEND:

- xx - AM PEAK HOUR TRAFFIC VOLUMES
- (xx) - PM PEAK HOUR TRAFFIC VOLUMES
- NEGATIVE VOLUMES REPRESENT PASS-BY VOLUMES



Oro Dam Boulevard Commercial Circulation Study

Figure 5

Project Only Peak Hour Traffic Volumes



Existing Plus Project Conditions

The *Existing Plus Project* conditions is an analysis scenario in which traffic impacts with the proposed project are investigated in comparison to the *Existing* conditions scenario. Within this scenario, the project generated peak hour traffic volumes have been added to the *Existing* conditions volumes to obtain the *Existing Plus Project* traffic volumes, with the existing lane geometrics. Appendix B provides the Synchro and SimTraffic analysis results. Figure 6 presents the *Existing Plus Project* peak hour traffic volumes.

Existing Plus Project Intersection LOS Operations

As mentioned in the Project Access section, this analysis assumes that left turns are allowed into the proposed project and prohibited for the driveway across from the proposed project. Table 5 provides a summary of the *Existing Plus Project* projected intersection operations in terms of delay per vehicle and LOS.

**TABLE 5
EXISTING PLUS PROJECT INTERSECTION LOS**

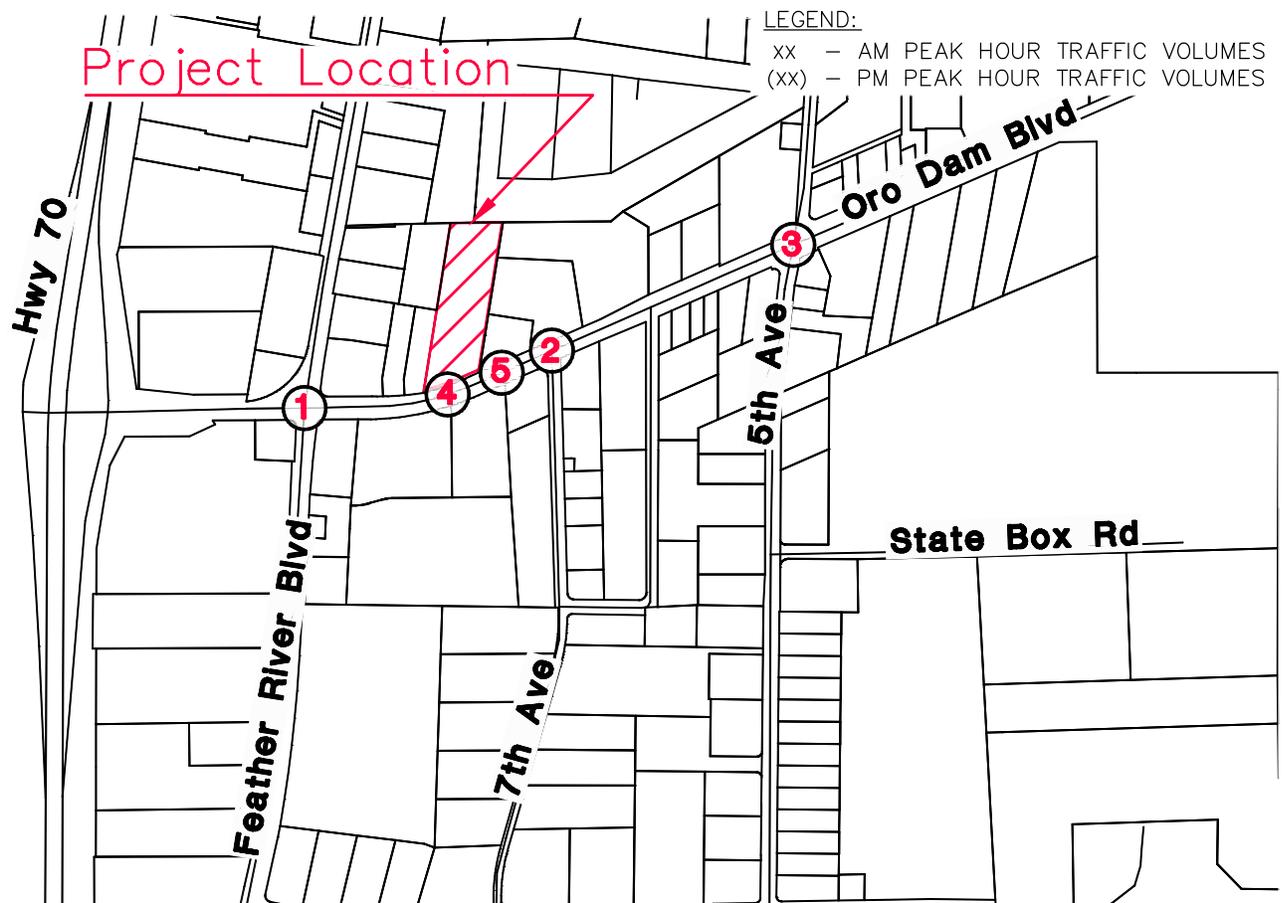
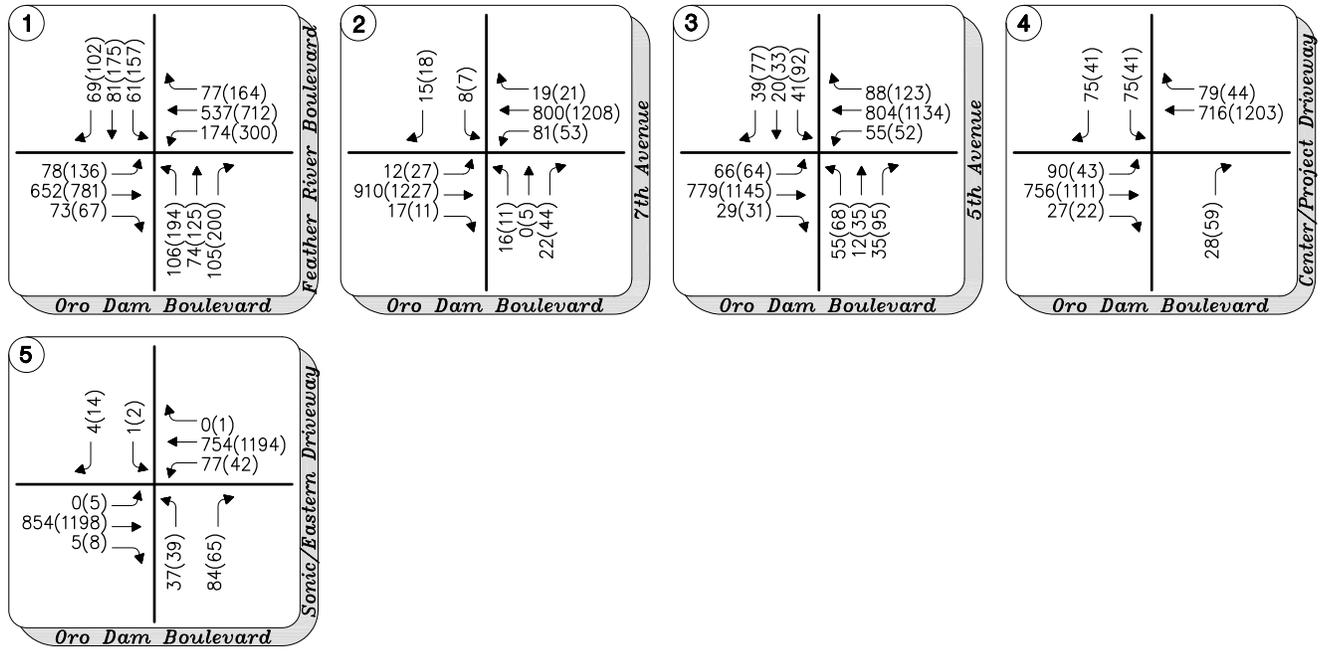
#	Intersection	Control Type ^{1,2}	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay	LOS	Warrant Met? ³	Delay	LOS	Warrant Met? ³
1	Feather River Blvd & Oro Dam Blvd	Signal	E	26.8	C	-	39.1	D	-
2	7th Ave & Oro Dam Blvd (HCM 2000)	TWSC	E	16.9	C	-	14.6	B	-
	7th Ave & Oro Dam Blvd (HCM 2010)	TWSC	E	113.6	F	No	180.6	F	No
3	5th Ave & Oro Dam Blvd	Signal	E	15.3	B	-	16.4	B	-
4	Oro Dam Blvd & Driveways (HCM 2000)	TWSC	E	21.8	C	-	29.2	D	-
	Oro Dam Blvd & Driveways (HCM 2010)	TWSC	E	223.2	F	Yes	OVR	F	No
5	Oro Dam Blvd & Sonic/Eastern Driveway (HCM 2000)	TWSC	E	16.3	C	-	16.0	C	-
	Oro Dam Blvd & Sonic/Eastern Driveway (HCM 2000)	TWSC	E	268.3	F	Yes	OVR	F	Yes

Notes:

1. TWSC = Two Way Stop Control; RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for Signal
3. Warrant = Based on California MUTCD Warrant 3
4. HCM 2010 does not consider 2-stage gap entry for Two-Way Left-Turn Lanes

As shown in Table 5, the intersection of Oro Dam Boulevard/7th Avenue operates with unacceptable LOS during the AM and PM peak hour using HCM 2010 methodologies. As previously discussed under Table 2, however, HCM 2010 does not analyze the "two-stage gap" provided by the two-way left turn lane on Oro Dam Boulevard. The HCM 2000 analysis accounts for this and as shown in Table 5, provides acceptable LOS.

