AMENDED AGENDA AS OF SEPTEMBER 26, 2022

City of Winters Planning Commission
Teleconference Meeting
Tuesday, September 27, 2022, 6:30 PM

AGENDA

Community Development Department
Contact Phone Number (530) 794-6714
Email: kirk.skierski@cityofwinters.org

Chairperson: Gregory Contreras
Vice Chair: Lisa Baker
Commissioners: Ramon Altamirano,
Judith Arce
Nancy Northrup
Chris Rose
Jessica Smith

Kathleen S. Trepa, City Manager
Senior Planner, Kirk Skierski
Ellena Branson, Deputy City Clerk

PLEASE NOTE – The numerical order of items on this agenda is for convenience of reference. Items may be taken out of order upon request of the Planning Commission Chair, Commissioners, or City staff. Public comment is limited to 3 minutes, and speakers will be asked to state their name and address.

Meeting Information

https://us02web.zoom.us/j/88184650967?pwd=WktNZXZEdHNuQlVXYkFETTBoVUtxQT09

Meeting ID: 881 8465 0967
Passcode: 892134

or in person at 318 1st St. Winters, CA

1. Call to Order: City of Winters Planning Commission Meeting

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

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

allotted for public comment expire.

5. APPROVAL OF AGENDA

5.1 Minutes from the August 23,2022 Planning Commission Meeting
20220823Minutes

6. PUBLIC HEARINGS

6.1 Site Plan/Design Review and Sign Permit Grocery Outlet Project (APN 038-070-035) (*Continued Public Hearing from August 23, 2022 Planning Commission meeting*)
Staff_Report_PC_Grocery_Outlet
Att1_PC_Resolution_2022_09_Grocery Outlet
Att2_Updated_Plan_Set_Grocery_Outlet
Att3_Public_Comment
Att4_20220823PC_Grocery_Outlet_Item

6.2 Appeal of Community Development Director's Grand Prince Odeum Legal Nonconforming Use Determination
Staff_Report_Director's_Appeal_Grand_Prince
Att1_Director's_Determination_Legal_Nonconforming_Use
Att2_Property_Owner_Appeal_Submittal
Att3_Neighbors_Appeal_Submital
Att4_Applicant_Documentation20220504
Att5_Letter_Submitted_Property_Owner_Supporting_Appeal
Att6_Letter_Submitted_Neighbors_Supporting_Appeal

BENCHED COMMUNICATION
Please note additional information submitted for the Grand Prince Odeum Appeals.

Information provided by City Attorney Ethan Walsh.
BBK_Letter_20220920
Thatch_Letter20220504

7. MISCELLANEOUS

7.1 Site Coverage Public Comment
Site_Coverage_Public_Comment_VW

8. PRESENTATIONS

9. STAFF COMMENTS/INFORMATION ITEMS

10. COMMISSION COMMENTS/REPORTS
Under Government Code Section 54952.2, may include: (1) a brief announcement; (2) a question for clarification; (3) a brief report on his or her own activities; (4) request staff to report back to the body at a subsequent meeting concerning any matter, or (5) take action to direct staff to place a matter of business (or issue) on a

future agenda.

11. ADJOURNMENT

I declare under penalty of perjury that the foregoing agenda for the regular meeting of the Planning Comission was posted on the City of Winters website at www.cityofwinters.org and Commission Members were notified via e-mail of its' availability. A copy of the foregoing agenda was also posted on the outside public bulletin board at City Hall, 318 First Street , and made available to the public during normal business hours.

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Kirk Skierski, Community Development Department Senior Planner

APPEALS: Any person dissatisfied with the decision of the Planning Commission may appeal this decision by filing a written Notice of Appeal with the City Clerk including payment of the applicable Appeal fee, no later than ten (10) calendar days after the day on which the decision is made.

Pursuant to Section 65009 (b) (2), of the State Government Code "If you challenge any of the above projects in court, you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice, or in written correspondence delivered to the City Planning Commission at, or prior to, this public hearing".

MINUTES: The City does not transcribe its proceedings. Anyone who desires a verbatim record of this meeting should arrange for attendance by a court reporter or for other acceptable means of recordation. Such arrangements will be at the sole expense of the individual requesting the recordation.

PUBLIC REVIEW OF AGENDA, AGENDA REPORTS, AND MATERIALS: Prior to the Planning Commission meetings, copies of the Agenda, Agenda Reports, and other material are available during normal working hours for public review at the Community Development Department. In addition, a limited supply of copies of the Agenda will be available for the public at the meeting. Copies of Agenda, Reports and other material will be provided upon request submitted to the Community Development Department. A copy fee of 25 cents per page will be charged.

Any member of the public may submit a written request for a copy of Planning Commission Agendas to be mailed to them. Requests must be accompanied by a check in the amount of $25.00 for a single packet and $250.00 for a yearly subscription.

OPPORTUNITY TO SPEAK, AGENDA ITEMS: The Planning Commission will provide an

opportunity for members of the public to address the Commission on items of business on the Agenda; however, comments are limited to three minutes.

REVIEW OF TAPE RECORDING OF MEETING: Planning Commission Meetings are recorded. Recordings are available for public review on the City of Winters website.

GENERAL NOTES: Meeting facilities are accessible to persons with disabilities. To arrange aid or services to modify or accommodate persons with a disability to participate in a public meeting, contact the City Clerk.

Minutes of the Regular Meeting of the Planning Commission
Held August 23, 2022, 6:30pm Via ZOOM

Chairman Gregory Contreras called the meeting to order at 6:30pm.

Roll Call

Present: Commission Members Altamirano, Arce, Rose, Smith, Vice Chair Baker Chair Contreras

Absent: Commissioner Northrup

Staff: Senior Planner Kirk Skierski, Deputy City Clerk Ellena Branson, City Manager Kathleen Salguero Trepa, Assistant City Attorney Martin de los Angeles

PLEDGE OF ALLEGIANCE:
Led by Vice Chair Baker

PUBLIC COMMENTS:
None

APPROVAL OF AGENDA:
5.1. Minutes from the Regular Meeting of the Winters Planning Commission from July 26, 2022

Motion by to approve the agenda by Commissioner Altamirano, second by Commission Member Smith. The motion carried with the following roll call vote:

AYES: Commission Members Altamirano, Arce, Rose, Smith, Vice Chair Baker Chair Contreras
NOES: None
ABSENT: Commissioner Northrup
ABSTAIN: None

Vice Chair Baker requested typos be requested to be changed on the agenda.

Motion to approve minutes with changes by Vice Chair Baker, second by Commissioner Arce.
AYES: Commission Members Altamirano, Arce, Rose, Smith, Vice Chair Baker Chair Contreras

NOES: None
ABSENT: Commissioner Northrup
ABSTAIN: None
PUBLIC HEARINGS:

6.1. Site Plan/Design Review Grocery Outlet Project (APN 038-070-035)

Item introduced by Senior Planner Skierski.
Callie Huff from the Grocery Outlet commented on behalf of the team.
Vice Chair Baker inquired about Design Guideline checklist created by prior Planning Commissioners. Added concern of landscaping guidelines. Asked for clarification about item 7 and the three options presented (Staff Report Page 9-10).
Commissioner Rose inquired about pedestrian and bicycle access described in the submission.
Commissioner Altamirano inquired about emergency vehicle access.
Commissioner Arce inquired of how the commercial tenant was selected to apply and how the use of the building by the tenant will be deemed appropriate in meeting the needs of the community. Inquired about the landscaping maintenance of the building location and frontage.
Commissioner Smith inquired about Item 26 and who makes the decision on which option would be selected.
Vice Chair Baker commented on the complete streets plans that had been maintained and worked on by the City.
Commissioner Rose inquired about the option of a round about rather than a traffic signal.
Senior Planner Skierski provided clarification.

Public hearing opened at 7:08pm.
Kate Laddish inquired about vegetation planned in the parking lot, looking for project list with low maintenance and large shade vegetation. Consideration on the set back of the building the north facing side of the building, location of the bike racks, and recalibrate thinking of stop light usage, accessibility of paver on walking grounds, water usage, inquired about the sign and bulkiness of pediment.
Daniel commented on the substantial impact on local roadway. Volume of stop and go traffic in a small area. Added concern on environmental impact of trash blown into neighborhood as well design consideration for shopping carts.
Darin Gale with the consulting group commented on interest in extending the roadway or E Baker to PG&E Way.
Public hearing closed at 7:18pm

Senior Planner Skierski as well as members of the applicant team provided follow up on the comments provided by the public.

Commissioner Rose provided a follow up comment regarding a round about rather than a four-way lighted intersection.

Vice Chair Baker commented on guideline #68 incorporate the design guidelines by the City on Grant Ave. Added necessity of garbage and recycling reciprocals in the parking lot. Inquired about the location of bike racks. Inquired about addition of a condition of monitoring and maintenance of landscaping. Commented on solarization rather than trees. Requested future projects have visual presentations.

John Monley of the applicant team inquired about the concept of a round about at the intersection and its conflict with the General Plan.

Vice Chair Baker commented on the Planning Commissioners purview of intersection and bike line preference.

Commissioner Rose acknowledged the issue that could arise with the opportunity of having a round about

Commissioner Arce acknowledged the necessitation of ensuring the project is done correctly and noted preference to continue the item.

Chair Contreras noted the option to have a special meeting for the item in September.

Commissioners provided specific points of clarification for staff to bring back to a special meeting for this item.

Motion by Vice Chair Baker to continue the Public Hearing. Second by Commission Member Arce. The motion carried with the following roll call vote:

AYES:	Commission Members Altamirano, Arce, Rose, Smith, Vice Chair Baker Chair Contreras
NOES:	None
ABSENT:	Commissioner Northrup
ABSTAIN:	None

6.2 128 Hall & Kitchen Patio Addition (DR-2022-02)

Item introduced by Senior Planner Skierski
Public hearing opened at 7:58pm
Public hearing closed at 7:58pm

Vice Chair Baker inquired about the fire access behind the building and inquired about the logistics of the truck parking and propane tank area.

Senior Planner Skierski provided follow up.

Motion by Vice Chair Baker to determine the proposed 128 Hall & Kitchen Patio Addition project (DR-2022-02) to be categorically exempt from the California Environmental

Quality Act (CEQA) pursuant to Section 15303 of the CEQA Guidelines; and; Approve the 128 Hall & Kitchen project (DR-2022-02) based on the recommended findings and subject to the draft conditions of approval. Second by Commission Member Altamirano. The motion carried with the following roll call vote:

AYES: Commission Members Altamirano, Arce, Rose, Smith, Vice Chair Baker Chair Contreras
NOES: None
ABSENT: Commissioner Northrup
ABSTAIN: None

6.3 Public Hearing 966 Culton Street Vacation Rental Property (STR-2022-03)
Applicant withdrew application, no action needed.

6.4 Public Hearing 972 Culton Street Vacation Rental (STR-2022-04)
Applicant withdrew application, no action needed.

6.5 Site Coverage – Public Hearing and Consideration by the Winters Planning Commission of Proposed Amendments to the Definition of Site Coverage

Item introduced by Senior Planner Skierski
Public hearing opened at 8:04pm
Deputy City Clerk Branson read a written comment provided by Valerie Whitworth into the record. (Comment will be in the next Planning Commission Packet)
Public hearing closed at 8:06pm

Commissioner Rose inquired about the difference in the proposed ordinance compared to what currently exists.

Vice Chair Baker inquired about the engineering impact of extra site coverage allowance under the new amendments.

Chair Contreras expressed concern with lack of information of impact with allowing the extra site coverage allowance under the new amendments.

Commissioner Rose echoed concern for extension with lack of water recharge or permeable surfaces.

Senior Planner Skierski provided follow up.

Motion by Vice Chair Baker to recommends staff provide the City Council with more information regarding net effect of allowing the extra site coverage allowance under the new amendments. Second by Commission Member Altamirano. The motion carried with the following roll call vote:

AYES: Commission Members Altamirano, Arce, Rose, Smith, Vice Chair Baker Chair Contreras
NOES: None
ABSENT: Commissioner Northrup
ABSTAIN: None

MISCELLANEOUS
None

PRESENTATIONS
None

STAFF COMMENTS/INFORMATION ITEMS
Senior Planner provided comment that staff is looking to hosting a hybrid meeting for the September meeting.

COMMISSION COMMENTS/ REPORTS

ADJOURNMENT
Meeting end time 8:21pm

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Ellena Branson, Secretary

Planning Commission
Staff Report

To: Chair and Planning Commissioners

Date: September 27, 2022

From: Kirk Skierski, Senior Planner

Subject: Site Plan/Design Review and Sign Permit Grocery Outlet Project (APN 038-070-035) (*Continued Public Hearing from August 23, 2022 Planning Commission meeting*)

Recommendation:
That the Planning Commission re-open the public hearing on the Grocery Outlet project and adopt Resolution 2022-09 thereby taking the following actions:

1. Determine the proposed Grocery Outlet project to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 of the CEQA Guidelines; and

2. Approve the Site Plan/Design Review and Sign Permit for the Grocery Outlet project based on the recommended findings and subject to the draft conditions of approval.

Project Description
The applicant is requesting site plan and design review approval for the construction of a 16,000 square foot grocery store with 71 onsite parking spaces. In addition, the applicant is requesting approval of a sign permit for two wall signs totaling no more than 102 square feet (combined).

Location
The project site is an undeveloped parcel directly southeast of the E. Main Street and Grant Avenue intersection. The project is located at APN 038-070-035 (no assigned address).

Project Site Information

General Plan Designation:	Neighborhood Commercial (NC)
Zoning District:	Neighborhood Commercial (C-1)
Parcel Size:	~4.4 acres

Discussion/Analysis

August 23, 2022 Planning Commission Meeting:

At the August 23, 2022 Planning Commission meeting, the Commission reviewed the Grocery Outlet project. The Planning Commission considered the project's configuration/layout, building materials and design, frontage improvements, and landscaping. Ultimately, the Commission voted to continue the public hearing and requested staff to return with additional information relating to the project's proposed landscaping and consistency with the City's Design Guidelines and additional information regarding the project's frontage improvements. In addition, the Commission had several additional clarifying questions relating to the following:

- Courtyard material to ensure accessibility;
- Location of bicycle parking; and
- Aesthetics on the north side of the property.