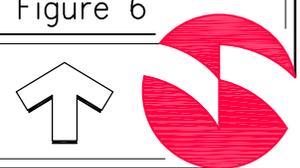
Table 6 presents the 95th percentile queue lengths and the available storage for AM and PM peak hours at the study intersections.



Oro Dam Boulevard Commercial Circulation Study

Figure 6

Existing Plus Project Peak Hour Traffic Volumes



**TABLE 6
EXISTING PLUS PROJECT QUEUE CHARACTERISTICS**

ID	Intersection	Movement	95th Percentile Queue Length (ft)		Available Storage (ft) ¹
			AM PEAK	PM PEAK	
1	Oro Dam Blvd/ Feather River Blvd	WBL	177	311	350
		WBT	172	243	N/A
		WBR	56	100	200
4	Oro Dam Blvd/ Driveway	EBL	67	46	100
		NBR ²	41	56	
		SBLTR	125	92	

¹ Storage Length for thru movements is distance to prior intersection

² Northbound approach is driveway to parking lot, with limited storage

As shown in Table 6, at the intersection of Oro Dam Boulevard/Feather River Boulevard, all queues are accommodated under the recommended intersection configurations, with the addition of project traffic.

Conclusions

The previous Draft Initial Circulation Study, dated February 2015, has been superseded by this study due to the revision in the proposed "opening day" off-site improvements.

Full access at the proposed project driveway can be safely accommodated under the proposed intersection and roadway modifications presented in Figure 4 and Inset 1 and analyzed under the *Existing Plus Project* conditions scenario. The proposed off-site improvements will allow for safe ingress and egress from the proposed project and will generally improve safety on Oro Dam Boulevard by reducing conflict points at existing full-access closely spaced driveways. Additional off-site improvements, such as the opening day construction of a new connection between Feather River Village and 7th Avenue, will further reduce demand on Oro Dam Boulevard, and increase capacity of the existing two-way left turn lane between the proposed project and 7th Avenue.

Appendix

A: Existing Turning Movement Counts

B: Synchro and SimTraffic Analysis Worksheets

HCM 2010 Signalized Intersection Summary
1: Feather River Blvd & Oro Dam Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	78	621	73	166	511	73	106	74	100	58	81	69
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1810	1810	1810	1810	1810	1882
Adj Flow Rate, veh/h	84	668	78	178	549	78	114	80	108	62	87	0
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	107	890	104	221	1213	543	145	554	471	78	484	427
Arrive On Green	0.06	0.29	0.29	0.13	0.35	0.35	0.08	0.31	0.31	0.05	0.27	0.00
Sat Flow, veh/h	1723	3103	362	1723	3438	1538	1723	1810	1538	1723	1810	1600
Grp Volume(v), veh/h	84	370	376	178	549	78	114	80	108	62	87	0
Grp Sat Flow(s),veh/h/ln	1723	1719	1746	1723	1719	1538	1723	1810	1538	1723	1810	1600
Q Serve(g_s), s	3.3	13.4	13.4	6.9	8.4	2.4	4.4	2.2	3.6	2.4	2.5	0.0
Cycle Q Clear(g_c), s	3.3	13.4	13.4	6.9	8.4	2.4	4.4	2.2	3.6	2.4	2.5	0.0
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	107	493	501	221	1213	543	145	554	471	78	484	427
V/C Ratio(X)	0.78	0.75	0.75	0.81	0.45	0.14	0.78	0.14	0.23	0.80	0.18	0.00
Avail Cap(c_a), veh/h	226	552	560	352	1354	606	251	554	471	176	484	427
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	0.00
Uniform Delay (d), s/veh	31.7	22.2	22.2	29.1	17.1	15.1	30.8	17.2	17.7	32.4	19.3	0.0
Incr Delay (d2), s/veh	11.7	5.1	5.0	7.1	0.3	0.1	8.9	0.5	1.1	16.6	0.8	0.0
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	1.9	7.1	7.2	3.7	4.0	1.0	2.5	1.2	1.7	1.5	1.4	0.0
LnGrp Delay(d),s/veh	43.4	27.3	27.2	36.1	17.3	15.2	39.7	17.8	18.9	49.0	20.1	0.0
LnGrp LOS	D	C	C	D	B	B	D	B	B	D	C	
Approach Vol, veh/h		830			805			302			149	
Approach Delay, s/veh		28.9			21.3			26.4			32.2	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	25.0	12.8	23.7	9.8	22.3	8.3	28.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	21.0	14.0	22.0	10.0	18.0	9.0	27.0				
Max Q Clear Time (g_c+I1), s	4.4	5.6	8.9	15.4	6.4	4.5	5.3	10.4				
Green Ext Time (p_c), s	0.0	1.1	0.2	4.2	0.1	1.0	0.1	8.1				
Intersection Summary												
HCM 2010 Ctrl Delay			25.8									
HCM 2010 LOS			C									

HCM Unsignalized Intersection Capacity Analysis Oro Dam Blvd Commercial Circulation Study

2: 7th Ave & Oro Dam Blvd

8/31/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	874	16	26	865	19	15	0	22	8	0	15
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.80	0.80	0.80	0.80	0.92	0.80	0.92	0.80	0.92	0.92	0.92
Hourly flow rate (vph)	13	1092	20	32	1081	21	19	0	28	9	0	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)	977			1028								
pX, platoon unblocked	0.83			0.87			0.90	0.90	0.87	0.90	0.90	0.83
vC, conflicting volume	1102			1112			1751	2295	556	1756	2295	551
vC1, stage 1 conf vol							1129	1129		1157	1157	
vC2, stage 2 conf vol							622	1167		600	1139	
vCu, unblocked vol	720			830			955	1562	190	962	1562	58
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	6.9
tC, 2 stage (s)							6.6	5.6		6.6	5.6	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			95			93	100	96	97	100	98
cM capacity (veh/h)	714			677			260	228	704	262	220	829

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	13	728	384	32	721	381	46	25
Volume Left	13	0	0	32	0	0	19	9
Volume Right	0	0	20	0	0	21	28	16
cSH	714	1700	1700	677	1700	1700	416	473
Volume to Capacity	0.02	0.43	0.23	0.05	0.42	0.22	0.11	0.05
Queue Length 95th (ft)	1	0	0	4	0	0	9	4
Control Delay (s)	10.1	0.0	0.0	10.6	0.0	0.0	14.7	13.0
Lane LOS	B			B			B	B
Approach Delay (s)	0.1			0.3			14.7	13.0
Approach LOS							B	B

Intersection Summary

Average Delay	0.6
Intersection Capacity Utilization	34.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	12	874	16	26	865	19	15	0	22	8	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	80	80	80	80	92	80	92	80	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	2
Mvmt Flow	13	1092	20	32	1081	21	19	0	28	9	0	16

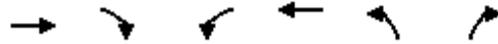
Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	1102	0	0	1113	0	0	1735	2296	556	1729	2296	551
Stage 1	-	-	-	-	-	-	1129	1129	-	1157	1157	-
Stage 2	-	-	-	-	-	-	606	1167	-	572	1139	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.32
Pot Cap-1 Maneuver	612	-	-	606	-	-	54	37	467	55	37	478
Stage 1	-	-	-	-	-	-	212	271	-	204	263	-
Stage 2	-	-	-	-	-	-	444	260	-	465	268	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	612	-	-	606	-	-	49	34	467	49	34	478
Mov Cap-2 Maneuver	-	-	-	-	-	-	49	34	-	49	34	-
Stage 1	-	-	-	-	-	-	207	265	-	200	249	-
Stage 2	-	-	-	-	-	-	406	246	-	428	262	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	63.9	43.5
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	105	612	-	-	606	-	-	118
HCM Lane V/C Ratio	0.44	0.021	-	-	0.054	-	-	0.212
HCM Control Delay (s)	63.9	11	-	-	11.3	-	-	43.5
HCM Lane LOS	F	B	-	-	B	-	-	E
HCM 95th %tile Q(veh)	1.9	0.1	-	-	0.2	-	-	0.8