Updated Site Plan

Following the August 23, 2022 Planning Commission meeting, the applicant team revised the site plan to include an additional access driveway on E. Baker Street and increased the onsite parking from 64 to 71 spaces. Seven EV parking spaces were added to the onsite parking lot. In addition, the landscaping area adjacent to the trash enclosure was enlarged. The updated plans are included in Attachment #2 and include further information. Figure-1 below shows the updated site plan. In addition, staff's response to the Commission's clarifying questions are as follows:

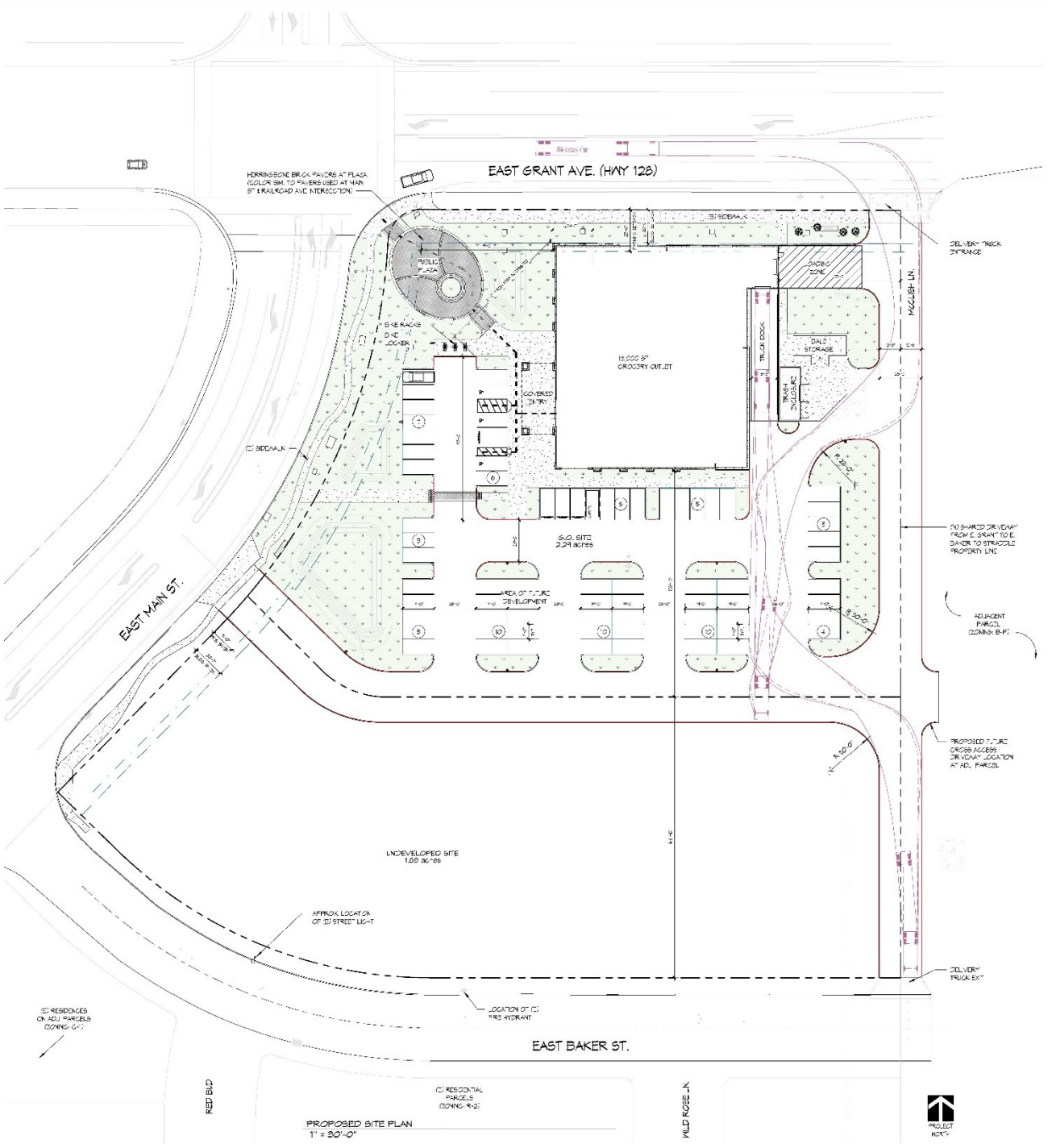
- Courtyard material to ensure accessibility
    - Proposed materials: herringbone brick pavers similar to the pavers at Main Street and Railroad Avenue intersection.
    - Brick pavers are required to be ADA Accessible.

- Location of bicycle parking
    - The six bicycle parking spaces required for the project would be located on the western side of the property directly north of the proposed parking lot and adjacent to the buildings entrance.
    - The bicycle parking spaces are identified on the updated site plan.

- Aesthetics on the north side of the property.
    - The aesthetics on the north side of the property are as follows:
        - Approximately 15 trees are proposed adjacent to Grant Avenue.
        - Approximately 5,500 square feet of groundcover and shrubs.
        - Public plaza located at the northwest corner adjacent to the Grant Avenue and E. Main Street intersection.
        - Varying roof heights including 26' to the top of the brick parapet and 24' to the top of the parapet.
        - The building materials include stucco, horizontal wood cladding, brick veneer, split-face CMU, and galvanized corrugated metal siding.

- The building would also include metal canopy and awnings for window treatment and decorative metal grid framing for additional siding treatment.

Figure-1 Updated Site Plan



Landscaping

During the August 23rd Planning Commission meeting, the Commission requested additional information relating to the project's proposed landscaping. The applicant team has prepared a final landscaping plan, which is included in Attachment #2 (Updated Plan Set). Figures 2-4 below show the landscaping plans for the Grocery Outlet project. The landscaping plans include the following proposals:

- 53 trees proposed onsite;
  - Winters Municipal Code requires one tree for every six parking spaces. A total of 12 trees is required.
  - All trees are consistent with the City's Master Tree List.

- Approximately 21,000 square feet of groundcover and shrubs;

- 57% shading of the proposed parking lot area;
  - Winters Municipal Code requires 50% coverage after 15 years following installation/construction of the project.

Figure-2 Landscaping Plans

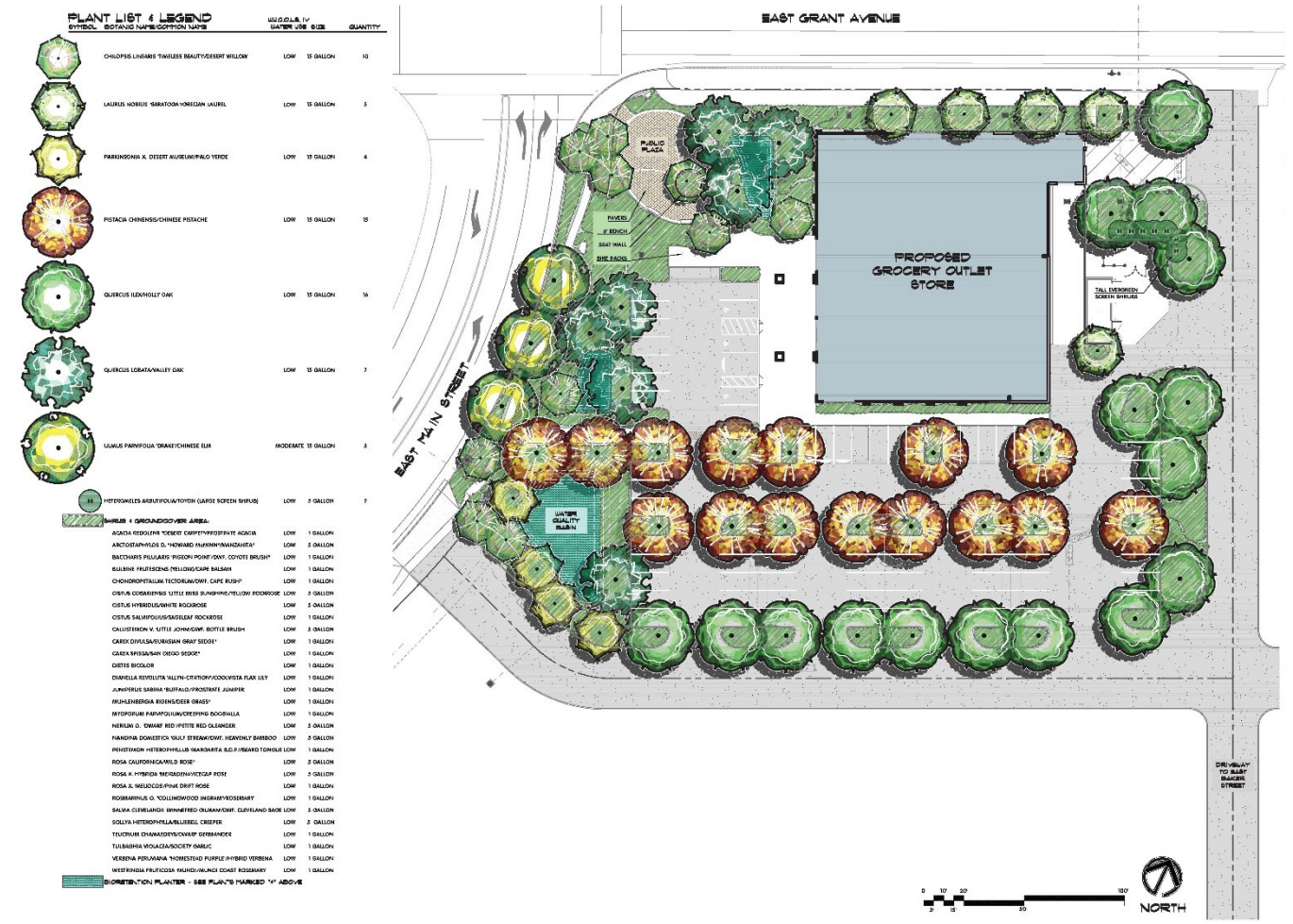


Figure-3 Parking Lot Shade Calculation

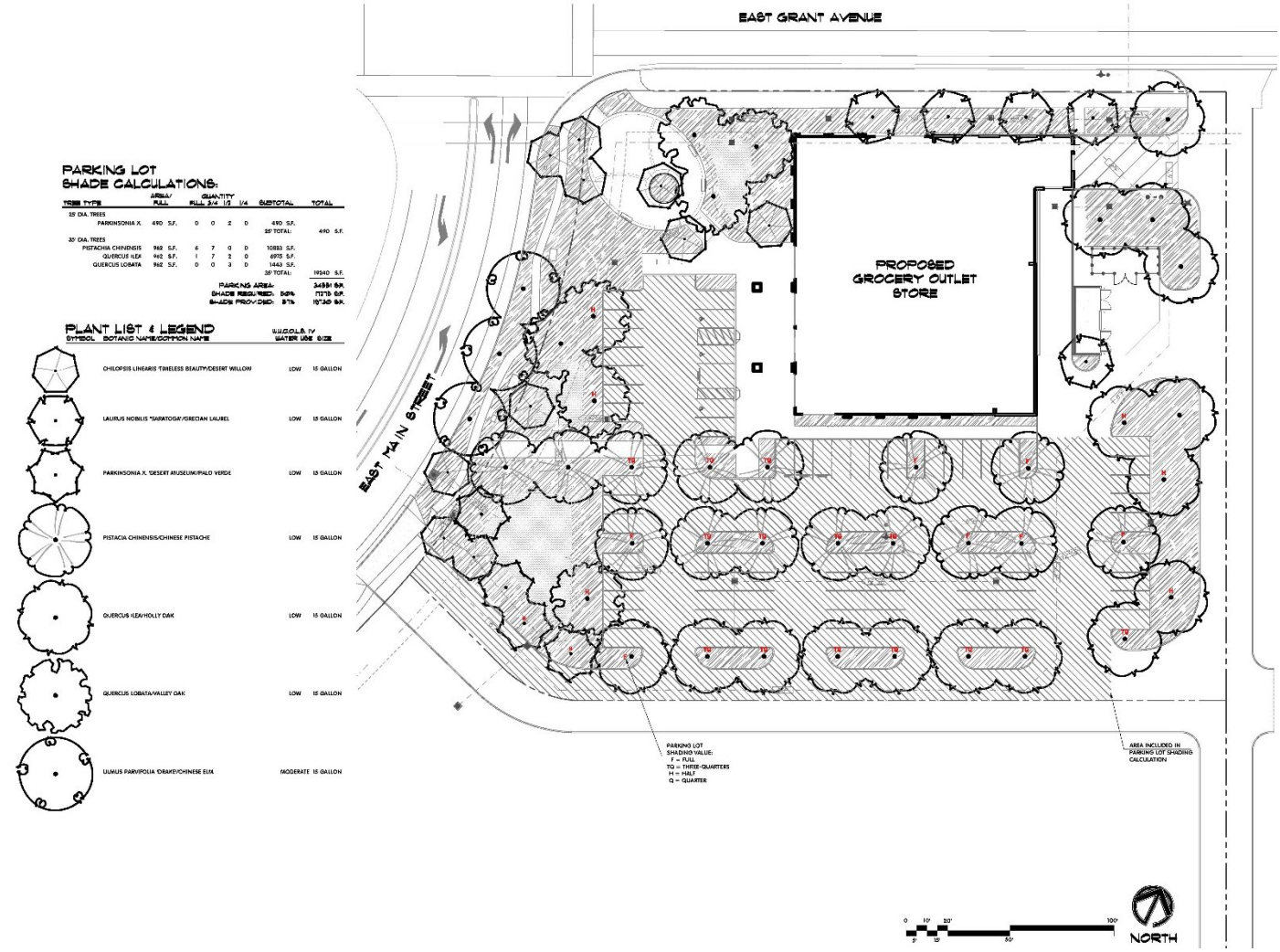
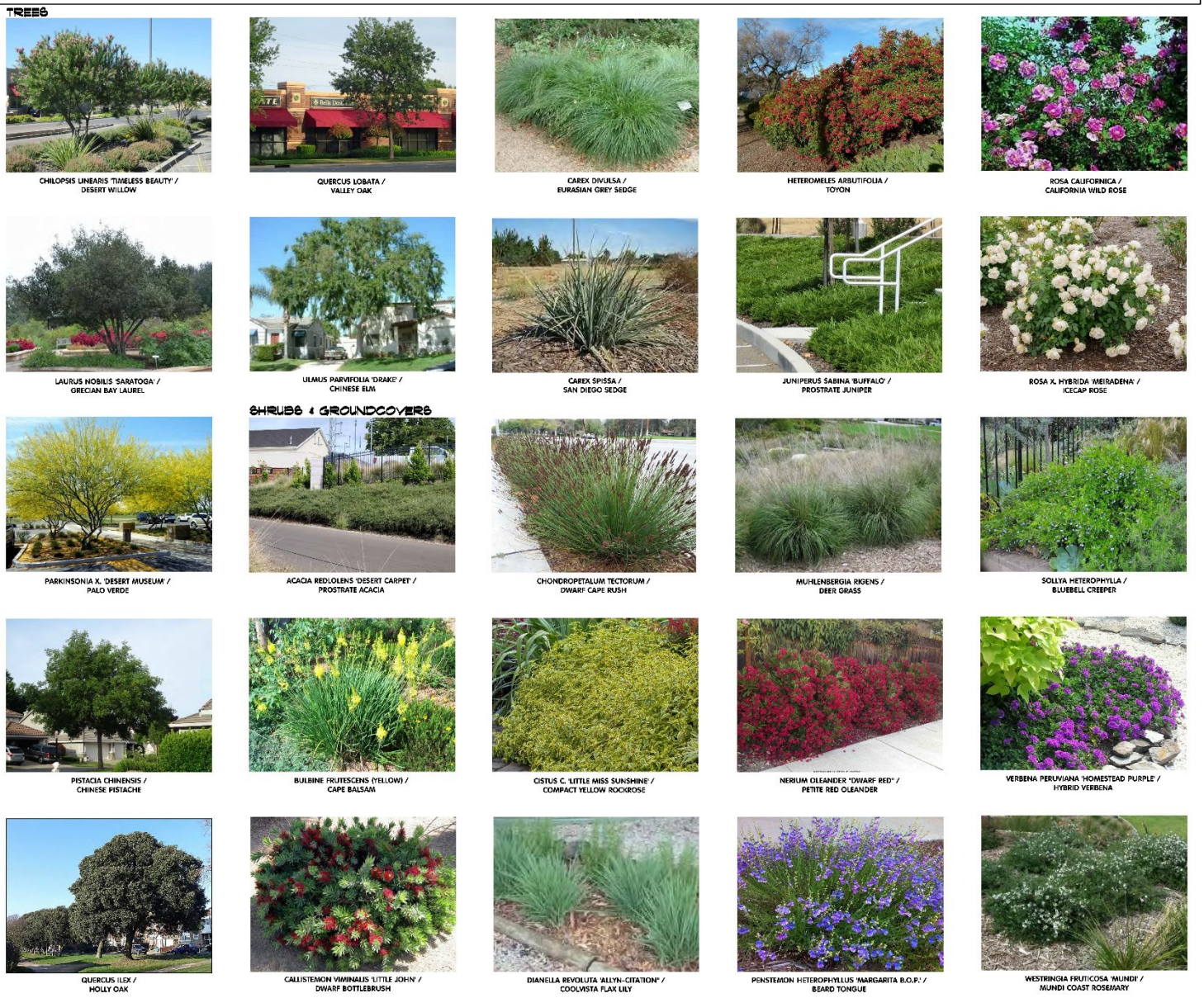


Figure-4 Tree and Plant List



Winters Design Guidelines and Grant Avenue Design Guidelines - Landscaping

The City's Design Guidelines are intended to provide direction for future development to retain Winters small-town character and enhance the overall visual aesthetic of the community. The design guidelines are intended to encourage high-quality architectural and development design. The City's Design Guidelines are separated into Residential Design Guidelines and Design Guidelines for six commercial corridors, one of which is the Grant Avenue Corridor. The landscaping requirements for the Grant Avenue Corridor within the City's Design Guidelines are as follows:

- Landscape elements such as trellises, arbors, water features, plazas, and courtyards that enrich the built environment are encouraged. Street trees will

provide an important role in establishing the visual character of the gateway to Winters. A comprehensive landscaping program will be prepared to line the Grant Avenue corridor from I-505 to Railroad Avenue. The species of trees selected should be appropriate for the Winters climate, provide an aesthetic canopy, summer shade, seasonal variation, and not cause buckling to adjacent sidewalks and roadways. Median strips will also be included in the plan and appropriately landscaped.

In addition, the City's Grant Avenue Design Guidelines encourage landscaping to enhance the overall appearance of a project, unify outdoor spaces, and preserve view corridors while taking into consideration climatic conditions and the natural environment of Winters. The Grant Avenue Design Guidelines include the following relating to landscaping:

Design

- Landscape plans shall exhibit an overall design concept;

- Plant materials should be used in a logical, orderly manner, helping to define spaces and complement adjacent architecture;

- Landscape designs should be coordinated between the areas of a development. However, all areas within a project need not be identical;

- Different landscape themes may be utilized in larger developments to distinguish spaces from one another; however, these themes should be consistent with a unifying concept that establishes a cohesive design throughout the project.

Site Furnishings and Features

- Landscape plans should incorporate various site furnishings and features;

- Lighting, seating, paving, fountains and other features shall be considered integral components of the landscape plan and included in the overall landscape concept.

Scale

- The scale and character of the landscape materials to be selected should be appropriate to the site and/or architecture. Large-scale structures or projects require large-scale landscaping treatments.

Trees

- Mature, existing trees should be incorporated into landscape plans, wherever possible and in accordance with the City's Tree Ordinance. Specimen trees or groupings of existing trees can provide a new development with immediate character. They should be considered as design elements.

- In the absence of existing trees, those uses should be no less than 24x24 boxed specimen trees.

- Per Section 17.76.040.C of the Winters Municipal Code, landscaping of parking lots shall provide for fifty (50) percent tree canopy coverage or shading of the entire lot within fifteen (15) years of tree installation.

- Utilize the City of Winters tree palette.

Arbor, Planters, and Trellises

- Landscaping incorporated into a buildings' architectural design (e.g., arbors, planters, trellises, atriums, etc.) is encouraged.

Entrances and Walkways

- Site landscaping should be used to define entrances and walkways, to screen parking and loading areas, for micro-climate control, and to enhance views of the site from inside a structure.

- Landscape should be professionally designed and meet CalGreen Code standards. The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs, and turfs, is encouraged.

<u>Winters Municipal Code Chapter 17.76 – Landscaping Requirements</u>
Winters Municipal Code Chapter 17.76, Landscaping and Irrigation, provides the landscaping standards for development projects within Winters. Winters Municipal Code Section 17.76.040 contains the following landscaping requirements:

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

B. Landscape material may not be located such that, at maturity:

1. It interferes with safe distances for vehicular, bicycle or pedestrian traffic;

2. It conflicts with overhead utility lines, overhead lights, or walkway light; or

3. It blocks pedestrian or bicycle ways.

C. Landscaping of parking lots shall provide for fifty (50) percent tree canopy coverage or shading of the entire lot within fifteen (15) years of tree installation.

D. The end of each row of parking stalls must be separated from an aisle or driveway by a landscape planter, sidewalk or other means. A concrete curb must separate the landscaped area from the parking area.

E. A landscape strip with a minimum two-foot width must be installed once every ten (10) adjoining parking stalls to provide visual relief in large parking lots.

F. A minimum of one tree for each six required spaces must be distributed throughout the parking lot.

The Grocery Outlet project proposes a significant amount of landscaping and groundcover that would provide adequate screening of the parking lot, enhancement of the project's architecture and design, and is consistent with the intention of the City's Design Guidelines and Grant Avenue Design Guidelines. In addition, the project proposes a significant amount of landscaping adjacent to E. Main Street that would provide adequate screening of the parking areas when viewed from E. Main Street. The project proposal includes a public plaza/courtyard adjacent to the Grant Avenue and E. Main Street intersection that includes outdoor seating areas to further enhance the landscaping areas and building design. In addition, the project is consistent with Winters Municipal Code requirements for parking lot landscaping and shading, as set forth in Section 17.76.040. Lastly, staff has amended Condition of Approval #19 to require that all planting and landscaping areas are permanently maintained in accordance with Winters Municipal Code Section 17.76.040.A.

Proposed Frontage Improvements

Generally, development projects can include roadway and frontage improvements to ensure a project is consistent with the City's General Plan, Circulation Master Plan, Grant Avenue Complete Streets Plan, and the City's Public Work's Improvement Standards. The Grocery Outlet project includes frontage improvements and roadway work consistent with the City's requirements. The proposed roadway work and frontage improvements for the Grocery Outlet project are listed below along with the City's Street Cross-Sections Table, which outlines the requirements for certain street types:

Grant Avenue

- Per the Circulation Master Plan this is identified as an Arterial Street.
- The Complete Streets shows the portion of Grant Avenue north of the Grocery Outlet site as 4 lanes. The information below summarizes the design requirements to meet the Complete Streets guidelines as well as the Public Works Improvement Standards.
- Table 4-3 identifies the following for an Arterial Road:
    - Four Travel Lanes:
    - 14' Inside travel lane width
    - 12' Outside travel lane width
    - 6' Bike Lane
    - 7.5' planter strip
    - 6' Detached sidewalk

E. Main Street

- Per the Circulation Master Plan this is identified as a Collector Street. The City has identified E. Main to have bike lane, therefore this will be classified as a Primary Collector.

- Table 4-3 identifies the following for a Primary Collector Road:
- Two 12' Travel Lanes
- 8' parking lane
- 5' Bike Lane
- 7.5' planter strip
- 5' Detached sidewalk

E. Baker Street

- Per the Circulation Master Plan this is identified as a Collector Street. The City has not identified E. Baker to have bike lane, therefore this will be classified as a Secondary Collector.
- Table 4-3 identifies the following for a Secondary Collector Road:
  - Two 12' Travel Lanes
  - 8' parking lane
  - 7.5' planter strip
  - 5' Detached sidewalk

4-3 STREET TYPE AND DESIGN WIDTH

The standard approved street types and design widths for the Department are as follows:

City of Winters
Street Cross-Sections Table (in feet)

Street Type	ROW[1]	Street Section[2]	Travel Lanes #	width	Median[3]	Bike Lanes[4]	Parking Lanes[4]	Curb	Planter Strip	Sidewalk (separated)	Landscaping (Off-street pathway)	Fronting Homes (Yes/No)
Public Alley	20	20	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Local Residential and Cul-de-Sac	57	35	2	10	None	None	7.5	0.5	5.5	5	None	Yes
Secondary Collector	66	40	2	12	None	Note[5]	8	0.5	7.5	5	No (No)	Yes
Primary Collector	76	50	2	12	Note[6]	5	8	0.5	7.5	5	No (No)	Yes
Arterial (2-lane)[7]	94	54	2	14	14	6	None	0.5	7.5	6	20	No
Arterial (2-lane) with Off-Street Path[7]	102	54	2	14	14	6	None	0.5	7.5	10 (Path)	(24) with off-street path	No
Arterial (4-lane) [7]	118	78	2 2	14 inside 12 outside	14	6	None	0.5	7.5	6	20	No
Arterial (2-lane) with Off-Street Path[7]	126	78	2 2	14 inside 12 outside	14	6	None	0.5	7.5	10 (Path)	(24) with off-street path	No

Notes:
1: ROW = Minimum required Right of Way.
2: Street Section – Measured "face-of-curb" to "face-of-curb".
3: Medians shall be landscaped unless noted otherwise.
4: Includes 2 feet of width in the gutter.
5: An additional 10 feet of Street Section and ROW is required when street bike lanes are required.
6: An additional 10 feet of Street Section and ROW is required when a median is required.
7: Individual residential driveway access prohibited. Local Street access is discouraged.
Street sections are minimum requirements; additional ROW, increased improved width or other requirements may be added when warranted and/or required by project approvals.

The Grocery Outlet project includes roadway and frontage improvements consistent with the City's General Plan, Circulation Master Plan, Grant Avenue Complete Streets Plan, and the City's Public Work's Improvement Standards. The Grocery Outlet project includes conditions of approval to ensure that all roadway and frontage improvements are consistent with the City's requirements.

Public Communication:
The public hearing notice was published in the *Winters Express* on September 14, 2022. An affected property owner notice was mailed to properties within 300 feet of the

project site on September 15, 2022. One public comment has been received at the time this staff report was published, which is included as Attachment #3.

The public comment raises concerns about the location of the proposed grocery store and its impacts to existing businesses. The public comment letter identifies four Grocery Outlet establishments in adjacent cities within Yolo and Solano counties. In addition, concerns were raised relating to the existing configuration of the Grant Avenue and E. Main Street intersection and difficulties for pedestrians and bicyclists to cross Grant Avenue. The public comment states that a lack of pedestrian or bicycle access would be a bad idea. There was a general opposition of a future traffic signal at the intersection of Grant Avenue and E. Main Street in favor of a roundabout. Lastly, the letter identifies the Grant Avenue Design Guidelines and the Grant Avenue Complete Streets Concept Plan as being important documents with design elements and concepts directly from the Winters community. Please see Attachment #3 for further information relating to the public comment letter submitted.

Staff's Response: It appears that the main concerns raised in the public comment letter is that this location may not be appropriate for a grocery store. In addition, there may be other uses or businesses that are more appropriate for the Winters community. However, these areas are outside the purview of the City and Planning Commission. The Planning Commission is not reviewing the use or location of a "grocery store", but rather, the configuration/layout, design, and building materials of the proposed structure and the project's proposed landscaping. The public comment letter expresses the importance of the City's Grant Avenue Design Guidelines and the Grant Avenue Complete Streets Concept Plan. As discussed in the August 23rd Planning Commission staff report and this staff report, it is staff's opinion that the project has been designed to meet the intentions and goals of the Grant Avenue Design Guidelines and the Grant Avenue Complete Street Concept Plan.

Staff Recommendation:

Staff is recommending that the Planning Commission re-open the public hearing on the Grocery Outlet project and adopt Resolution 2022-09 thereby taking the following actions:

1. Determine the proposed Grocery Outlet project to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 of the CEQA Guidelines; and

2. Approve the Site Plan/Design Review and Sign Permit for the Grocery Outlet project based on the recommended findings and subject to the draft conditions of approval.

Recommended Motion: I move to adopt PC Resolution 2022-09 determining the Grocery Outlet project to be categorically exempt from CEQA pursuant to Section 15332 of the CEQA Guidelines and approving the Site Plan/Design Review and Sign Permit for the Grocery Outlet project based on the recommended findings and subject to the draft conditions of approval.

Alternatives:
Actions that the Planning Commission may take as an alternative to the recommended action include the following:

1. Continue the public hearing to a time and date certain.
    a. The Planning Commission may request additional information from the applicant and/or staff (if new information is presented at the next meeting, the public portion of the hearing must be reopened on the new information submitted)

2. Land Use Permits
    a. Add, delete, or modify the proposed conditions of approval.
    b. Deny the project on the basis that one or more of the required findings cannot be made.

3. Require additional environmental review.
    a. The Planning Commission could find that the recommended CEQA exemption is not suitable and require the preparation of an Initial Study in accordance with CEQA.

Attachments:
1. Resolution No. 2022-09
    a. Exhibit A: Recommended Findings
    b. Exhibit B: Draft Conditions of Approval
2. Updated Grocery Outlet Plan Set dated September 16, 2022
3. Public Comment
4. Grocery Outlet Planning Commission Staff Report packet dated August 23, 2022

Planning Commission Resolution No. 2022 – 09

A Resolution of the Planning Commission of the City of Winters Approving a Design Review Permit and Sign Permit for the Construction of Grocery Outlet Located at APN: 038-070-035 Within the C-1 Zoning District and Making Findings of CEQA Exemption

Whereas, on May 20, 2021, the City received an application requesting site plan/design review and sign permit approval to construct a 16,000 square foot grocery store with 71 onsite parking spaces and two wall signs located at APN 038-070-035 within the C-1 zoning district (the "Grocery Outlet Project"); and

Whereas, Winters Municipal Code Section 17.36.020.A requires design review approval for the construction of nonresidential buildings or structures 500 square feet or larger; and

Whereas, a notice of public hearing for the project was published in the *Winters Express* on August 10, 2022; and

Whereas, in accordance with Winters Municipal Code Section 17.36.030.B and Section 17.16.040, an affected property owners notice was mailed to adjacent property owners within 300 feet of the project location on August 11, 2022; and

Whereas, the City of Winters Planning Commission held a duly noticed public hearing on August 23, 2022, to consider the proposed project; and

Whereas, the Planning Division presented its oral and written staff report on the proposed project at a regular meeting of the Planning Commission on August 23, 2022; and

Whereas, the Planning Commission continued the public hearing for the Grocery Outlet project and requested additional information relating to the project's proposed landscaping and consistency with the City's Design Guidelines and additional information regarding the project's frontage improvements; and

Whereas, a notice of public hearing for the project was published in the *Winters Express* on September 14, 2022; and

Whereas, in accordance with Winters Municipal Code Section 17.36.030.B and Section 17.16.040, an affected property owners notice was mailed to adjacent property owners within 300 feet of the project location on September 15, 2022; and

Whereas, the City of Winters Planning Commission held a duly noticed public hearing on September 27, 2022, to consider the proposed project; and

Whereas, the Planning Division presented its oral and written staff report on the proposed project at a regular meeting of the Planning Commission on September 27, 2022; and

Whereas, the Planning Division recommended approval of the proposed project based on the findings provided in Exhibit A attached hereto and incorporated herein, and subject to the conditions of approval provided in Exhibit B to this resolution attached hereto and incorporated herein; and

Whereas, on September 27, 2022, the Planning Commission held a public hearing on the project to receive oral and written testimony prior to reaching its decision.

Now, Therefore Be It Resolved that the Planning Commission adopts the recommended findings set forth in Exhibit A and approves the Grocery Outlet Project subject to the draft conditions of approval contained in Exhibit B; and

Be it Further Resolved that the Planning Commission, based on the evidence in the record and findings set forth in Exhibit A, determines the project to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 (In-fill Development Projects) of the CEQA Guidelines.

It is hereby certified that the foregoing Planning Commission Resolution No. 2022-09 was duly adopted on a motion by Commissioner _____ and seconded by Commissioner _____, at a regular meeting of the City of Winters Planning Commission held on the 27th day of September 2022, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

_____
Gregory Contreras, Chairperson

Attest:

_____
Ellena Branson, Planning Commission Secretary

Planning Commission Resolution No. 2022 – 09
Exhibit "A"

Recommended Findings

Design Review Findings

In order to approve or deny a Design Review permit, the review authority shall first make the findings required by Winters Municipal Code Section 17.36.040 (Criteria for Review):

1. The overall visible mass of the structure, which includes height, roofline profiles and overall scale of a building;

   The project is proposing to construct a 16,000 square foot grocery store. The project site is a corner lot adjacent to the Grant Avenue and E. Main Street intersection. The project is proposing to place the building directly adjacent to Grant Avenue, which is encouraged in the Winters Design Guidelines and the Grant Avenue Design Guidelines. The buildings orientation helps screen the onsite parking. In addition, the proposed Grocery Outlet building includes varying roof heights, while only a slight variation, the corresponding change in building materials and colors provide for visual relief of the overall building. The Grocery Outlet building would have roof heights of 30', 26' and 24'. In addition, there are several large buildings directly adjacent to Grant Avenue (e.g. Winters Healthcare and Yolo County Federal Credit Union). The proposed project would maintain visual and aesthetic consistency in the Grant Avenue corridor. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022, and September 27, 2022.

2. The proposed use and quality of exterior construction materials striving for long-term compatibility with the general setting of the subject property and visual character of the general neighborhood;

   The Grocery Outlet building would consist of a 16,000 square foot box store with a flat roof varying in height. The building materials include stucco, horizontal wood cladding, brick veneer, split-face CMU, and galvanized corrugated metal siding. The building would also include metal canopy and awnings for window treatment and decorative metal grid framing for additional siding treatment. The proposed building design includes elements also found in the Blue Mountain Terrace Senior apartments, the Yolo Federal Credit Union building, and the Winters Healthcare building. The use of brick, stucco and metal veneers reflect both the history of the downtown and the city's agricultural heritage. The proposed building materials, colors, and design of the Grocery Outlet building would maintain the existing character of the Grant Avenue gateway corridor. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022, and September 27, 2022.