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	63	745	28	55	769	88	53	12	35	41	20	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1827	1827	1827	1900	1827	1827	1900
Adj Flow Rate, veh/h	72	847	0	62	874	0	60	14	40	47	23	42
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
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
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	92	1565	700	78	1537	688	484	130	370	493	179	328
Arrive On Green	0.05	0.45	0.00	0.04	0.44	0.00	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1740	3471	1553	1740	3471	1553	1306	419	1197	1319	580	1060
Grp Volume(v), veh/h	72	847	0	62	874	0	60	0	54	47	0	65
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1740	1736	1553	1306	0	1616	1319	0	1640
Q Serve(g_s), s	2.5	10.9	0.0	2.2	11.5	0.0	2.1	0.0	1.5	1.6	0.0	1.8
Cycle Q Clear(g_c), s	2.5	10.9	0.0	2.2	11.5	0.0	3.9	0.0	1.5	3.1	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.74	1.00		0.65
Lane Grp Cap(c), veh/h	92	1565	700	78	1537	688	484	0	500	493	0	507
V/C Ratio(X)	0.78	0.54	0.00	0.80	0.57	0.00	0.12	0.00	0.11	0.10	0.00	0.13
Avail Cap(c_a), veh/h	340	2259	1011	255	2090	935	484	0	500	493	0	507
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	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	12.3	0.0	29.1	12.8	0.0	16.7	0.0	15.2	16.3	0.0	15.3
Incr Delay (d2), s/veh	13.5	0.3	0.0	16.6	0.3	0.0	0.5	0.0	0.4	0.4	0.0	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	1.5	5.2	0.0	1.4	5.5	0.0	0.8	0.0	0.7	0.6	0.0	0.9
LnGrp Delay(d),s/veh	42.3	12.6	0.0	45.7	13.1	0.0	17.2	0.0	15.6	16.7	0.0	15.8
LnGrp LOS	D	B		D	B		B		B	B		B
Approach Vol, veh/h		919			936			114			112	
Approach Delay, s/veh		14.9			15.2			16.4			16.2	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	6.7	31.7		23.0	7.2	31.2				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	9.0	40.0		19.0	12.0	37.0				
Max Q Clear Time (g_c+I1), s		5.9	4.2	12.9		5.1	4.5	13.5				
Green Ext Time (p_c), s		0.8	0.0	14.8		0.8	0.1	13.6				
Intersection Summary												
HCM 2010 Ctrl Delay			15.2									
HCM 2010 LOS			B									

HCM Unsignalized Intersection Capacity Analysis Oro Dam Blvd Commercial Circulation Study
 4: Driveway & Oro Dam Blvd 8/31/2015



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	
Volume (veh/h)	794	27	77	782	20	28
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	902	31	88	889	23	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage (veh)	2		2			
Upstream signal (ft)	540					
pX, platoon unblocked			0.82		0.82	0.82
vC, conflicting volume			933		1537	466
vC1, stage 1 conf vol					918	
vC2, stage 2 conf vol					619	
vCu, unblocked vol			482		1218	0
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)					5.9	
tF (s)			2.2		3.5	3.3
p0 queue free %			90		93	96
cM capacity (veh/h)			872		343	885

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	602	331	88	444	444	55
Volume Left	0	0	88	0	0	23
Volume Right	0	31	0	0	0	32
cSH	1700	1700	872	1700	1700	534
Volume to Capacity	0.35	0.19	0.10	0.26	0.26	0.10
Queue Length 95th (ft)	0	0	8	0	0	8
Control Delay (s)	0.0	0.0	9.6	0.0	0.0	12.5
Lane LOS	A			B		
Approach Delay (s)	0.0		0.9			12.5
Approach LOS				B		

Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			40.4%	ICU Level of Service	A	
Analysis Period (min)			15			

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	794	27	77	782	20	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	902	31	88	889	23	32

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	933
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.18
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.24
Pot Cap-1 Maneuver	-	-	717
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	717
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

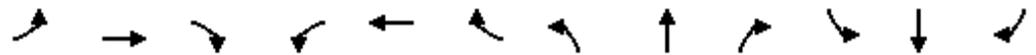
Approach	EB	WB	NB
HCM Control Delay, s	0	1	17.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	717	-
HCM Lane V/C Ratio	0.164	-	-	0.122	-
HCM Control Delay (s)	17.9	-	-	10.7	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.6	-	-	0.4	-

HCM Unsignalized Intersection Capacity Analysis Oro Dam Blvd Commercial Circulation Study

5: Eastern Drive/Sonic & Oro Dam Blvd

8/31/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	817	5	57	838	0	17	0	84	1	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	0	1047	6	73	1074	0	22	0	108	1	0	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage (veh)		2			2							
Upstream signal (ft)		733			1272							
pX, platoon unblocked	0.89			0.84			0.89	0.89	0.84	0.89	0.89	0.89
vC, conflicting volume	1074			1054			1739	2271	527	1852	2274	537
vC1, stage 1 conf vol							1051	1051		1221	1221	
vC2, stage 2 conf vol							688	1221		631	1054	
vCu, unblocked vol	838			679			1038	1634	51	1164	1637	235
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)							6.6	5.6		6.6	5.6	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			90			93	100	87	99	100	99
cM capacity (veh/h)	689			746			296	215	836	195	201	674

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	0	698	356	73	716	358	129	6
Volume Left	0	0	0	73	0	0	22	1
Volume Right	0	0	6	0	0	0	108	5
cSH	1700	1700	1700	746	1700	1700	640	452
Volume to Capacity	0.00	0.41	0.21	0.10	0.42	0.21	0.20	0.01
Queue Length 95th (ft)	0	0	0	8	0	0	19	1
Control Delay (s)	0.0	0.0	0.0	10.4	0.0	0.0	12.0	13.1
Lane LOS				B			B	B
Approach Delay (s)	0.0			0.7			12.0	13.1
Approach LOS							B	B

Intersection Summary		
Average Delay		1.0
Intersection Capacity Utilization	44.3%	ICU Level of Service
Analysis Period (min)		15
		A

Intersection												
Int Delay, s/veh	3.4											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	817	5	57	838	0	17	0	84	1	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	1047	6	73	1074	0	22	0	108	1	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1074	0	0	1054	0	0	1734	2272	527	1745	2275	537
Stage 1	-	-	-	-	-	-	1051	1051	-	1221	1221	-
Stage 2	-	-	-	-	-	-	683	1221	-	524	1054	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	627	-	-	639	-	-	54	38	488	53	38	481
Stage 1	-	-	-	-	-	-	237	296	-	186	245	-
Stage 2	-	-	-	-	-	-	398	245	-	497	295	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	627	-	-	639	-	-	49	34	488	38	34	481
Mov Cap-2 Maneuver	-	-	-	-	-	-	49	34	-	38	34	-
Stage 1	-	-	-	-	-	-	237	296	-	186	217	-
Stage 2	-	-	-	-	-	-	349	217	-	387	295	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	53.8	31.2
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	195	627	-	-	639	-	-	144
HCM Lane V/C Ratio	0.664	-	-	-	0.114	-	-	0.045
HCM Control Delay (s)	53.8	0	-	-	11.4	-	-	31.2
HCM Lane LOS	F	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	4	0	-	-	0.4	-	-	0.1