3. Avoidance of buildings which are characterized by large, blank, or unbroken wall planes, as well as buildings which exhibit general lack of architectural detailing, shadow lines, etc. which generally lack interest;

   The proposed Grocery Outlet building includes varying building materials and colors along the Grant Avenue and E. Main Street frontages. In addition, the building includes window and awning treatments to engage the pedestrian realm along with decorative metal grid framing for additional siding treatment. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022, and September 27, 2022.

4. Effective screening of ground – and – roof mounted equipment;

   The project is proposing to locate the grocery store loading dock and trash enclosure on the east elevation. The loading dock is approximately 45' feet from Grant Avenue and the trash enclosure is approximately 65' feet from Grant Avenue. Staff has incorporated a condition of approval requiring the trash enclosure to be of similar design and building materials as the primary building. Future development relating to ground and roof mounted equipment would be reviewed and conditioned to ensure adequate screening. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022, and September 27, 2022.

5. The use of landscaping decorative site paving, etc., which provides effective visual screening or softening of the development, as necessary; and

   The proposed project includes a publicly-accessed courtyard with paved walkways and landscaping on the corner of Grant Avenue and E. Main Street to assist with massing of the building and create a community gathering space. Furthermore, the project includes landscaping along the Grant Avenue frontage and parking lot landscaping. Staff has incorporated a condition of approval requiring the submittal of final landscaping and lighting plans prior to building permit issuance to ensure the project is consistent with the Winters Municipal Code requirements. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022, and September 27, 2022.

6. Achieve conformity with the Winters Design Guidelines, Form-Based Code for Downtown (Chapter 17.58), and the Grant Avenue Design Guidelines, as applicable.

   It is staff's opinion that the proposed Grocery Outlet Project is consistent with the City's Design Guidelines and Grant Avenue Design Guidelines for the following reasons:

   1. *Building location and orientation directly adjacent to Grant Avenue engages the street and appropriately screens the onsite parking area;*
   2. *The proposed building materials and colors are similar to previously approved development projects (e.g. Blue Mountain Terrace apartments, YFCU building, and Winters Healthcare) to ensure aesthetic consistency of the Grant Avenue gateway corridor;*

3. *The project is proposing a publicly-accessed courtyard with paved walkways and landscaping on the corner of Grant Avenue and E. Main Street to assist with massing of the building and create a community gathering space;*
4. *The project would include pedestrian and bicycle infrastructure upgrades to ensure connectivity and alternative modes of travel; and*
5. *The project would include landscaping and sidewalks consistent with the City's adopted standards.*

This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022, and September 27, 2022.

Sign Permit Findings

In order to approve or deny a Sign Permit, the review authority shall first make the findings required by Winters Municipal Code Section 17.80.090.D:

1. The sign conforms to city ordinance requirements;

   The proposed wall signs would include illuminated channel letters, which is consistent with the City's sign requirements. In addition, the project includes a condition of approval to ensure that the size of the proposed wall signs comply with Winters Municipal Code Section 17.80.045.B. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022, and September 27, 2022.

2. The design conforms to the Winters design guidelines or the Grant Avenue design guidelines;

   The project site is located within the Grant Avenue Design Guidelines planning area. The Guidelines discourage individual pole signs and that internally illuminated plastic box "canned" signs. The project is proposing individually illuminated channel letters, which is acceptable per the Grant Avenue Design Guidelines. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022, and September 27, 2022.

3. The design is compatible with the character and design of the exterior architecture of the building(s) on the property where the sign is to be located;

   The Grocery Outlet signage is proposing two wall signs that would be integrated into the west and north elevations. The proposed wall signs are appropriately sized and do not impact the visual aesthetic of the building or surrounding areas. The proposed red and yellow colors help tie the sign into the proposed brick façade but would also create contrast that makes other building elements (e.g. decorator metal framing) stand out. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022, and September 27, 2022.

4. The sign will not create a visual or safety hazard; and

The proposed wall signs are approximately 24' above the ground and are internally illuminated. The proposal would not create any visual or safety concerns. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022, and September 27, 2022.

5. The sign location will not impair use of the subject property, adjacent property, or public right-of-way.

   The proposed wall signs would be integrated into the proposed Grocery Outlet building and is designed to be consistent with the City's sign regulations and design requirements. The proposed signage would not impair the use of the property, surrounding properties, or adjacent public right-of-way. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022, and September 27, 2022.

California Environmental Quality Act Findings

- Staff recommends that the proposed project be determined to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332, which applies to projects characterized as in-fill development that meets the following criteria:

  - The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
  - The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
  - The project site has no value as habitat for endangered, rare, or threatened species.
  - Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
  - The site can be adequately served by all required utilities and public services

  The proposed project is consistent with the City's General Plan and Zoning Ordinance requirements. The project site is 4.4 acres and has no value as habitat for endangered, rare, or threatened species. Furthermore, the Transportation Study found the Grocery Outlet Project to be in compliance with SB 743 relating to vehicles miles traveled and analysis of transportation impacts. The project site can be adequately served by all required utilities and public services and includes conditions of approval to ensure the project includes appropriate public improvements and onsite utilities.

- The Planning Commission has reviewed and considered the proposed project and all comments submitted and has determined that the record, as a whole,

demonstrates that there is no evidence that the proposed project will have an individually or cumulatively significant effect.

- The Planning Commission has determined that the custodian of all documents and material which constitute the record of proceedings shall rest with the City of Winters Community Development Department.

Planning Commission Resolution No. 2022 – 09
Exhibit "B"

Draft Conditions of Approval

General Conditions of Approval

1. A Design Review permit for the construction of a 16,000 square foot grocery store and 64 onsite parking spaces, and a Sign Permit for two wall signs totaling no more than 102 square feet (combined total) located at APN: 038-070-035 (no assign address) as shown on the plan set as approved by the Planning Commission on September 27, 2022, shall be on file in the Community Development Department. The applicant is responsible for complying with all conditions of approval and providing evidence to the Community Development Director of compliance with each condition.

2. The effective date of approval shall be October 7, 2022, unless the approval is appealed to the City Council by 5:00pm on October 6, 2022. Design Review approval shall be valid for one year after its effective date unless the applicant begins construction prior to the expiration, or the applicant applies for a Time Extension permit pursuant to Municipal Code Section 17.24.080.

3. The Community Development Director may authorize minor alterations to the approved plans and conditions of approval in accordance with Municipal Code Section 17.24.090. Major changes and alterations to the approved plans and conditions of approval shall be reviewed and approved by the Planning Commission.

4. The project shall comply with all applicable provisions and standards of the Winters Municipal Code and Standard Construction Specifications, except where specifically modified by these conditions of approval. It is the applicant's responsibility to demonstrate compliance to the Planning Division prior to issuance of any grading or building permits.

5. Prior to building permit issuance, the applicant shall provide verification of compliance with all conditions of approval, applicable City of Winters Municipal Code requirements, and any applicable state or federal requirements.

6. The applicant shall pay all applicable impact fees and charges at the rate and amount in effect at the time such fees and charges become due and payable.

7. Any fees due to the City of Winters for processing this project shall be paid to the City within thirty (30) calendar days of final action by the approval authority. Failure to pay such outstanding fees within the time specified shall invalidate any approval or conditional approval granted by this action. No permits, site work, or

other actions authorized by this approval shall be permitted, authorized, of commenced until all outstanding fees are paid to the City.

8. Prior to issuance of any grading or building permits, the applicant shall provide performance guarantees with sufficient legal commitments and financial sureties to guarantee the faithful performance of any and all conditions of approval and completion of the project or to guarantee the restoration of the site if the project is not completed. The form, manner, and amount of the guarantee shall comply with the requirements of the Community Development Director and the City Attorney and shall be reviewed and approved by the Community Development Director prior to the issuance of permits.

9. The applicant shall comply with all adopted rules and regulations of the City of Winters Public Works Department, Fire Department, Community Development Department, and all other local and state regulatory agencies.

10. The applicant shall provide verification of payment for Winters Joint Unified School District fees and Yolo County facilities and services authorization fees prior to building or grading permit issuance.

11. The applicant shall report to the City's Public Works Division building materials diverted from land filling during the course of the project pursuant to the provisions of City Council Ordinance No. 2002-03.

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

Planning Conditions of Approval

13. If artifacts, paleontological or cultural, or unusual amounts of stone, bone, or shells are uncovered during construction activity, all construction activities shall cease within a 200-foot radius of the find unless a lesser distance is approved by the Community Development Director. The Community Development Director shall be notified of the find, and an archaeologist shall investigate the find and determine the extent and location of the discovered materials. The Community Development Director shall be notified so that the extent and location of discovered materials may be recorded in a written report prepared by a qualified archaeologist, and disposition of discovered materials may occur in compliance with State and Federal law. Construction shall not recommence until the Community Development Director authorizes construction to begin.

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

15. Pursuant to General Plan Policy VIII.D.7 and Winters Municipal Code Section 17.72.050.F, parking lot pole lights shall be a maximum of 16 feet in height (including base pedestal) with full cutoff box fixtures. Wall pack lighting shall be fully shielded and directed downward. On-site parking lot lighting shall match lighting already installed on southern portion of the site.

16. The applicant shall notify residents within 300 feet of the project site at least 72 hours prior to the commencement of any construction activities.

17. Construction Hours: Hours of operation of construction activities shall be limited to Monday through Friday from 8:00am to 5:00pm. The Community Development Director may authorize an extension of the time limitations based on the finding that the noise levels from the construction activities will not negatively affect the residential uses in the surrounding area. If a noise complaint is received after the construction time limits are extended, the Community Development Director may render the extended time limits null and void, and the applicant shall revert to the aforementioned hours of operation and time limitations. Interior construction activities may occur after these hours provided such activities will not result in exterior noise audible at property lines. Improvement, grading, and building plans shall note these limited hours of construction.

18. Sign Plan: Two wall signs are permitted totaling no more than 102 square feet (combined total). The applicant shall submit final sign plans showing the location, size (dimensions), materials, and colors to the Community Development Director for review prior to building permit issuance.

19. Final Landscaping Plan: The project shall provide landscaping in accordance with Winters Municipal Code Chapter 17.76 (Landscaping and Irrigation). All landscaping shall comply with the state Model Water Efficient Landscape Ordinance (23 California Code of Regulations Section 490 et seq.). Prior to building permit issuance, the applicant shall submit a final landscaping plan to the Planning Division for approval. *In accordance with Winters Municipal Code Section 17.76.040.A, all planting and landscaping areas shall be permanently maintained.*

20. Design Review Committee: The applicant shall add awnings to the three windows on the far left of the east elevation. Prior to building permit issuance, the applicant shall show the three awnings on the elevations and submit the plans to the Community Development Director for review.

21. Light standards and building attached fixtures need to be a decorative and of superior design quality. All outdoor lighting shall be fully shielded and pointed downwards so that no light goes beyond the property boundaries.

22. The applicant shall ensure that any grocery store tenant complies with SB 1383 and AB 1826 Mandatory Commercial Organics Recycling law requirements. This may be accomplished by the following examples, but not limited to: a subscription to food waste collection carts with the waste hauler, food banking or a food waste backhauling program.

23. Payment of City of Winters's utility services shall commence following issuance of Final Certificate of Occupancy. The applicant shall pay the City of Winters monthly utility charges at the metered rate for water and sewer.

24. The building tenant(s) shall provide electronic wheel locks on all shopping carts so that the wheels lock up if taken beyond the property line. The applicant/owner shall be responsible for any shopping carts that go beyond the property boundaries.

25. The applicant shall ensure that there is space sufficient for mixed waste, cardboard, recycling, and food waste collection containers. All refuse shall be fully enclosed and constructed with similar building materials and colors as the primary building. The applicant shall submit plans of the enclosure including a building material and color list to the Community Development Director prior to building permit issuance.

Engineering and Public Works Conditions of Approval

26. Prior to building permit ~~issuance~~ *final*, applicant shall either 1). Install a new traffic signal at the intersection of Grant Avenue and E. Main Street; or 2). Extend E. Baker Street to PG&E Way with a full access driveway to E. Baker Street and right-in and right-out driveway access at other driveways. If the new traffic signal

is installed and to address conflicts between westbound left turn vehicles and pedestrians and bicyclists crossing in the proposed south leg crosswalk, the future signal design should include either a leading pedestrian interval phase for the south leg crossing or alternatively install westbound protected left turn phasing. Project site access shall be in a form acceptable to the City Engineer.

27. Applicant and City shall enter into a reimbursement agreement for recovery of costs associated with the installation of the traffic signal at Main Street and Grant Avenue (SR128). The full scope and cost of the work will be determined by the City Engineer and in additional to the traffic signal may include items such a utility work, curb ramp upgrades, and new signage and striping. Reimbursement payments will be made on annual basis as a percentage of the revenue collected from the transportation facility impact fees collected citywide.

28. Prior to building permit issuance, applicant shall provide plans showing an additional site access driveway on E. Baker Street to allow vehicles to travel southwest on E. Main Street to the Community Development Director for approval. Prior to issuance of certificate of occupancy, temporary or final, applicant shall construct a site access driveway on E. Baker Street in a form acceptable to the City Engineer.

29. Prior to issuance of certificate of occupancy, temporary or final, applicant shall install a high-quality bicycle/pedestrian shared-use-path crossing on the south leg of the Grant Avenue/E. Main Street intersection, including but not limited to, wider ramps and aligning ADA ramps directionally with crosswalks rather than installing diagonal ramps. An improved shared-use-path crossing shall also be installed at the new driveway at Grant Avenue and McClish Lane. The high-quality bicycle/pedestrian shared-use-path shall be designed in a manner acceptable to the City Engineer.

30. The Grant Avenue project driveway shall be restricted to right-in and right-out access only. The plans, including the improvement plans, shall show the restricted turning movements.

31. Driveway crossings need to be designed to facilitate a safe shared-use-path crossing. Features to include at this crossing to facilitate bicyclist and pedestrian access include wider ramps and aligning ADA ramps directionally with crosswalks rather than installing diagonal ramps. Additionally, the right-in right-out treatment driveway accessing E. Grant Avenue shall be complemented with a raised median to physically prevent vehicles from making a left turn into or out of this entrance in a form acceptable to the City Engineer.

32. Prior to issuance of certificate of occupancy, temporary or final, applicant shall install six bicycle parking spaces.

33. Prior to issuance of certificate of occupancy, temporary or final, applicant shall add bike lane conflict markings where the existing Class II bike lane on East Main Street will cross the new driveway entrance to the Grocery Outlet. Similar to crosswalks bike conflict markings improve safety by highlighting conflict areas. There are several different conflict marking options that include dashed lines or highlighting the bikeway driveway crossing with green paint. The final design of the bike lane conflict markings shall be approved by the City Engineer.

34. Applicant shall be responsible for obtaining all required permits within Caltrans right-of-way. Improvement Plans will not be accepted until encroachment permits are obtained. This includes driveways, intersections, streetlights and/or drainage improvements.

35. Prior to building permit issuance, applicant shall submit supporting documentation showing project meets state and local stormwater treatment requirements.

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

37. Prior to building permit issuance, applicant shall provide details for the proposed project stormwater collection and treatment including the safe release of overflow. Applicant shall provide calculations and sizing of stormwater treatment locations and shall submit drainage report with storm drain design supporting calculations to meet all applicable City, local and state requirements

38. Parking stall layout and drive aisle widths shall meet City of Winters Municipal Code Chapter 17.72 Off-Street Parking and Load standards.

39. Prior to building permit issuance, applicant shall provide documentation that proposed improvements are not located in FEMA flood zone as applicable. Applicant shall meet all FEMA requirements and be required to coordinate with FEMA through the City's Floodplain Administrator to determine if a CLOMR or LOMR is needed for the project as a result of possible impacts to Dry Putah Creek Floodplain. Applicant shall obtain all necessary permits and CLOMRs/LOMRs as required prior to improvement plan approval.