HCM 2010 Signalized Intersection Summary
1: Feather River Blvd & Oro Dam Blvd

Oro Dam Blvd Commercial Circulation Study
8/31/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	136	766	67	295	700	161	194	125	196	157	175	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1918
Adj Flow Rate, veh/h	142	798	70	307	729	168	202	130	204	164	182	0
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	174	994	87	345	1408	630	236	414	351	196	372	329
Arrive On Green	0.10	0.30	0.30	0.20	0.40	0.40	0.13	0.22	0.22	0.11	0.20	0.00
Sat Flow, veh/h	1757	3261	286	1757	3505	1568	1757	1845	1568	1757	1845	1631
Grp Volume(v), veh/h	142	429	439	307	729	168	202	130	204	164	182	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1794	1757	1752	1568	1757	1845	1568	1757	1845	1631
Q Serve(g_s), s	7.8	22.1	22.1	16.7	15.4	7.0	11.0	5.8	11.4	9.0	8.6	0.0
Cycle Q Clear(g_c), s	7.8	22.1	22.1	16.7	15.4	7.0	11.0	5.8	11.4	9.0	8.6	0.0
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	534	547	345	1408	630	236	414	351	196	372	329
V/C Ratio(X)	0.81	0.80	0.80	0.89	0.52	0.27	0.86	0.31	0.58	0.84	0.49	0.00
Avail Cap(c_a), veh/h	286	571	585	465	1500	671	304	414	351	251	372	329
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	0.00
Uniform Delay (d), s/veh	43.3	31.4	31.4	38.4	22.2	19.7	41.5	31.8	34.0	42.7	34.7	0.0
Incr Delay (d2), s/veh	8.9	7.7	7.5	15.1	0.3	0.2	17.0	2.0	6.8	17.3	4.6	0.0
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	4.2	11.9	12.1	9.6	7.4	3.1	6.4	3.2	5.6	5.3	4.8	0.0
LnGrp Delay(d),s/veh	52.2	39.1	38.9	53.6	22.5	19.9	58.5	33.8	40.8	60.0	39.3	0.0
LnGrp LOS	D	D	D	D	C	B	E	C	D	E	D	
Approach Vol, veh/h		1010			1204			536			346	
Approach Delay, s/veh		40.9			30.0			45.8			49.1	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	26.0	23.3	33.9	17.2	23.8	13.7	43.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	14.0	22.0	26.0	32.0	17.0	19.0	16.0	42.0				
Max Q Clear Time (g_c+I1), s	11.0	13.4	18.7	24.1	13.0	10.6	9.8	17.4				
Green Ext Time (p_c), s	0.1	1.7	0.6	5.8	0.2	1.7	0.2	13.0				
Intersection Summary												
HCM 2010 Ctrl Delay			38.4									
HCM 2010 LOS			D									

HCM Unsignalized Intersection Capacity Analysis Oro Dam Blvd Commercial Circulation Study

2: 7th Ave & Oro Dam Blvd

8/31/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	1202	15	30	1209	21	14	0	44	7	0	18
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	28	1265	16	32	1273	22	15	0	46	7	0	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)	983			1046								
pX, platoon unblocked	0.73			0.80			0.83	0.83	0.80	0.83	0.83	0.73
vC, conflicting volume	1295			1281			2048	2688	641	2083	2685	647
vC1, stage 1 conf vol							1330	1330		1347	1347	
vC2, stage 2 conf vol							718	1358		736	1338	
vCu, unblocked vol	665			855			775	1546	55	816	1542	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			95			93	100	94	97	100	98
cM capacity (veh/h)	672			626			220	200	801	253	195	792

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	28	844	438	32	848	446	61	26
Volume Left	28	0	0	32	0	0	15	7
Volume Right	0	0	16	0	0	22	46	19
cSH	672	1700	1700	626	1700	1700	489	496
Volume to Capacity	0.04	0.50	0.26	0.05	0.50	0.26	0.12	0.05
Queue Length 95th (ft)	3	0	0	4	0	0	11	4
Control Delay (s)	10.6	0.0	0.0	11.1	0.0	0.0	13.4	12.7
Lane LOS	B			B			B	B
Approach Delay (s)	0.2			0.3			13.4	12.7
Approach LOS							B	B

Intersection Summary

Average Delay	0.7
Intersection Capacity Utilization	45.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	27	1202	15	30	1209	21	14	0	44	7	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	1265	16	32	1273	22	15	0	46	7	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1295	0	0	1281	0	0	2029	2688	641	2036	2685	647
Stage 1	-	-	-	-	-	-	1330	1330	-	1347	1347	-
Stage 2	-	-	-	-	-	-	699	1358	-	689	1338	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	531	-	-	538	-	-	34	21	417	33	22	414
Stage 1	-	-	-	-	-	-	163	222	-	159	218	-
Stage 2	-	-	-	-	-	-	397	215	-	402	220	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	531	-	-	538	-	-	30	19	417	27	20	414
Mov Cap-2 Maneuver	-	-	-	-	-	-	30	19	-	27	20	-
Stage 1	-	-	-	-	-	-	154	210	-	151	205	-
Stage 2	-	-	-	-	-	-	356	202	-	339	208	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	84.4	67.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	101	531	-	-	538	-	-	83
HCM Lane V/C Ratio	0.604	0.054	-	-	0.059	-	-	0.317
HCM Control Delay (s)	84.4	12.2	-	-	12.1	-	-	67.3
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	2.9	0.2	-	-	0.2	-	-	1.2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	63	1126	30	52	1115	123	67	35	95	92	33	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	69	1237	0	57	1225	0	74	38	104	101	36	84
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	1884	843	72	1851	828	358	116	316	338	130	304
Arrive On Green	0.05	0.53	0.00	0.04	0.52	0.00	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1266	441	1208	1241	497	1161
Grp Volume(v), veh/h	69	1237	0	57	1225	0	74	0	142	101	0	120
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1266	0	1650	1241	0	1658
Q Serve(g_s), s	2.8	18.2	0.0	2.3	18.3	0.0	3.6	0.0	5.0	5.2	0.0	4.2
Cycle Q Clear(g_c), s	2.8	18.2	0.0	2.3	18.3	0.0	7.8	0.0	5.0	10.2	0.0	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.73	1.00		0.70
Lane Grp Cap(c), veh/h	89	1884	843	72	1851	828	358	0	432	338	0	434
V/C Ratio(X)	0.78	0.66	0.00	0.79	0.66	0.00	0.21	0.00	0.33	0.30	0.00	0.28
Avail Cap(c_a), veh/h	196	2096	938	147	1999	894	358	0	432	338	0	434
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	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.1	12.2	0.0	34.5	12.6	0.0	24.4	0.0	21.6	25.8	0.0	21.3
Incr Delay (d2), s/veh	13.6	0.7	0.0	17.1	0.7	0.0	1.3	0.0	2.0	2.3	0.0	1.6
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	1.7	8.9	0.0	1.5	9.0	0.0	1.4	0.0	2.5	2.0	0.0	2.1
LnGrp Delay(d),s/veh	47.7	12.9	0.0	51.6	13.4	0.0	25.7	0.0	23.7	28.0	0.0	22.9
LnGrp LOS	D	B		D	B		C		C	C		C
Approach Vol, veh/h		1306			1282			216			221	
Approach Delay, s/veh		14.7			15.1			24.4			25.3	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	7.0	42.6		23.0	7.6	42.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	6.0	43.0		19.0	8.0	41.0				
Max Q Clear Time (g_c+I1), s		9.8	4.3	20.2		12.2	4.8	20.3				
Green Ext Time (p_c), s		1.5	0.0	18.4		1.2	0.0	17.0				
Intersection Summary												
HCM 2010 Ctrl Delay			16.3									
HCM 2010 LOS			B									

HCM Unsignalized Intersection Capacity Analysis Oro Dam Blvd Commercial Circulation Study

4: Driveway & Oro Dam Blvd

8/31/2015



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Volume (veh/h)	1131	22	34	1200	23	59
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	1178	23	35	1250	24	61
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage (veh)	2		2			
Upstream signal (ft)	551					
pX, platoon unblocked			0.77	0.77	0.77	0.77
vC, conflicting volume			1201	1885	601	
vC1, stage 1 conf vol				1190		
vC2, stage 2 conf vol				696		
vCu, unblocked vol			675	1560	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)				5.8		
tF (s)			2.2	3.5	3.3	
p0 queue free %			95	92	93	
cM capacity (veh/h)			706	282	839	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	785	416	35	625	625	85
Volume Left	0	0	35	0	0	24
Volume Right	0	23	0	0	0	61
cSH	1700	1700	706	1700	1700	540
Volume to Capacity	0.46	0.24	0.05	0.37	0.37	0.16
Queue Length 95th (ft)	0	0	4	0	0	14
Control Delay (s)	0.0	0.0	10.4	0.0	0.0	12.9
Lane LOS			B			B
Approach Delay (s)	0.0		0.3			12.9
Approach LOS						B
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			44.7%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	1131	22	34	1200	23	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1178	23	35	1250	24	61

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1886
Stage 1	-	-	1190
Stage 2	-	-	696
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	577	62
Stage 1	-	-	251
Stage 2	-	-	456
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	577	58
Mov Cap-2 Maneuver	-	-	251
Stage 1	-	-	251
Stage 2	-	-	428

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	17.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	365	-	-	577	-
HCM Lane V/C Ratio	0.234	-	-	0.061	-
HCM Control Delay (s)	17.9	-	-	11.6	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

HCM Unsignalized Intersection Capacity Analysis Oro Dam Blvd Commercial Circulation Study

5: Eastern Drive/Sonic & Oro Dam Blvd

8/31/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1177	8	33	1207	1	13	0	65	2	0	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	1279	9	36	1312	1	14	0	71	2	0	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage (veh)		2			2							
Upstream signal (ft)		752			1277							
pX, platoon unblocked	0.76			0.78			0.87	0.87	0.78	0.87	0.87	0.76
vC, conflicting volume	1313			1288			2038	2679	644	2105	2683	657
vC1, stage 1 conf vol							1295	1295		1384	1384	
vC2, stage 2 conf vol							743	1385		721	1299	
vCu, unblocked vol	773			810			755	1496	0	833	1500	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			94			94	100	92	99	100	98
cM capacity (veh/h)	635			635			254	212	847	219	203	821

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	5	853	435	36	875	438	85	17
Volume Left	5	0	0	36	0	0	14	2
Volume Right	0	0	9	0	0	1	71	15
cSH	635	1700	1700	635	1700	1700	610	611
Volume to Capacity	0.01	0.50	0.26	0.06	0.51	0.26	0.14	0.03
Queue Length 95th (ft)	1	0	0	4	0	0	12	2
Control Delay (s)	10.7	0.0	0.0	11.0	0.0	0.0	11.8	11.1
Lane LOS	B			B			B	B
Approach Delay (s)	0.0			0.3			11.8	11.1
Approach LOS							B	B

Intersection Summary

Average Delay	0.6
Intersection Capacity Utilization	47.0%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.5											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	1177	8	33	1207	1	13	0	65	2	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1279	9	36	1312	1	14	0	71	2	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1313	0	0	1288	0	0	2023	2680	644	2035	2683	657
Stage 1	-	-	-	-	-	-	1295	1295	-	1384	1384	-
Stage 2	-	-	-	-	-	-	728	1385	-	651	1299	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	523	-	-	534	-	-	34	22	416	33	22	407
Stage 1	-	-	-	-	-	-	172	231	-	151	209	-
Stage 2	-	-	-	-	-	-	381	209	-	424	230	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	523	-	-	534	-	-	31	20	416	26	20	407
Mov Cap-2 Maneuver	-	-	-	-	-	-	31	20	-	26	20	-
Stage 1	-	-	-	-	-	-	170	229	-	150	195	-
Stage 2	-	-	-	-	-	-	342	195	-	349	228	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	67.6	33.4
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	136	523	-	-	534	-	-	144
HCM Lane V/C Ratio	0.623	0.01	-	-	0.067	-	-	0.121
HCM Control Delay (s)	67.6	12	-	-	12.2	-	-	33.4
HCM Lane LOS	F	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	3.3	0	-	-	0.2	-	-	0.4

HCM 2010 Signalized Intersection Summary
1: Feather River Blvd & Oro Dam Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	78	652	73	174	537	77	106	74	105	61	81	69
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1810	1810	1810	1810	1810	1882
Adj Flow Rate, veh/h	84	701	78	187	577	83	114	80	113	66	87	0
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	107	903	100	230	1240	555	145	543	462	83	478	423
Arrive On Green	0.06	0.29	0.29	0.13	0.36	0.36	0.08	0.30	0.30	0.05	0.26	0.00
Sat Flow, veh/h	1723	3120	347	1723	3438	1538	1723	1810	1538	1723	1810	1600
Grp Volume(v), veh/h	84	386	393	187	577	83	114	80	113	66	87	0
Grp Sat Flow(s),veh/h/ln	1723	1719	1748	1723	1719	1538	1723	1810	1538	1723	1810	1600
Q Serve(g_s), s	3.4	14.4	14.4	7.4	9.0	2.6	4.5	2.3	3.9	2.7	2.6	0.0
Cycle Q Clear(g_c), s	3.4	14.4	14.4	7.4	9.0	2.6	4.5	2.3	3.9	2.7	2.6	0.0
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	107	497	506	230	1240	555	145	543	462	83	478	423
V/C Ratio(X)	0.78	0.78	0.78	0.81	0.47	0.15	0.79	0.15	0.24	0.79	0.18	0.00
Avail Cap(c_a), veh/h	222	541	550	345	1327	594	246	543	462	172	478	423
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	0.00
Uniform Delay (d), s/veh	32.3	22.8	22.8	29.5	17.2	15.1	31.4	17.9	18.5	32.9	19.9	0.0
Incr Delay (d2), s/veh	11.7	6.5	6.4	8.7	0.3	0.1	9.0	0.6	1.3	15.4	0.8	0.0
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	1.9	7.7	7.8	4.0	4.3	1.1	2.5	1.2	1.8	1.6	1.4	0.0
LnGrp Delay(d),s/veh	44.0	29.3	29.2	38.2	17.5	15.2	40.4	18.5	19.7	48.3	20.7	0.0
LnGrp LOS	D	C	C	D	B	B	D	B	B	D	C	
Approach Vol, veh/h		863			847			307			153	
Approach Delay, s/veh		30.7			21.8			27.1			32.6	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	25.0	13.3	24.2	9.9	22.5	8.4	29.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	21.0	14.0	22.0	10.0	18.0	9.0	27.0				
Max Q Clear Time (g_c+I1), s	4.7	5.9	9.4	16.4	6.5	4.6	5.4	11.0				
Green Ext Time (p_c), s	0.0	1.1	0.2	3.8	0.1	1.0	0.0	8.3				
Intersection Summary												
HCM 2010 Ctrl Delay			26.8									
HCM 2010 LOS			C									

HCM Unsignalized Intersection Capacity Analysis Oro Dam Blvd Commercial Circulation Study

2: 7th Ave & Oro Dam Blvd

8/31/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	910	17	81	800	19	16	0	22	8	0	15
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.80	0.80	0.80	0.80	0.92	0.80	0.92	0.80	0.92	0.92	0.92
Hourly flow rate (vph)	13	1138	21	101	1000	21	20	0	28	9	0	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh		2			2							
Upstream signal (ft)		977			1028							
pX, platoon unblocked	0.84			0.89			0.89	0.89	0.89	0.89	0.89	0.84
vC, conflicting volume	1021			1159			1893	2397	579	1835	2398	510
vC1, stage 1 conf vol							1174	1174		1213	1213	
vC2, stage 2 conf vol							719	1223		622	1185	
vCu, unblocked vol	644			942			1229	1794	294	1165	1794	37
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	6.9
tC, 2 stage (s)							6.6	5.6		6.6	5.6	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			84			91	100	96	96	100	98
cM capacity (veh/h)	770			631			219	186	620	202	154	863

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	13	758	400	101	667	354	48	25
Volume Left	13	0	0	101	0	0	20	9
Volume Right	0	0	21	0	0	21	28	16
cSH	770	1700	1700	631	1700	1700	350	404
Volume to Capacity	0.02	0.45	0.24	0.16	0.39	0.21	0.14	0.06
Queue Length 95th (ft)	1	0	0	14	0	0	12	5
Control Delay (s)	9.8	0.0	0.0	11.8	0.0	0.0	16.9	14.5
Lane LOS	A			B			C	B
Approach Delay (s)	0.1			1.1			16.9	14.5
Approach LOS							C	B

Intersection Summary

Average Delay	1.1
Intersection Capacity Utilization	43.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	3.4											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	12	910	17	81	800	19	16	0	22	8	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	80	80	80	80	92	80	92	80	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	2
Mvmt Flow	13	1138	21	101	1000	21	20	0	28	9	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1021	0	0	1159	0	0	1877	2397	579	1808	2398	510
Stage 1	-	-	-	-	-	-	1174	1174	-	1213	1213	-
Stage 2	-	-	-	-	-	-	703	1223	-	595	1185	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.32
Pot Cap-1 Maneuver	658	-	-	582	-	-	42	32	451	48	32	509
Stage 1	-	-	-	-	-	-	199	258	-	188	247	-
Stage 2	-	-	-	-	-	-	387	244	-	450	255	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	658	-	-	582	-	-	35	26	451	38	26	509
Mov Cap-2 Maneuver	-	-	-	-	-	-	35	26	-	38	26	-
Stage 1	-	-	-	-	-	-	195	253	-	184	204	-
Stage 2	-	-	-	-	-	-	310	202	-	414	250	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.1	113.6	55.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	75	658	-	-	582	-	-	96
HCM Lane V/C Ratio	0.633	0.02	-	-	0.174	-	-	0.26
HCM Control Delay (s)	113.6	10.6	-	-	12.5	-	-	55.2
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	2.8	0.1	-	-	0.6	-	-	1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	66	779	29	55	804	88	55	12	35	41	20	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1827	1827	1827	1900	1827	1827	1900
Adj Flow Rate, veh/h	75	885	0	62	914	0	62	14	40	47	23	44
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
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
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	96	1600	716	78	1564	700	471	127	363	482	170	326
Arrive On Green	0.06	0.46	0.00	0.04	0.45	0.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1740	3471	1553	1740	3471	1553	1303	419	1197	1319	562	1075
Grp Volume(v), veh/h	75	885	0	62	914	0	62	0	54	47	0	67
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1740	1736	1553	1303	0	1616	1319	0	1637
Q Serve(g_s), s	2.7	11.6	0.0	2.2	12.3	0.0	2.3	0.0	1.5	1.7	0.0	1.9
Cycle Q Clear(g_c), s	2.7	11.6	0.0	2.2	12.3	0.0	4.1	0.0	1.5	3.2	0.0	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.74	1.00		0.66
Lane Grp Cap(c), veh/h	96	1600	716	78	1564	700	471	0	489	482	0	496
V/C Ratio(X)	0.78	0.55	0.00	0.80	0.58	0.00	0.13	0.00	0.11	0.10	0.00	0.14
Avail Cap(c_a), veh/h	333	2213	990	250	2047	916	471	0	489	482	0	496
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	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.3	12.2	0.0	29.7	12.8	0.0	17.4	0.0	15.8	16.9	0.0	15.9
Incr Delay (d2), s/veh	12.8	0.3	0.0	16.5	0.3	0.0	0.6	0.0	0.5	0.4	0.0	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	1.6	5.6	0.0	1.4	5.9	0.0	0.9	0.0	0.7	0.7	0.0	0.9
LnGrp Delay(d),s/veh	42.1	12.5	0.0	46.2	13.2	0.0	18.0	0.0	16.2	17.3	0.0	16.5
LnGrp LOS	D	B		D	B		B		B	B		B
Approach Vol, veh/h		960			976			116			114	
Approach Delay, s/veh		14.8			15.3			17.2			16.8	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	6.8	32.9		23.0	7.5	32.3				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	9.0	40.0		19.0	12.0	37.0				
Max Q Clear Time (g_c+I1), s		6.1	4.2	13.6		5.2	4.7	14.3				
Green Ext Time (p_c), s		0.8	0.0	15.3		0.8	0.1	13.9				
Intersection Summary												
HCM 2010 Ctrl Delay			15.3									
HCM 2010 LOS			B									