40. Applicant shall receive approval from City of Winters Fire Department for fire access to proposed project site.

41. Proposed accessible parking and path of travel shall comply with the requirements of California Building Code Chapter 11B.

42. Improvements shall meet City of Winters Improvement Standards, as applicable, including Circulation Master Plan.

43. The existing width of E. Main Street is approximately 25 feet between the west curb and raised center median, which would be insufficient to fit the proposed two southbound travel lanes and a bicycle lane based on the City of Winters' standards of 12 feet wide lanes for collector streets and five feet wide bicycle lanes. The Engineering Division is providing the following options to address this issue and at least one option shall be selected and included in the Project.

    a. The entire width of the existing roadway is approximately 66 feet. If the median is reconstructed and shifted there would be enough width to fit two travel lanes in each direction along with Class II bike lanes. If this option is pursued the recommendation would be to increase the width of the bicycle lanes to either six feet or seven feet with the remaining width being allocated to the reconstructed median. Current bicycle path design best practice recommends at least six feet wide Class II bicycle lanes when space is available, to account for gutter pan width along curbs.

    b. Widen the East Main Street roadway to accommodate the new southbound left turn lane. Widening the roadway would add significant cost to the project. If the widening option is pursued the recommendation would be to use the opportunity to increase the width of bike lane to six feet. Five feet is considered a minimum and current best practice is to provide at least a six feet bike lane width when practical.

    c. Rather than maintain the five feet on street Class II bike lane, the existing sidewalk on either the west or east side could be expanded to between eight to 12 feet to create a shared use pedestrian and bicycle path that

would create an alternative safer bike route. This mitigation would require creation of a transition from the Class II on street bike lane to the new Class I bicycle and pedestrian shared-use-path. By transitioning the bike path to sidewalk level this would allow for sufficient space to fit in both the southbound thru and left turn lanes recommended without adjusting the median. This improvement would also provide a safer and more comfortable bicycle facility that connects well with the Class I bicycle and pedestrian share-use-path on East Grant Avenue. This option would also be significantly less expensive than widening the roadway and moving the curb edge.

44. Frontage improvements are required along Grant Avenue and E. Main Street. All proposed frontage improvements shall be reviewed and approved by the City Engineer. The limits of the proposed improvements will be reviewed and approved by the City Engineer as part of the improvement plan review prior to building (grading) permit issuance. All frontage improvement shall be installed in the City right-of-way or a public access easement shall be granted for the frontage improvements if they are located on private property. Prior to building permit issuance, an Encroachment Permit and a Maintenance and Hold Harmless Agreement will be required for all frontage improvements located in the City right-of-way. All frontage improvements shall be constructed prior to issuance of Certificate of Final Occupancy.

45. Prior to issuance of Final Occupancy, all roadway, drainage, frontage, and utility improvements shall be constructed and approved by the respective responsible agencies or a financial surety in the amount of 125% of the remaining improvements shall be provided to the satisfaction of the City Engineer. All utilities shall be placed underground, including any existing aboveground utility lines. The existing utility poles shall be removed following utility undergrounding.

46. A Soils/Geotechnical Report shall be prepared by a qualified engineer to confirm onsite soil capabilities and geological conditions and make recommendations to be followed for development. Grading of the site, design of foundations for proposed structures and construction of other related facilities on the property shall follow the criteria identified in the report. The applicant shall submit the report with the initial improvement plans package. The improvement plans shall be approved and signed by the geotechnical engineer prior to approval by the City.

47. All public landscape areas shall include water laterals with meters and PG&E power service points for CalSense controllers. The landscape water meter shall be installed to the satisfaction of the City Engineer.

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

49. Project proponents shall enter into the Citywide Landscape and Lighting Maintenance District, in order to maintain and provide for the future needs of street lighting and landscaping, and other related aspects of development. The applicant is responsible for all costs associated with this condition. The applicant shall fulfill this condition prior to issuance of final occupancy.

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

51. The applicant shall submit joint trench/utility/composite plans to the City Engineer for review prior to approval of improvement plans.

52. The applicant shall install decorative LED lights along the frontage of East Grant Avenue between the Class 1 path and the street, subject to the approval of the City and/or Caltrans. Streetlights shall match the existing lights adjacent to the PG&E facility.

53. Applicant shall develop and implement a construction traffic management plan to the satisfaction of the City of Winters Department of Public Works. The plan shall be submitted to the City of Winters Public Works Department and Caltrans for review prior to initiation of site disturbance.

54. A signage and striping plan for the public roadways is required and shall be approved by the City Engineer. All striping shall be thermoplastic.

55. All projects shall include implementation of post-construction best management practices (BMPs), in accordance with the provisions of the General Construction Activity Storm Water Permit adopted by SWRCB in 2009 and amended in 2012 (2009-009-DWQ).

56. Post construction BMPs shall be identified on improvement plans and approved by the City Engineer. Construction of projects disturbing more than one acre of

soil shall require a National Pollution Discharge Elimination System (NPDES) construction permit, or a WPCP.

57. A Water System Plan shall be submitted for approval by the City Engineer as part of the submittal of the construction drawings for checking. A registered civil engineer for project shall prepare the water system plan. The plan shall include final sizing and location of conveyance facilities, structures, and engineering calculations.

58. A registered civil engineer shall prepare the sewer collection system plan for approval by the City Engineer. The plan shall include final sizing and location of conveyance facilities, structures, and engineering calculations. The applicant shall pay the cost associated with all improvements required by the plan. Reference the City's Standard Construction Specifications for additional requirements.

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

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

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

62. The number and location of the water meters and sewer cleanouts shall be approved by the Public Works Director. All cleanouts for connection to the City lateral(s) shall be two-way cleanouts, if applicable. The water meters and sewer cleanouts shall comply with the specifications of the City of Winter's Engineering

Design and Construction Standards. The applicant shall obtain approval from the Public Works Director on the type, number, and location of the devices.

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

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

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

66. Pedestrian circulation shall be coordinated and align with adjacent pedestrian facilities, including but not limited to Grant Avenue and E. Main Street sidewalks. Pedestrian circulation shall comply with the requirements of the City's Standard Construction Specifications.

67. Applicant shall conform to Yolo County Health regulations and requirements for the abandonment of any septic tanks and water wells.

68. Landscaping material shall not be located such that, at maturity, it interferes with safe distances for vehicular, bicycle, or pedestrian traffic, conflicts with overhead lights or walkway lights, or blocks pedestrian or bicycle path of travel.

69. Applicant shall show compliance with the City's Grading Ordinance requirements on the Improvement Plans prior to issuance of a grading permit.

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

Fire Department Conditions of Approval

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

72. WATER PRESSURE: All water lines and fire hydrant systems must be approved by the Fire Chief and operating prior to any construction taking place on the site.

Prior to issuance of building permits, water flow must be measured and certified for adequacy by the Winters Fire Department.

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

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

75. Forty-eight hour's notice shall be given to the Winters Fire Department prior to any site inspections.

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

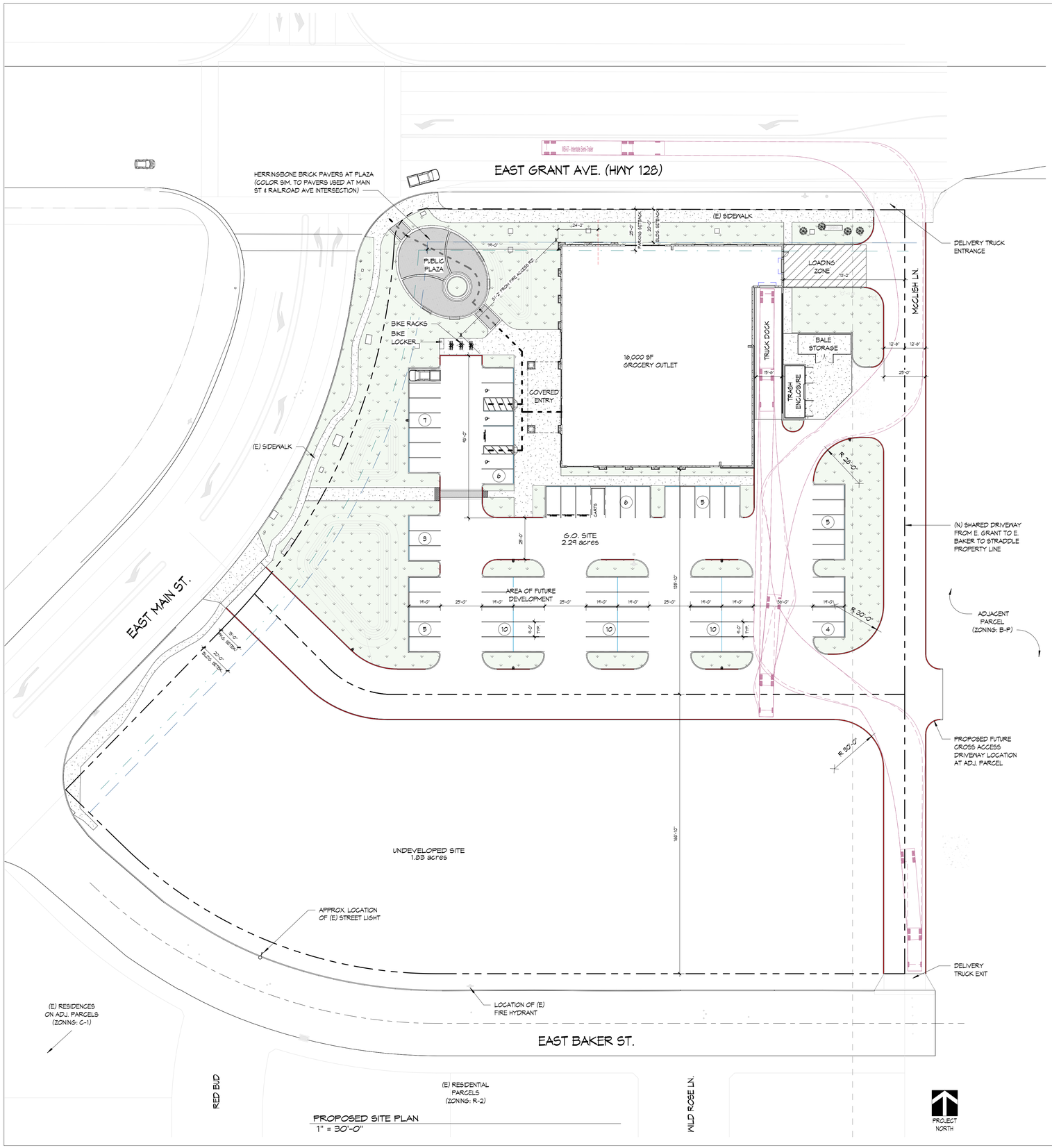
77. A new hydrant shall be placed along the frontage of development. Actual location is subject to the review and approval of the Public Works Department and Fire Department.

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

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

80. Before framing of the building begins, if necessary, a compacted gravel drive access will be put in place to allow fire equipment to access the site in the case of an emergency.

81. The FDC, OS&Y, and fire hydrants shall be shown on the project plans and submitted to the Fire Department for review prior to issuance of any grading or building permits.



PROPOSED SITE PLAN
1" = 30'-0"

SITE PLAN LEGEND

- PROPERTY LINE
- PROPOSED ACCESSIBLE PATH OF TRAVEL
- EASEMENT, REFER TO CIVIL FOR MORE INFORMATION
- BUILDING SETBACK
- PARKING SETBACK
- (N) LANDSCAPE PLANTERS, SEE PRELIMINARY LANDSCAPE PLAN

PROJECT DATA

PROJECT DESCRIPTION:	NEW 16,000 SF GROCERY OUTLET RETAIL BUILDING
JURISDICTION:	CITY OF WINTERS
ZONING:	NEIGHBORHOOD COMMERCIAL C-1
COMPLEX PARCEL NO:	038-070-035
OCCUPANCY TYPE:	GROUP M
SITE AREA:	4.4 ACRES
BUILDING AREA:	16,000 SF , 1 STORY

SETBACKS:

	REQUIRED	PROPOSED
FRONT (E GRANT AVE.)	20 FEET	20'-0"
SIDE (E MAIN ST.)	20 FEET	79'-0"
INTERIOR:	0 FEET	73'-2"

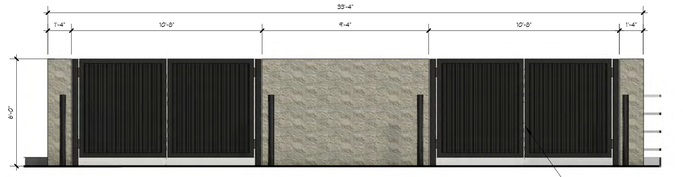
PARKING ANALYSIS

PARKING REQUIRED	
RETAIL	ONE PARKING SPACE PER 250 SQ FT
TOTAL SPACES REQUIRED	16,000 SF / 250 SF = 64 SPACES
ACCESSIBLE SPACES REQUIRED	3 ACCESSIBLE SPACES (INCL. 1 EV VAN SPACE)
CLEAN AIR/CARPOOL/EV REQUIRED	9 CLEAN AIR/CARPOOL/EV SPACES (INCL. 7 FUTURE EV SPACES)
PARKING PROVIDED	
STANDARD SPACES	58 SPACES
COMPACT SPACES	0 SPACES
ACCESSIBLE SPACES	3 ACCESSIBLE SPACE (INCL. 1 EV VAN SPACE)
CLEAN AIR/CARPOOL/EV	9 CLEAN AIR/CARPOOL/EV SPACES (INCL. 7 FUTURE EV SPACES)
TOTAL SPACES PROVIDED	71 TOTAL SPACES

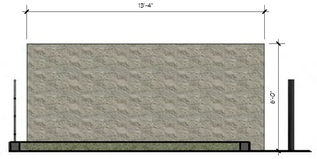


VICINITY MAP

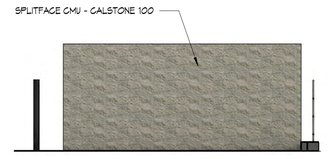
NORTH



TRASH ENCLOSURE - EAST ELEVATION
1/4" = 1'-0"



TRASH ENCLOSURE - SOUTH ELEVATION
1/4" = 1'-0"



TRASH ENCLOSURE - NORTH ELEVATION
1/4" = 1'-0"



TRASH ENCLOSURE - WEST ELEVATION
1/4" = 1'-0"

REVISIONS

#	Date	Description

PROJECT FOR:
GROCERY OUTLET
E GRANT AVE & E MAIN ST
WINTERS, CA

MCCANDLESS & ASSOCIATES ARCHITECTS, INC.
429 1/2 FIRST STREET, SUITE 204
WOODLAND, CA 95695
www.mccandlessarch.com
PH ▲ (530) 662-4146

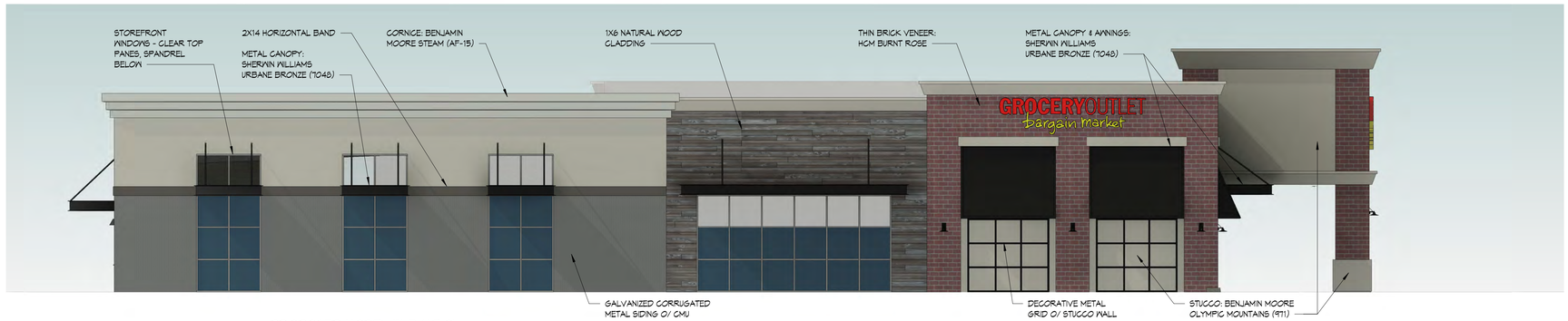
SITE PLAN

DESIGN REVIEW

DRAWN	MAA
CHECKED	MAA
DATE	9/16/22
SCALE	As indicated
JOB #	19-193
SHEET	A1



1 PROPOSED WEST ELEVATION
1/8" = 1'-0"



2 PROPOSED NORTH ELEVATION
1/8" = 1'-0"



3 PROPOSED EAST ELEVATION
1/8" = 1'-0"



4 PROPOSED SOUTH ELEVATION
1/8" = 1'-0"

REVISIONS

#	Date	Description

PROJECT FOR:
GROCERY OUTLET
E MAIN ST & E GRANT AVE
WINTERS, CA

MCCANDLESS & ASSOCIATES ARCHITECTS, INC.
429 1/2 FIRST STREET, SUITE 204
WOODLAND ▲ CA ▲ 95695
www.mccandlessarch.com
PH ▲ (530) 662-4146

EXTERIOR ELEVATIONS

DESIGN REVIEW

DRAWN	MAA
CHECKED	MAA
DATE	09/16/22
SCALE	1/8" = 1'-0"
JOB #	19-193
SHEET	A2



VIEW FROM E. GRANT AVE. & E. MAIN ST. INTERSECTION



VIEW FROM E. GRANT AVE. AT McCLISH LANE



VIEW FROM E. GRANT AVE.