HCM Unsignalized Intersection Capacity Analysis Oro Dam Blvd Commercial Circulation Study

4: Driveway/Project Drive & Oro Dam Blvd

8/31/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	756	27	0	716	79	0	0	28	75	0	75
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.88	0.88	0.88	0.88	0.92	0.88	0.88	0.88	0.92	0.92	0.92
Hourly flow rate (vph)	98	859	31	0	814	86	0	0	32	82	0	82
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			TWLTL								
Median storage (veh)	2											
Upstream signal (ft)	540											
pX, platoon unblocked				0.83			0.83	0.83	0.83	0.83	0.83	0.83
vC, conflicting volume	900			890			1558	1970	445	1514	1942	450
vC1, stage 1 conf vol							1070	1070		857	857	
vC2, stage 2 conf vol							488	900		657	1085	
vCu, unblocked vol	900			453			1260	1756	0	1206	1723	450
tC, single (s)	4.1			4.2			7.6	6.5	7.0	7.5	6.5	6.9
tC, 2 stage (s)							6.6	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	87			100			100	100	96	71	100	85
cM capacity (veh/h)	751			903			233	205	893	283	244	557
Direction, Lane #												
	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1					
Volume Total	98	573	317	542	357	32	163					
Volume Left	98	0	0	0	0	0	82					
Volume Right	0	0	31	0	86	32	82					
cSH	751	1700	1700	1700	1700	893	375					
Volume to Capacity	0.13	0.34	0.19	0.32	0.21	0.04	0.43					
Queue Length 95th (ft)	11	0	0	0	0	3	53					
Control Delay (s)	10.5	0.0	0.0	0.0	0.0	9.2	21.8					
Lane LOS	B					A	C					
Approach Delay (s)	1.0			0.0		9.2	21.8					
Approach LOS						A	C					
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization		46.0%			ICU Level of Service		A					
Analysis Period (min)		15										

Intersection												
Int Delay, s/veh	18.1											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	90	756	27	0	716	79	0	0	28	75	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	75	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	88	88	88	88	92	88	88	88	92	92	92
Heavy Vehicles, %	2	4	4	4	4	2	4	2	4	2	2	2
Mvmt Flow	98	859	31	0	814	86	0	0	32	82	0	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	900	0	0	890	0	0	1477	1970	445	1482	1942	450
Stage 1	-	-	-	-	-	-	1070	1070	-	857	857	-
Stage 2	-	-	-	-	-	-	407	900	-	625	1085	-
Critical Hdwy	4.14	-	-	4.18	-	-	7.58	6.54	6.98	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.24	-	-	3.54	4.02	3.34	3.52	4.02	3.32
Pot Cap-1 Maneuver	751	-	-	745	-	-	86	62	555	87	64	556
Stage 1	-	-	-	-	-	-	233	296	-	318	372	-
Stage 2	-	-	-	-	-	-	586	355	-	439	291	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	751	-	-	745	-	-	66	54	555	~ 74	56	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	66	54	-	~ 74	56	-
Stage 1	-	-	-	-	-	-	203	257	-	277	372	-
Stage 2	-	-	-	-	-	-	500	355	-	360	253	-

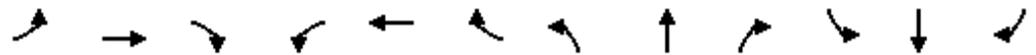
Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0	11.9	223.2
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	555	751	-	-	745	-	-	131
HCM Lane V/C Ratio	0.057	0.13	-	-	-	-	-	1.245
HCM Control Delay (s)	11.9	10.5	-	-	0	-	-	223.2
HCM Lane LOS	B	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.2	0.4	-	-	0	-	-	10.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM Unsignalized Intersection Capacity Analysis Oro Dam Blvd Commercial Circulation Study
 5: Eastern Drive/Sonic & Oro Dam Blvd

8/31/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑			↕			↕	
Volume (veh/h)	0	854	5	77	754	0	37	0	84	1	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	0	1095	6	99	967	0	47	0	108	1	0	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage (veh)		2			2							
Upstream signal (ft)		733			1272							
pX, platoon unblocked	0.92			0.85			0.89	0.89	0.85	0.89	0.89	0.92
vC, conflicting volume	967			1101			1784	2262	551	1819	2265	483
vC1, stage 1 conf vol							1098	1098		1164	1164	
vC2, stage 2 conf vol							686	1164		655	1101	
vCu, unblocked vol	792			774			1239	1775	129	1279	1779	267
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)							6.6	5.6		6.6	5.6	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			86			81	100	86	99	100	99
cM capacity (veh/h)	741			698			254	202	757	186	178	665

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	730	371	99	644	322	155	6
Volume Left	0	0	99	0	0	47	1
Volume Right	0	6	0	0	0	108	5
cSH	1700	1700	698	1700	1700	472	439
Volume to Capacity	0.43	0.22	0.14	0.38	0.19	0.33	0.01
Queue Length 95th (ft)	0	0	12	0	0	35	1
Control Delay (s)	0.0	0.0	11.0	0.0	0.0	16.3	13.3
Lane LOS			B			C	B
Approach Delay (s)	0.0		1.0			16.3	13.3
Approach LOS						C	B

Intersection Summary			
Average Delay		1.6	
Intersection Capacity Utilization	49.5%		ICU Level of Service
Analysis Period (min)		15	A

Intersection

Int Delay, s/veh 18.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	854	5	77	754	0	37	0	84	1	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	1095	6	99	967	0	47	0	108	1	0	5

Major/Minor

	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	967	0	0	1101	0	0	1779	2262	551	1711	2265	483
Stage 1	-	-	-	-	-	-	1098	1098	-	1164	1164	-
Stage 2	-	-	-	-	-	-	681	1164	-	547	1101	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	690	-	-	613	-	-	50	39	470	57	39	522
Stage 1	-	-	-	-	-	-	222	281	-	202	261	-
Stage 2	-	-	-	-	-	-	400	261	-	481	280	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	690	-	-	613	-	-	~ 43	33	470	38	33	522
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 43	33	-	38	33	-
Stage 1	-	-	-	-	-	-	222	281	-	202	219	-
Stage 2	-	-	-	-	-	-	332	219	-	371	280	-

Approach

	EB		WB		NB		SB
HCM Control Delay, s	0		1.1		268.3		30.6
HCM LOS					F		D

Minor Lane/Major Mvmt

	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	116	690	-	-	613	-	-	147
HCM Lane V/C Ratio	1.337	-	-	-	0.161	-	-	0.044
HCM Control Delay (s)	268.3	0	-	-	12	-	-	30.6
HCM Lane LOS	F	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	10.5	0	-	-	0.6	-	-	0.1

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
1: Feather River Blvd & Oro Dam Blvd