NOTE: TREES & PLANTS SHOWN FOR AFFECT ONLY, THEY DO NOT REFLECT PLANT SELECTIONS. SEE PRELIMINARY LANDSCAPE PLAN FOR PROPOSED PLANT SELECTIONS

REVISIONS

#	Date	Description

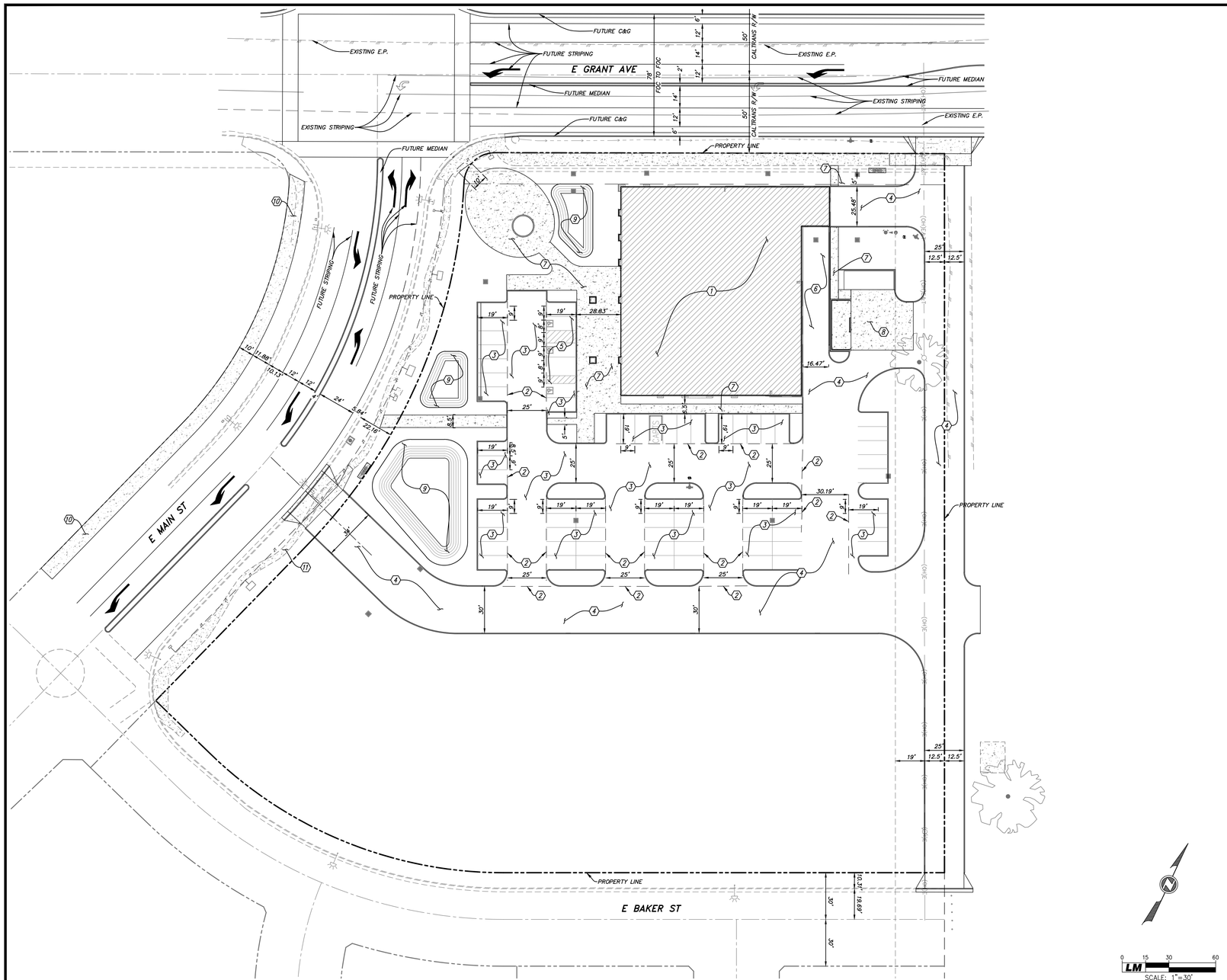
PROJECT FOR:
GROCERY OUTLET
E GRANT AVE & E MAIN ST
WINTERS, CA

McCANDLESS & ASSOCIATES ARCHITECTS, INC.
429 1/2 FIRST STREET, SUITE 204
WOODLAND ▲ CA ▲ 95695
www.mccandlessarch.com
PH ▲ (530) 662-4146

PERSPECTIVE VIEWS

DESIGN REVIEW

DRAWN	MAA
CHECKED	MAA
DATE	9/16/22
SCALE	
JOB #	18-148
SHEET	A3



GENERAL NOTES:

A. SEE ARCHITECTURAL PLANS FOR PARKING DETAILS AND COUNTS.

B. SEE ARCHITECTURAL PLANS FOR ACCESSIBLE PARKING STALL STRIPING AND SIGNAGE DETAILS.

C. PARKING STALL STRIPING SHALL BE 4" WIDE WHITE STANDARD PAINT (TYPICAL). VERIFY WITH ARCHITECTURAL PLANS.

D. SEE ARCHITECUTRAL PLANS FOR FIRE LANE MARKINGS. FIELD VERIFY FIRE LANES WITH FIRE MARSHALL PRIOR TO SIGNING AND STRIPING.

E. SEE CALTRANS PLANS FOR GRANT AVENUE FRONTAGE IMPROVEMENTS.

F. SEE OFFSITE PLANS FOR E. MAIN STREET AND E. BAKER STREET FRONTAGE IMPROVEMENTS.

CONSTRUCTION NOTES

1. HATCHING DENOTES COMPACTED BUILDING PAD PER GEOTECHNICAL REPORT. VERIFY OVER BUILD, FOOTING EXCAVATION, SLAB REINFORCING & COMPACTION REQUIREMENTS WITH GEOTECHNICAL REPORT AND STRUCTURAL PLANS. VERIFY PAD SECTION PRIOR TO STAKING/GRADING.
2. STRUCTURAL SECTION CHANGE LINE (— — — — — —).
3. INSTALL 3" A.C. & 8" A.B. OVER COMPACTED SUBGRADE PER GEOTECHNICAL REPORT IN AUTO PARKING AREAS AND AUTO DRIVE AISLES.
4. INSTALL 3" A.C. & 18" A.B. OVER COMPACTED SUBGRADE PER GEOTECHNICAL REPORT IN TRUCK ACCESSIBLE DRIVE AISLES.
5. INSTALL 4" P.C.C. & 6" A.B. OVER COMPACTED SUBGRADE PER GEOTECHNICAL REPORT IN ADA ACCESSIBLE STALLS. SEE GEOTECHNICAL REPORT FOR COMPACTION, CONCRETE REINFORCEMENT, AND CONTROL JOINT REQUIREMENTS.
6. INSTALL 7" P.C.C. & 8" A.B. OVER COMPACTED SUBGRADE PER GEOTECHNICAL REPORT IN DOCK AREA. SEE GEOTECHNICAL REPORT FOR COMPACTION, CONCRETE REINFORCEMENT, AND CONTROL JOINT REQUIREMENTS.
7. INSTALL 4" P.C.C. & 4" A.B. OVER COMPACTED SUBGRADE FOR SIDEWALK PER DETAIL 2, SHEET C-601. SEE ARCHITECTURAL PLANS FOR SIDEWALK SURFACE TREATMENTS (MEDIUM BROOM FINISH AS MINIMUM). SEE GEOTECHNICAL REPORT FOR COMPACTION AND CONTROL JOINT REQUIREMENTS.
8. INSTALL 6" P.C.C. SLAB WITH #4 BARS AT 12" ON CENTER, EACH WAY OVER 6" A.B. OVER COMPACTED SUBGRADE PER GEOTECHNICAL REPORT IN TRASH ENCLOSURE AREAS. SEE GEOTECHNICAL REPORT FOR COMPACTION, CONCRETE REINFORCEMENT, AND CONTROL JOINT REQUIREMENTS. SEE ARCHITECTURAL PLANS FOR ADDITIONAL REQUIREMENTS.
9. PROPOSED STORM WATER QUALITY AND DETENTION POND.
10. FUTURE 10' WIDE SHARED BIKE/PED PATH.
11. EXISTING SIDEWALK TO REMAIN. EXISTING JOINT TRENCH AND BOXES ON EAST SIDE OF E. MAIN STREET LIMIT WIDENING OF EXISTING SIDEWALK.

REV.	DATE	DESCRIPTION	BY	APP'D

NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER — BRYAN P. BONNO — No. 41804 — CIVIL — STATE OF CALIFORNIA

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-7755
P.O. BOX 4253, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602

BY: BPB DATE 03/27/2018

BRYAN P. BONNO P.E. 41804

CIVIL SITE PLAN

IMPROVEMENT PLANS FOR

E.GRANT G.O. WINTERS

CALIFORNIA

CITY OF WINTERS

JOB NO.	2005-18
DESIGNED	BPB
DRAWN	
FILE	
CHECKED	
DATE	09/16/2022
SCALE	1"=30'

C201

SHEET 1 OF 3

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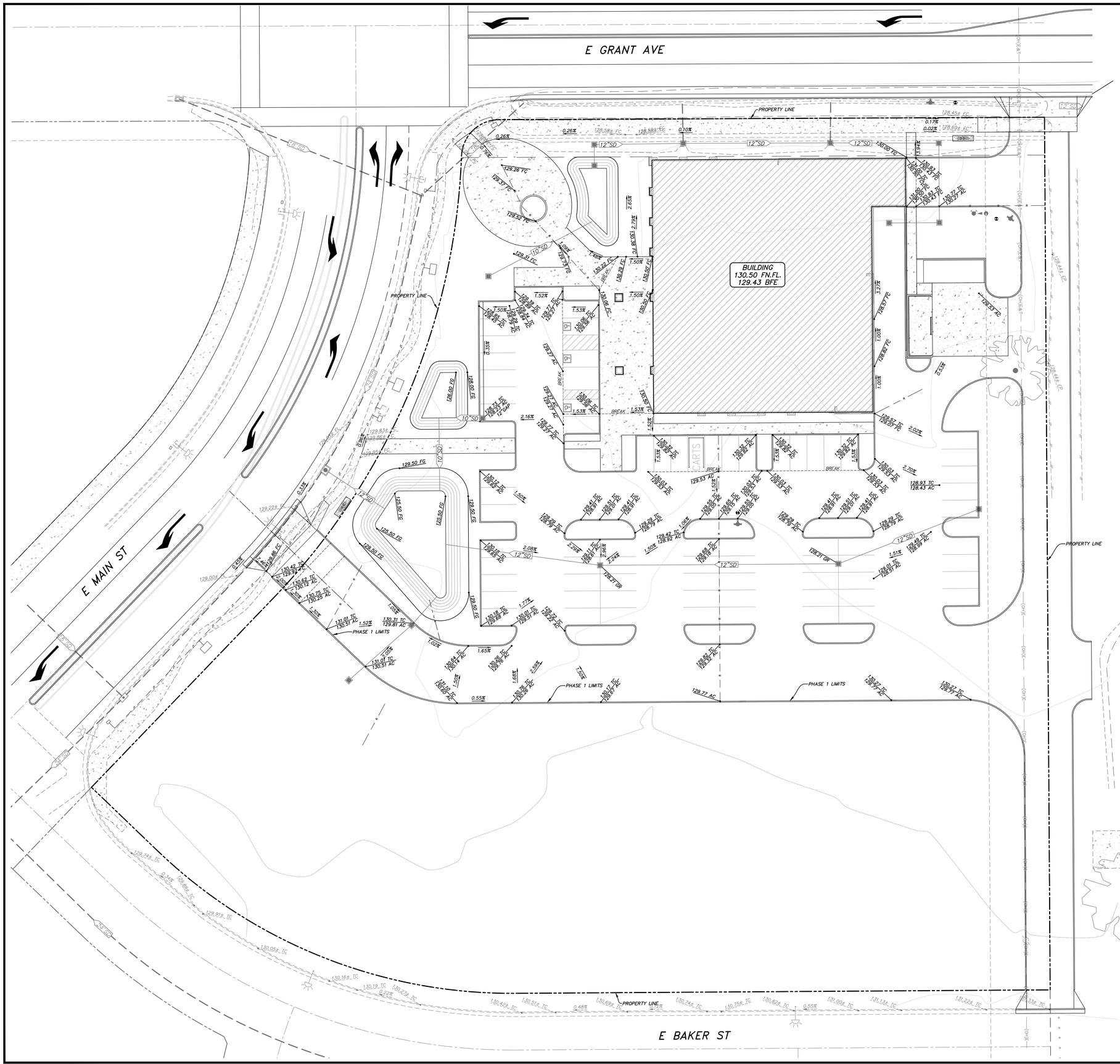


GENERAL GRADING NOTES:

A. ALL EARTHWORK ACTIVITIES, INCLUDING EXCAVATION, GRADING, SCARIFYING, MOISTURIZING, FILL PLACEMENT, COMPACTION, ETC., SHALL BE PERFORMED IN ACCORDANCE WITH THE RECOMMENDATIONS CONTAINED IN THE PROJECT GEOTECHNICAL ENGINEERING REPORT AND IN CONFORMANCE WITH THE CITY STANDARD SPECIFICATIONS, C.U.B.C., AND WITH THE GRADING PLAN.

B. THE GEOTECHNICAL ENGINEER SHALL OBSERVE THE GRADING ACTIVITIES AND PERFORM COMPACTION TESTING FOR THIS PROJECT. THE CONTRACTOR SHALL PROVIDE AT LEAST 24 HOURS NOTICE TO THE GEOTECHNICAL ENGINEER OF THE NEED FOR OBSERVATION AND TESTING SERVICES. THE PROJECT OWNER WILL PAY FOR THE COST OF PROVIDING THESE SERVICES; HOWEVER, IF SAMPLES OF MATERIALS ARE SUBMITTED WHICH FAIL TO PASS THE SPECIFIED TESTS OR IF WORK IS PERFORMED WHICH FAILS TO MEET THESE SPECIFICATIONS, THE CONTRACTOR SHALL PAY FOR ALL SUBSEQUENT RE-TESTS AND RE-INSPECTIONS.

C. EARTHWORK SHALL INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO CONSTRUCT THE SITE TO THE GRADES SHOWN. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE DISPOSAL OF EXCESS EXCAVATION OR FOR THE IMPORT OF MATERIAL.

D. TO ACCOMMODATE TRENCH AND FOUNDATION SPOILS, THE CONTRACTOR'S GRADING SHALL INCLUDE UNDERCUTTING OF PAVED AREAS AS APPROPRIATE, OR SOME OTHER METHOD APPROVED BY THE ENGINEER. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE DISPOSAL OF EXCESS EXCAVATION OR FOR THE IMPORT OF MATERIAL.

E. ALL CUT SLOPES SHALL BE ROUNDED AT THE "BREAK" SO THAT THEY BLEND WITH THE NATURAL GROUND CONTOUR.

F. WHERE NEW IMPROVEMENTS (CURB, GUTTER, SIDEWALK, PAVEMENT, ASPHALT, ETC.) ARE DESIGNATED TO MATCH GRADE (A) AT EXISTING IMPROVEMENTS, THE CONTRACTOR SHALL VERIFY THE MATCH POINT GRADES, REPORT ANY DISCREPANCIES AND ADJUST GRADES TO MATCH EXISTING.

G. GRADE GUTTER/SWALE TO DRAIN, TYPICAL (——→- - ——).

H. STRAIGHT GRADE TO DRAIN TO FLOWLINE, BACK EDGE OF WALK OR DRAIN INLET, TYPICAL (———→).

REV.	DATE	DESCRIPTION	BY APP'D

NOT FOR CONSTRUCTION

LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
606 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-7755
P.O. BOX 928, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4402
BY Bryan P. Bonino
DATE 03/27/2018 P.E. 41804

REGISTERED PROFESSIONAL ENGINEER · BRYAN P. BONINO · No. 41804 · CIVIL · STATE OF CALIFORNIA

GRADING & DRAINAGE PLAN

IMPROVEMENT PLANS FOR

E.GRANT G.O. WINTERS

CITY OF WINTERS CALIFORNIA

JOB NO.	2005-18
DESIGNED	BPB
DRAWN	
FILE	
CHECKED	
DATE	09/16/2022
SCALE	1"=20'

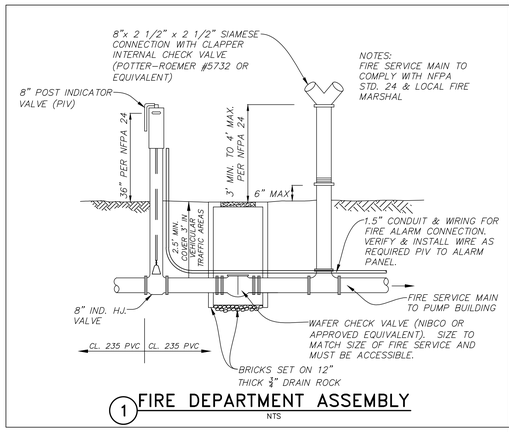
C301

SHEET 2 OF 3

X:\Land Projects\2005-18\dwg\2005-18_C301.dwg

CONSTRUCTION NOTES

1. INSTALL DOUBLE CHECK DETECTOR BACKFLOW ASSEMBLY PER CITY OF WINTERS STANDARD DETAIL 8-8.
2. INSTALL POST INDICATOR VALVE, CHECK VALVE, AND FIRE DEPARTMENT CONNECTION PER DETAIL 1, THIS SHEET.
3. INSTALL STANDARD FIRE HYDRANT AND VALVE ASSEMBLY PER CITY OF WINTERS STANDARD DETAIL 8-2.



1 FIRE DEPARTMENT ASSEMBLY
NTS

REV.	DATE	DESCRIPTION	BY	APP'D

NOT FOR CONSTRUCTION

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-7755
P.O. BOX 4276, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602
BY: BRYAN P. BONNO P.E. 41804 DATE 03/27/2018

UTILITIES PLAN

IMPROVEMENT PLANS FOR E.GRANT G.O. WINTERS

CITY OF WINTERS CALIFORNIA

JOB NO.	2005-18
DESIGNED	BPB
DRAWN	
FILE	
CHECKED	
DATE	09/16/2022
SCALE	1"=20'

C401

SHEET 3 OF 3

X:\Land Projects\2005-18\dwg\2005-18_C401.dwg

PLANT LIST & LEGEND

SYMBOL	BOTANIC NAME/COMMON NAME	W.U.C.O.L.S. IV WATER USE	SIZE	QUANTITY
	CHILOPSIS LINEARIS 'TIMELESS BEAUTY'/DESERT WILLOW	LOW	15 GALLON	10
	LAURUS NOBILIS "SARATOGA"/GRECIAN LAUREL	LOW	15 GALLON	5
	PARKINSONIA X. 'DESERT MUSEUM/PALO VERDE	LOW	15 GALLON	4
	PISTACIA CHINENSIS/CHINESE PISTACHE	LOW	15 GALLON	15
	QUERCUS ILEX/HOLLY OAK	LOW	15 GALLON	16
	QUERCUS LOBATA/VALLEY OAK	LOW	15 GALLON	7
	ULMUS PARVIFOLIA 'DRAKE/CHINESE ELM	MODERATE	15 GALLON	3
H	HETEROMELES ARBUTIFOLIA/TOYON (LARGE SCREEN SHRUB)	LOW	5 GALLON	7
	SHRUB & GROUNDCOVER AREA:			
	ACACIA REDOLENS "DESERT CARPET"/PROSTRATE ACACIA	LOW	1 GALLON	
	ARCTOSTAPHYLOS D. "HOWARD McMINN"/MANZANITA*	LOW	5 GALLON	
	BACCHARIS PILULARIS 'PIGEON POINT/DWF. COYOTE BRUSH*	LOW	1 GALLON	
	BULBINE FRUTESCENS (YELLOW)/CAPE BALSAM	LOW	1 GALLON	
	CHONDROPETALUM TECTORUM/DWF. CAPE RUSH*	LOW	1 GALLON	
	CISTUS COBARIENSIS 'LITTLE MISS SUNSHINE/YELLOW ROCKROSE	LOW	5 GALLON	
	CISTUS HYBRIDUS/WHITE ROCKROSE	LOW	5 GALLON	
	CISTUS SALVIIFOLIUS/SAGELEAF ROCKROSE	LOW	1 GALLON	
	CALLISTEMON V. 'LITTLE JOHN'/DWF. BOTTLE BRUSH	LOW	5 GALLON	
	CAREX DIVULSA/EURASIAN GRAY SEDGE*	LOW	1 GALLON	
	CAREX SPISSA/SAN DIEGO SEDGE*	LOW	1 GALLON	
	DIETES BICOLOR	LOW	1 GALLON	
	DIANELLA REVOLUTA 'ALLYN-CITATION"/COOLVISTA FLAX LILY	LOW	1 GALLON	
	JUNIPERUS SABINA 'BUFFALO/PROSTRATE JUNIPER	LOW	1 GALLON	
	MUHLENBERGIA RIGENS/DEER GRASS*	LOW	1 GALLON	
	MYOPORUM PARVIFOLIUM/CREEPING BOOBIALLA	LOW	1 GALLON	
	NERIUM O. "DWARF RED"/PETITE RED OLEANDER	LOW	5 GALLON	
	NANDINA DOMESTICA 'GULF STREAM'/DWF. HEAVENLY BAMBOO	LOW	5 GALLON	
	PENSTEMON HETEROPHYLLUS 'MARGARITA B.O.P./BEARD TONGUE	LOW	1 GALLON	
	ROSA CALIFORNICA/WILD ROSE*	LOW	5 GALLON	
	ROSA X. HYBRIDA 'MEIRADENA/ICECAP ROSE	LOW	5 GALLON	
	ROSA X. 'MEIJOCOS'/PINK DRIFT ROSE	LOW	1 GALLON	
	ROSMARINUS O. "COLLINGWOOD INGRAM"/ROSEMARY	LOW	1 GALLON	
	SALVIA CLEVELANDII 'WINNEFRED GILMAN'/DWF. CLEVELAND SAGE	LOW	5 GALLON	
	SOLLYA HETEROPHYLLA/BLUEBELL CREEPER	LOW	5 GALLON	
	TEUCRIUM CHAMAEDRYS/DWARF GERMANDER	LOW	1 GALLON	
	TULBAGHIA VIOLACEA/SOCIETY GARLIC	LOW	1 GALLON	
	VERBENA PERUVIANA "HOMESTEAD PURPLE"/HYBRID VERBENA	LOW	1 GALLON	
	WESTRINGIA FRUTICOSA 'MUNDI'/MUNDI COAST ROSEMARY	LOW	1 GALLON	
	BIORETENTION PLANTER - SEE PLANTS MARKED "*" ABOVE			



Garth Ruffner
Landscape Architect
(916) 797-2576

4120 Douglas Blvd. #306-301, Roseville, California 95746
GarthRuffner.com CA Landscape Architect #2808

Project:

GROCERY OUTLET

EAST GRANT AVE. & EAST MAIN ST.
CITY OF WINTERS
CALIFORNIA

FOR: McCANDLESS & ASSOCIATES

Sheet Title:

PRELIMINARY LANDSCAPE PLAN

Date: SEPT. 16, 2022

Scale: 1"=20'-0"

Job Number: 42078

Sheet Number: L - 1 of 3

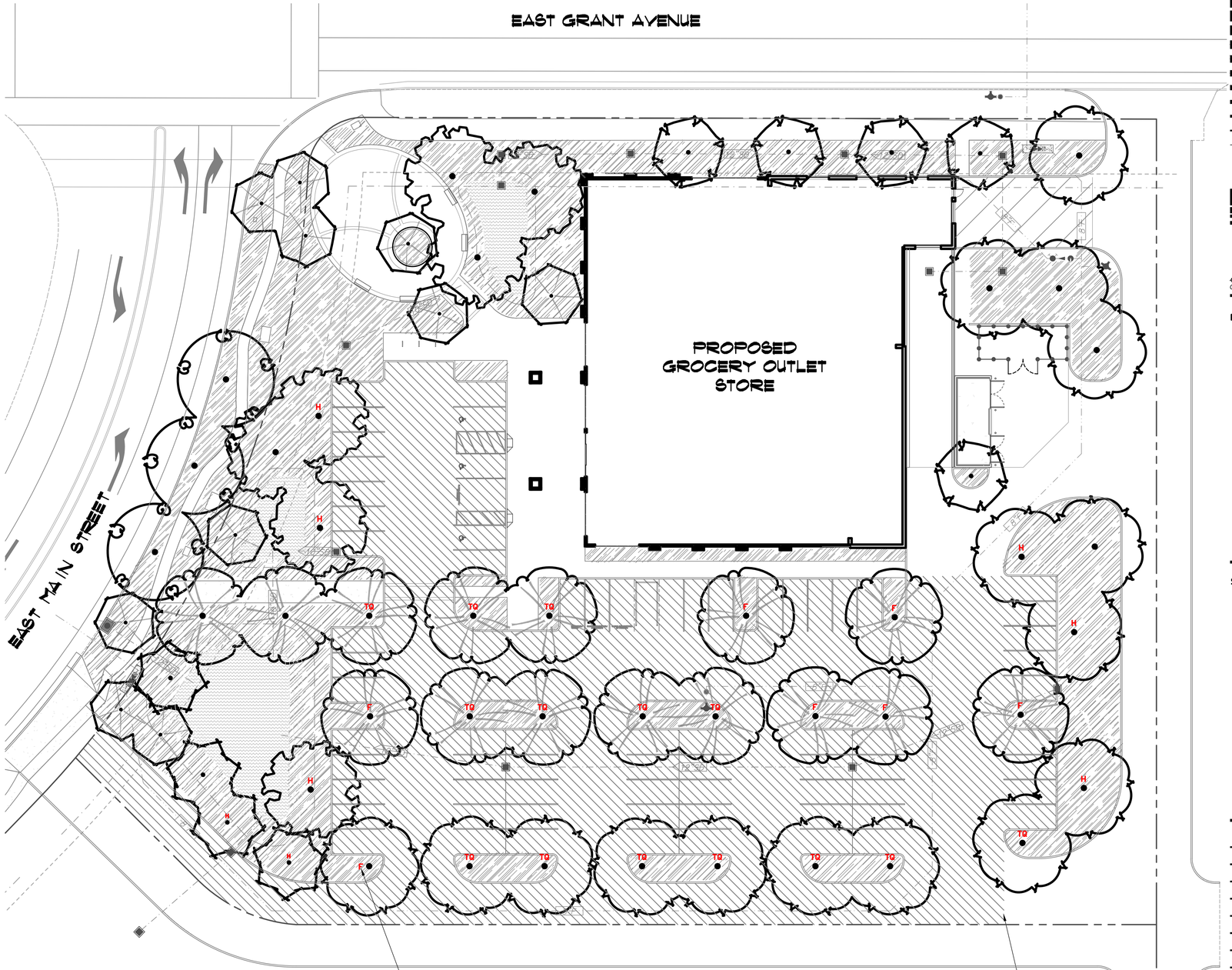
Sep 16, 2022 - 1:23pm

PARKING LOT SHADE CALCULATIONS:

TREE TYPE	AREA/ FULL	QUANTITY FULL	3/4	1/2	1/4	SUBTOTAL	TOTAL
25' DIA. TREES							
PARKINSONIA X.	490 S.F.	0	0	2	0	490 S.F.	
						25' TOTAL:	490 S.F.
35' DIA. TREES							
PISTACHIA CHINENSIS	962 S.F.	6	7	0	0	10823 S.F.	
QUERCUS ILEX	962 S.F.	1	7	2	0	6975 S.F.	
QUERCUS LOBATA	962 S.F.	0	0	3	0	1443 S.F.	
						35' TOTAL:	19240 S.F.
						PARKING AREA:	34551 S.F.
						SHADE REQUIRED: 50%	17275 S.F.
						SHADE PROVIDED: 57%	19730 S.F.

PLANT LIST & LEGEND

SYMBOL	BOTANIC NAME/COMMON NAME	W.U.C.O.L.S. IV WATER USE	SIZE
	CHILOPSIS LINEARIS 'TIMELESS BEAUTY/DESERT WILLOW	LOW	15 GALLON
	LAURUS NOBILIS "SARATOGA"/GRECIAN LAUREL	LOW	15 GALLON
	PARKINSONIA X. 'DESERT MUSEUM/PALO VERDE	LOW	15 GALLON
	PISTACIA CHINENSIS/CHINESE PISTACHE	LOW	15 GALLON
	QUERCUS ILEX/HOLLY OAK	LOW	15 GALLON
	QUERCUS LOBATA/VALLEY OAK	LOW	15 GALLON
	ULMUS PARVIFOLIA 'DRAKE/CHINESE ELM	MODERATE	15 GALLON



Garth Ruffner
Landscape Architect
(916) 797-2576

4120 Douglas Blvd. #306-301, Roseville, California 95746
GarthRuffner.com CA Landscape Architect #2808

Project:

GROCERY OUTLET

EAST GRANT AVE. & EAST MAIN ST.
CITY OF WINTERS
CALIFORNIA

FOR: McCANDLESS & ASSOCIATES

Sheet Title:

PRELIMINARY SHADING PLAN

Date: SEPT. 16, 2022

Scale: 1"=20'-0"

Job Number: 42078

Sheet Number: L-2 of 3

Sep 16, 2022 - 10:32am

TREES



CHILOPSIS LINEARIS 'TIMELESS BEAUTY' /
DESERT WILLOW



QUERCUS LOBATA /
VALLEY OAK



CAREX DIVULSA /
EURASIAN GREY SEDGE



HETEROMELES ARBUTIFOLIA /
TOYON



ROSA CALIFORNICA /
CALIFORNIA WILD ROSE



LAURUS NOBILIS 'SARATOGA' /
GRECIAN BAY LAUREL



ULMUS PARVIFOLIA 'DRAKE' /
CHINESE ELM



CAREX SPISSA /
SAN DIEGO SEDGE



JUNIPERUS SABINA 'BUFFALO' /
PROSTRATE JUNIPER



ROSA X. HYBRIDA 'MEIRADENA' /
ICECAP ROSE

SHRUBS & GROUNDCOVERS



PARKINSONIA X. 'DESERT MUSEUM' /
PALO VERDE



ACACIA REDLOLENS 'DESERT CARPET' /
PROSTRATE ACACIA



CHONDROPETALUM TECTORUM /
DWARF CAPE RUSH



MUHLENBERGIA RIGENS /
DEER GRASS



SOLLYA HETEROPHYLLA /
BLUEBELL CREEPER



PISTACIA CHINENSIS /
CHINESE PISTACHE



BULBINE FRUTESCENS (YELLOW) /
CAPE BALSAM



CISTUS C. 'LITTLE MISS SUNSHINE' /
COMPACT YELLOW ROCKROSE



NERIUM OLEANDER "DWARF RED" /
PETITE RED OLEANDER



VERBENA PERUVIANA 'HOMESTEAD PURPLE' /
HYBRID VERBENA



QUERCUS ILEX /
HOLLY OAK



CALLISTEMON VIMINALIS 'LITTLE JOHN' /
DWARF BOTTLEBRUSH



DIANELLA REVOLUTA 'ALLYN-CITATION" /
COOLVISTA FLAX LILY



PENSTEMON HETEROPHYLLUS 'MARGARITA B.O.P.' /
BEARD TONGUE



WESTRINGIA FRUTICOSA 'MUNDI' /
MUNDI COAST ROSEMARY

Garth Ruffner
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Project:

GROCERY OUTLET

EAST GRANT AVE. & EAST MAIN ST.
CITY OF WINTERS
CALIFORNIA

FOR: McCANDLESS & ASSOCIATES

Sheet Title:

PRELIMINARY PLANT PHOTOS

Date: SEPT. 16, 2022

Scale: N/A

Job Number: 42078

Sheet Number: L - 3 of 3

Sep 16, 2022 - 1:29pm

September 4, 2022

Winters Planning Commission
318 First Street
Winters, CA 95694

Dear Commission members:
I am writing to express my concerns about the proposed Grocery Outlet store. I am concerned mainly about its location, access and what the store will do to our already existing businesses. Is this a retailer that the majority of our residents want in town?