Oro Dam Blvd Commercial Circulation Study
8/31/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	136	781	67	300	712	164	194	125	200	157	175	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1918
Adj Flow Rate, veh/h	142	814	70	312	742	171	202	130	208	164	182	0
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	174	998	86	349	1420	635	236	410	349	196	369	326
Arrive On Green	0.10	0.31	0.31	0.20	0.41	0.41	0.13	0.22	0.22	0.11	0.20	0.00
Sat Flow, veh/h	1757	3267	281	1757	3505	1568	1757	1845	1568	1757	1845	1631
Grp Volume(v), veh/h	142	437	447	312	742	171	202	130	208	164	182	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1795	1757	1752	1568	1757	1845	1568	1757	1845	1631
Q Serve(g_s), s	7.8	22.8	22.8	17.1	15.8	7.2	11.1	5.8	11.8	9.1	8.7	0.0
Cycle Q Clear(g_c), s	7.8	22.8	22.8	17.1	15.8	7.2	11.1	5.8	11.8	9.1	8.7	0.0
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	536	549	349	1420	635	236	410	349	196	369	326
V/C Ratio(X)	0.82	0.82	0.82	0.89	0.52	0.27	0.86	0.32	0.60	0.84	0.49	0.00
Avail Cap(c_a), veh/h	284	567	581	462	1488	666	302	410	349	249	369	326
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	0.00
Uniform Delay (d), s/veh	43.7	31.8	31.8	38.6	22.2	19.6	41.9	32.2	34.5	43.1	35.1	0.0
Incr Delay (d2), s/veh	8.9	8.6	8.4	16.0	0.3	0.2	17.4	2.0	7.3	17.7	4.7	0.0
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	4.2	12.3	12.6	9.9	7.7	3.2	6.5	3.2	5.8	5.3	4.9	0.0
LnGrp Delay(d),s/veh	52.6	40.4	40.2	54.6	22.5	19.9	59.3	34.2	41.8	60.7	39.8	0.0
LnGrp LOS	D	D	D	D	C	B	E	C	D	E	D	
Approach Vol, veh/h		1026			1225			540			346	
Approach Delay, s/veh		42.0			30.3			46.5			49.7	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	26.0	23.7	34.2	17.3	23.8	13.8	44.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	14.0	22.0	26.0	32.0	17.0	19.0	16.0	42.0				
Max Q Clear Time (g_c+I1), s	11.1	13.8	19.1	24.8	13.1	10.7	9.8	17.8				
Green Ext Time (p_c), s	0.1	1.6	0.6	5.4	0.2	1.7	0.2	13.2				
Intersection Summary												
HCM 2010 Ctrl Delay			39.1									
HCM 2010 LOS			D									

HCM Unsignalized Intersection Capacity Analysis Oro Dam Blvd Commercial Circulation Study

2: 7th Ave & Oro Dam Blvd

8/31/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	1227	11	53	1208	21	11	5	44	7	0	18
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	28	1292	12	56	1272	22	12	5	46	7	0	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (ft)	983			1046								
pX, platoon unblocked	0.73			0.80			0.83	0.83	0.80	0.83	0.83	0.73
vC, conflicting volume	1294			1303			2121	2759	652	2146	2754	647
vC1, stage 1 conf vol							1354	1354		1394	1394	
vC2, stage 2 conf vol							766	1405		752	1360	
vCu, unblocked vol	661			889			870	1642	78	900	1636	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			91			94	97	94	97	100	98
cM capacity (veh/h)	674			609			209	181	777	221	169	791

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	28	861	442	56	848	446	63	26
Volume Left	28	0	0	56	0	0	12	7
Volume Right	0	0	12	0	0	22	46	19
cSH	674	1700	1700	609	1700	1700	439	460
Volume to Capacity	0.04	0.51	0.26	0.09	0.50	0.26	0.14	0.06
Queue Length 95th (ft)	3	0	0	8	0	0	12	5
Control Delay (s)	10.6	0.0	0.0	11.5	0.0	0.0	14.6	13.3
Lane LOS	B			B			B	B
Approach Delay (s)	0.2			0.5			14.6	13.3
Approach LOS							B	B

Intersection Summary

Average Delay	0.8
Intersection Capacity Utilization	51.8%
ICU Level of Service	A
Analysis Period (min)	15

Intersection

Int Delay, s/veh 5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	27	1227	11	53	1208	21	11	5	44	7	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	1292	12	56	1272	22	12	5	46	7	0	19

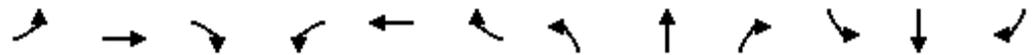
Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	1294	0	0	1303	0	0	2101	2759	652	2099	2754	647
Stage 1	-	-	-	-	-	-	1354	1354	-	1394	1394	-
Stage 2	-	-	-	-	-	-	747	1405	-	705	1360	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	531	-	-	527	-	-	30	19	411	30	19	414
Stage 1	-	-	-	-	-	-	158	216	-	149	207	-
Stage 2	-	-	-	-	-	-	371	204	-	393	215	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	531	-	-	527	-	-	25	16	411	18	16	414
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	16	-	18	16	-
Stage 1	-	-	-	-	-	-	150	205	-	141	185	-
Stage 2	-	-	-	-	-	-	316	182	-	322	204	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.5	180.6	110.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	70	531	-	-	527	-	-	58
HCM Lane V/C Ratio	0.902	0.054	-	-	0.106	-	-	0.454
HCM Control Delay (s)	180.6	12.2	-	-	12.6	-	-	110.8
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4.5	0.2	-	-	0.4	-	-	1.7

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	64	1145	31	52	1134	123	68	35	95	92	33	77
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	70	1258	0	57	1246	0	75	38	104	101	36	85
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	1892	846	72	1856	831	354	115	315	335	128	303
Arrive On Green	0.05	0.53	0.00	0.04	0.52	0.00	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1265	441	1208	1241	493	1164
Grp Volume(v), veh/h	70	1258	0	57	1246	0	75	0	142	101	0	121
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1265	0	1650	1241	0	1657
Q Serve(g_s), s	2.8	18.7	0.0	2.3	18.9	0.0	3.7	0.0	5.1	5.2	0.0	4.3
Cycle Q Clear(g_c), s	2.8	18.7	0.0	2.3	18.9	0.0	7.9	0.0	5.1	10.3	0.0	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.73	1.00		0.70
Lane Grp Cap(c), veh/h	90	1892	846	72	1857	831	354	0	429	335	0	431
V/C Ratio(X)	0.78	0.66	0.00	0.79	0.67	0.00	0.21	0.00	0.33	0.30	0.00	0.28
Avail Cap(c_a), veh/h	194	2085	933	146	1988	890	354	0	429	335	0	431
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	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.2	12.3	0.0	34.7	12.7	0.0	24.7	0.0	21.8	26.0	0.0	21.5
Incr Delay (d2), s/veh	13.4	0.7	0.0	17.1	0.8	0.0	1.4	0.0	2.1	2.3	0.0	1.6
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	1.7	9.3	0.0	1.5	9.4	0.0	1.4	0.0	2.5	2.0	0.0	2.1
LnGrp Delay(d),s/veh	47.7	13.0	0.0	51.8	13.5	0.0	26.1	0.0	23.9	28.3	0.0	23.2
LnGrp LOS	D	B		D	B		C		C	C		C
Approach Vol, veh/h		1328			1303			217				222
Approach Delay, s/veh		14.8			15.2			24.6				25.5
Approach LOS		B			B			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	7.0	43.0		23.0	7.7	42.3				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	6.0	43.0		19.0	8.0	41.0				
Max Q Clear Time (g_c+I1), s		9.9	4.3	20.7		12.3	4.8	20.9				
Green Ext Time (p_c), s		1.5	0.0	18.3		1.2	0.0	16.8				
Intersection Summary												
HCM 2010 Ctrl Delay			16.4									
HCM 2010 LOS			B									

HCM Unsignalized Intersection Capacity Analysis Oro Dam Blvd Commercial Circulation Study
 4: Driveway/Project Drive & Oro Dam Blvd 8/31/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	1111	22	0	1203	44	0	0	59	41	0	41
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.96	0.96	0.96	0.96	0.92	0.96	0.92	0.96	0.92	0.92	0.92
Hourly flow rate (vph)	47	1157	23	0	1253	48	0	0	61	45	0	45
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			TWLTL							
Median storage (veh)					2							
Upstream signal (ft)		551										
pX, platoon unblocked				0.77			0.77	0.77	0.77	0.77	0.77	
vC, conflicting volume	1301			1180			1933	2563	590	2011	2551	650
vC1, stage 1 conf vol							1262	1262		1277	1277	
vC2, stage 2 conf vol							671	1301		734	1274	
vCu, unblocked vol	1301			645			1620	2435	0	1720	2419	650
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			100			100	100	93	73	100	89
cM capacity (veh/h)	528			723			200	150	838	166	175	411

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	47	772	409	835	466	61	89
Volume Left	47	0	0	0	0	0	45
Volume Right	0	0	23	0	48	61	45
cSH	528	1700	1700	1700	1700	838	236
Volume to Capacity	0.09	0.45	0.24	0.49	0.27	0.07	0.38
Queue Length 95th (ft)	7	0	0	0	0	6	42
Control Delay (s)	12.5	0.0	0.0	0.0	0.0	9.6	29.2
Lane LOS	B					A	D
Approach Delay (s)	0.5			0.0		9.6	29.2
Approach LOS						A	D

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization	49.8%		ICU Level of Service
Analysis Period (min)		15	

Intersection												
Int Delay, s/veh	14.8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	43	1111	22	0	1203	44	0	0	59	41	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	75	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	96	96	96	96	92	96	92	96	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	1157	23	0	1253	48	0	0	61	45	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1301	0	0	1180	0	0	1889	2563	590	1949	2551	650
Stage 1	-	-	-	-	-	-	1262	1262	-	1277	1277	-
Stage 2	-	-	-	-	-	-	627	1301	-	672	1274	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	528	-	-	588	-	-	43	26	451	~ 39	26	412
Stage 1	-	-	-	-	-	-	180	239	-	176	236	-
Stage 2	-	-	-	-	-	-	438	229	-	412	236	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	528	-	-	588	-	-	36	24	451	~ 31	24	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	24	-	~ 31	24	-
Stage 1	-	-	-	-	-	-	164	218	-	160	236	-
Stage 2	-	-	-	-	-	-	391	229	-	324	215	-

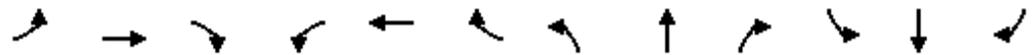
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	14.2	\$ 427.6
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	451	528	-	-	588	-	-	58
HCM Lane V/C Ratio	0.136	0.089	-	-	-	-	-	1.537
HCM Control Delay (s)	14.2	12.5	-	-	0	-	-	\$ 427.6
HCM Lane LOS	B	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0	-	-	8

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM Unsignalized Intersection Capacity Analysis Oro Dam Blvd Commercial Circulation Study
 5: Eastern Driveway/Sonic & Oro Dam Blvd

8/31/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1198	8	42	1194	1	39	0	65	2	0	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	1302	9	46	1298	1	42	0	71	2	0	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh		2			2							
Upstream signal (ft)		752			1277							
pX, platoon unblocked	0.76			0.78			0.87	0.87	0.78	0.87	0.87	0.76
vC, conflicting volume	1299			1311			2073	2708	655	2122	2711	649
vC1, stage 1 conf vol							1317	1317		1390	1390	
vC2, stage 2 conf vol							755	1390		733	1322	
vCu, unblocked vol	764			840			806	1536	2	863	1540	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			93			83	100	92	99	100	98
cM capacity (veh/h)	643			618			244	204	846	211	192	825

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	5	868	443	46	865	434	113	17
Volume Left	5	0	0	46	0	0	42	2
Volume Right	0	0	9	0	0	1	71	15
cSH	643	1700	1700	618	1700	1700	439	605
Volume to Capacity	0.01	0.51	0.26	0.07	0.51	0.26	0.26	0.03
Queue Length 95th (ft)	1	0	0	6	0	0	25	2
Control Delay (s)	10.6	0.0	0.0	11.3	0.0	0.0	16.0	11.1
Lane LOS	B			B			C	B
Approach Delay (s)	0.0			0.4			16.0	11.1
Approach LOS							C	B

Intersection Summary

Average Delay	0.9
Intersection Capacity Utilization	54.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection													
Int Delay, s/veh	18.4												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	1198	8	42	1194	1	39	0	65	2	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1302	9	46	1298	1	42	0	71	2	0	15

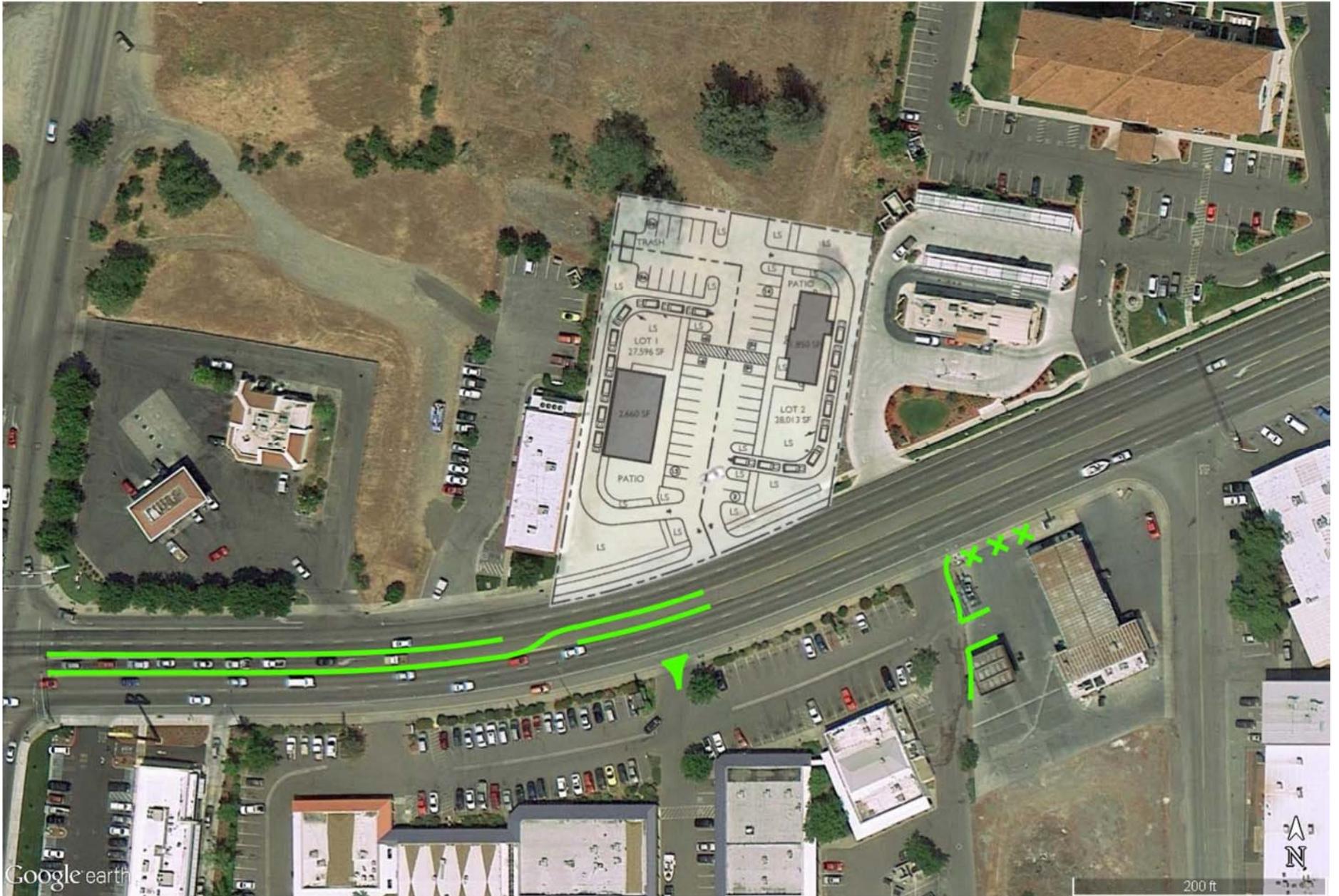
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1299	0	0	1311	0	0	2057	2707	655	2052	2712	649
Stage 1	-	-	-	-	-	-	1317	1317	-	1390	1390	-
Stage 2	-	-	-	-	-	-	740	1390	-	662	1322	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	529	-	-	524	-	-	~ 32	21	409	32	21	412
Stage 1	-	-	-	-	-	-	166	225	-	150	208	-
Stage 2	-	-	-	-	-	-	375	208	-	417	224	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	529	-	-	524	-	-	~ 29	19	409	25	19	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 29	19	-	25	19	-
Stage 1	-	-	-	-	-	-	164	223	-	149	190	-
Stage 2	-	-	-	-	-	-	329	190	-	342	222	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	\$ 443.9	34.3
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	69	529	-	-	524	-	-	140
HCM Lane V/C Ratio	1.638	0.01	-	-	0.087	-	-	0.124
HCM Control Delay (s)	\$ 443.9	11.9	-	-	12.5	-	-	34.3
HCM Lane LOS	F	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	9.8	0	-	-	0.3	-	-	0.4

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Previous Off-Site Improvements



Revised Off-Site Improvements