The proposed new food store would be about 1,500 feet from our only existing full market. Does it make sense for a town of some 7,500 people to have an additional store along with our existing Dollar General? Are we certain this is good planning? While we may not always be pleased with Lorenzo's Town and Country Market, they have served the Winters community for over 70 years and wouldn't it be a better solution for all to make improvements to that market and along with increasing access.

There are Grocery Outlet markets in Davis (15 miles), Woodland (22 miles), Vacaville (14 miles) and Dixon (13 miles). According to online resources, Grocery Outlet is an American discount closeout retailer consisting exclusively of supermarket locations that offer deeply discounted, overstocked, and closeout products from name brand and private label suppliers. This does not seem like the kind of market that folks visit daily for their shopping or deli take out needs. With limited commercial space in our community is this the best we can offer our residents?

The access to the store would only add to the current woes that residents have in trying to cross Grant Ave. to get to our existing market. How many of you have had to stop while an elderly gentleman and his walker cross Grant to get to the market? It happens daily. Without pedestrian or bicycle access it would be a foolish idea to expect that every resident would have to come to the market by car. A traffic light is a terrible solution and a round about a must if the store moves forward. We must and can do better.

May I refer the planning Commission and local concerned citizens to two documents that offer important planning concepts to the Grant Ave corridor and should be considered in this project review. The first is the City of Winters Grant Avenue Design Guidelines adopted August 16, 2011 and the second is City of Winters Grant Avenue/SR128/Russell Blvd – Complete Streets Concept Plan from December 2010. While the dates on the documents may be in the past, the design elements, sound planning concepts and input directly from community members makes them relevant for today.

Wouldn't we as citizens rather see good quality development, affordable housing that our own teachers and local families can afford, services our community needs and small business/industries that can hire our local residents. Lets put our focus on how we want

our community to grow and what we want it to look like and not continue to accept a developer's quest to make money.

I urge you to reject the Grocery Outlet proposal.

Thank you for your consideration,

Marcia Gibbs
204 Main Street
Winters, CA 95694

Planning Commission
Staff Report

To: Chair and Planning Commissioners

Date: August 23, 2022

From: Kirk Skierski, Senior Planner

Subject: Site Plan/Design Review Grocery Outlet Project (APN 038-070-035)

Recommendation:
That the Planning Commission conduct a public hearing on the Grocery Outlet project and adopt Resolution 2022-09 thereby taking the following actions:

1. Determine the proposed Grocery Outlet project to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 of the CEQA Guidelines; and

2. Approve the Site Plan/Design Review and Sign Permit for the Grocery Outlet project based on the recommended findings and subject to the draft conditions of approval.

Project Description
The applicant is requesting site plan and design review approval for the construction of a 16,000 square foot grocery store with 64 onsite parking spaces. In addition, the applicant is requesting approval of a sign permit for two wall signs totaling no more than 102 square feet (combined).

Location
The project site is an undeveloped parcel directly southeast of the E. Main Street and Grant Avenue intersection. The project is located at APN 038-070-035 (no assigned address), see Figure-1 below for a “Vicinity Map”.

Project Site Information

General Plan Designation:	Neighborhood Commercial (NC)
Zoning District:	Neighborhood Commercial (C-1)
Parcel Size:	~4.4 acres

Discussion/Analysis

Background:

The project site is undeveloped and located on the southeast corner of the E. Main Street and Grant Avenue intersection. The project site is located within the planning areas for the Grant Avenue Design Guidelines and the Grant Avenue Complete Streets Concept Plan. The surrounding properties consists of the following uses:

- North: Vacant
  - City is currently processing a project proposing residential and commercial uses (Farmstead Subdivision Project)

- East: Vacant;
  - Zoned B-P (Business Park)
  - Formerly residential, residential dwelling has been removed

- South: Residential subdivision

- West: Vacant
  - Zoned C-1 (Neighborhood Commercial)

Figure-1 Vicinity Map



Project Description

The applicant is requesting Site Plan and Design Review approval for the construction of a 16,000 square foot grocery store with 64 onsite parking spaces, and a Sign Permit for two wall signs totaling 102 square feet located at APN 038-070-035. The applicant has identified that the building tenant is anticipated to be Grocery Outlet. The Grocery Outlet building would occupy the northerly 2.29 acres of the 4.44-acre parcel directly adjacent to Grant Avenue, or State Route 128 (SR-128), on the north.

The Grocery Outlet building would consist of a 16,000 square foot box store with a flat roof varying in height. The proposed roof heights are 30' to the top of the entry tower, 26' to the top of the brick parapet, and 24' to the top of the parapet. The building materials include stucco, horizontal wood cladding, brick veneer, split-face CMU, and galvanized corrugated metal siding. The building would also include metal canopy and awnings for window treatment and decorative metal grid framing for additional siding treatment. The Grocery Outlet building would include a loading dock and trash and recycling enclosure on the east elevation facing McClish Lane, windows with awnings and a wall sign on the north elevation facing Grant Avenue, and a prominent entry feature into the building on the west elevation facing E. Main Street. The project would construct driveways and be accessed via Grant Avenue and E. Main Street. In addition, staff is recommending an additional site access driveway be constructed via East Baker Street to allow for patrons to travel southwest on E. Main Street. The project would include frontage improvements, roadway upgrades including pedestrian and bicycle improvements, landscaping, and a trash and recycling enclosure. Figures 2-6 below show the proposed site plan and building elevations. Please see Attachment #2 for further details relating to the Grocery Outlet project plan set.

Figure-2 Proposed Site Plan

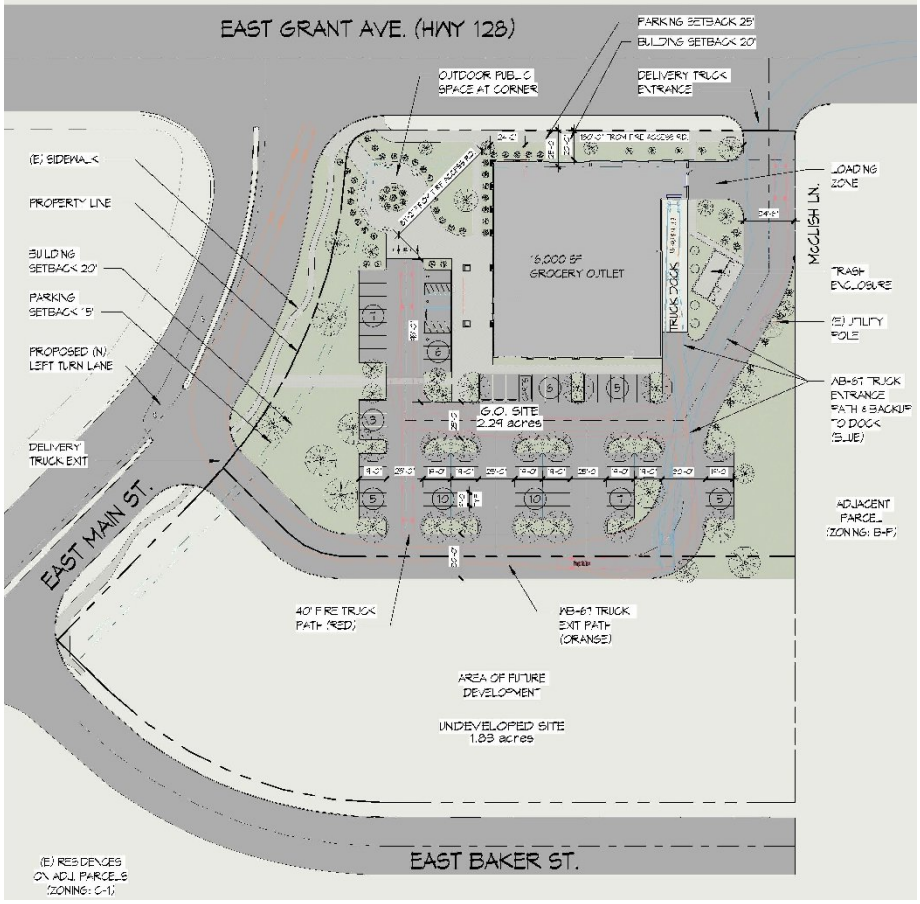


Figure-3 South Elevation (top) and West Elevation (bottom)



Figure-4 North Elevation (top) and East Elevation (bottom)



Figure-5 Southeast View from Grant Ave/E. Main St



Figure-6 Southwest View from McClish Lane



Design Review

In evaluating a Design Review request, the primary focus is the overall design including location, screening, quality of building materials, compliance with the City's design guidelines, and compatibility of the proposed project with the site and surroundings to maintain and enhance the visual character of the area. Design Review does include analysis of onsite circulation and the adjacent public right-of-way. The Planning Commission may approve a Design Review application, with or without conditions, only if findings of compliance with the requirements of Section 17.36.040 of the Winters Municipal Code can be made, which are outlined below:

- The overall visible mass of the structure, which includes height, roofline profiles and overall scale of a building;

- The proposed use and quality of exterior construction materials striving for long-term compatibility with the general setting of the subject property and visual character of the general neighborhood;

- Avoidance of buildings which are characterized by large, blank, or unbroken wall planes, as well as buildings which exhibit general lack of architectural detailing, shadow lines, etc. which generally lack interest;

- Effective screening of ground – and – roof mounted equipment;

- The use of landscaping decorative site paving, etc. which provides effective visual screening or softening of the development, as necessary; and

- Achieve conformity with the Winters Design Guidelines, Form-Based Code for Downtown (Chapter 17.58), and the Grant Avenue Design Guidelines, as applicable.

Design Guidelines and Grant Avenue Design Guidelines

The City's Design Guidelines are intended to provide direction for future development to retain Winters small-town character and enhance the overall visual aesthetic of the community. The design guidelines are intended to encourage high-quality architectural and development design. The guidelines encourage small-scale buildings with a strong architectural orientation. In addition, the Grant Avenue Design Guidelines places an emphasis on quality design along Grant Avenue because it is the gateway into Winters, essentially setting the standard of visual aesthetic for Winters. The guidelines are not intended to be a rigid set of regulations; rather, they are intended to help interpret current policy documents and to provide an overview of the small-town character the community wished to maintain, and which makes Winters a wonderful place to live.

In addition, the City's Design Guidelines and the Grant Avenue Design Guidelines provide focused design and aesthetic goals for the Grant Avenue corridor directly adjacent to the project site. Both the Design Guidelines and the Grant Avenue Design Guidelines put an emphasis on building location and orientation to ensure structures adjacent to Grant Avenue to reinforce the street as a focus of pedestrian-oriented activity. The design guidelines encourage commercial and office land uses that incorporate pedestrian and bicycle infrastructure in the adjacent public right-of-way. Furthermore, the design guidelines encourage architecture to be human-scaled including variation in facades, architectural details, roof lines, and finishes. The Grant Avenue Design Guidelines places an emphasis on development to create attractive public spaces and visual elements that represent Winters' heritage and character.

The proposed building design includes elements of the Blue Mountain Terrace Senior apartments, the Yolo Federal Credit Union building, and the Winters Healthcare building. The use of brick, stucco and metal veneers reflect both the history of the downtown and the city's agricultural heritage. The proposed building materials, colors, and design of the Grocery Outlet building would maintain the existing character of the

Grant Avenue gateway corridor.

It is staff's opinion that the proposed Grocery Outlet project is consistent with the City's Design Guidelines and Grant Avenue Design Guidelines for the following reasons:

- Building location and orientation directly adjacent to Grant Avenue engages the street and appropriately screens the onsite parking area;

- The proposed building materials and colors are similar to previously approved development projects (e.g. Blue Mountain Terrace apartments, YFCU building, and Winters Healthcare) to ensure aesthetic consistency of the Grant Avenue gateway corridor;

- The project is proposing a publicly-accessed courtyard with paved walkways and landscaping on the corner of Grant Avenue and E. Main Street to assist with massing of the building and create a community gathering space;

- The project would include pedestrian and bicycle infrastructure upgrades to ensure connectivity and alternative modes of travel; and

- The project would include landscaping and sidewalks consistent with the City's adopted standards.

Therefore, staff is recommending that the Planning Commission approve the Grocery Outlet project based on the recommended findings and subject to the recommended conditions of approval. Additional analysis of the site plan design and orientation relating to vehicle traffic, onsite circulation, parking, landscaping, and lighting is provided below.

Traffic

The previous City Engineer contracted with Fehr & Peers to complete a Transportation Study for the Grocery Outlet project. The purpose of the Study was to evaluate the project effects on vehicle miles traveled, and a traffic operations analysis on roadway facilities within the vicinity of the project site. The Transportation Study is included as Attachment #3.

SB 743 was signed into law in 2013 and was intended to update the way transportation impacts are measured in California for new development projects. Beginning on July 1, 2020, agencies analyzing the transportation impacts of new projects must now look at a metric known as vehicle miles traveled (VMT) instead of level-of-service (LOS). To aid in SB 743 implementation, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) in December 2018. The Technical Advisory provides advice and recommendations to CEQA lead agencies on how to implement SB 743 changes. This includes technical recommendations regarding the assessment of VMT, thresholds of significance, VMT mitigation measures, and screening thresholds for certain land use projects.

State CEQA Guidelines Section 15064.3, subdivision (b) outlines criteria for analyzing transportation impacts using VMT. For land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact. The City of Winters has not formally adopted guidance or thresholds related to VMT impact analysis (i.e., tailored screening criteria, preferred metrics and calculation methods, and use-specific thresholds). Due to this, the Transportation Analysis relied on guidance from the Technical Advisory. Per the Technical Advisory, the project would result in a significant transportation impact if it would do any of the following:

- Generate vehicle travel exceeding 15 percent below existing regional household VMT per capita for residential uses;

- Generate vehicle travel exceeding 15 percent below existing regional work VMT per employee for employment uses; or

- Include retail development that would result in a net increase in total VMT.

The Technical Advisory identifies “screening thresholds” to quickly identify, without conducting a detailed study, when a project should be expected to cause a less-than-significant transportation impact. As described in the Regulatory Setting section, the Technical Advisory suggests the following projects should be expected to have a less-than-significant impact on VMT:

- Small projects

- Projects near major transit stops

- Affordable residential development

- Local-serving retail

- Projects in low-VMT areas

The Technical Advisory describes new retail development as typically redistributing shopping trips rather than creating new trips. By improving retail destination proximity, local-serving retail tends to shorten trips and thereby reduce VMT. Conversely, regional-serving retail (generally stores larger than 50,000 square feet) can lead to a substitution of longer trips for shorter ones. A review of the project and study area indicates that the project would meet the local-serving retail screening criteria identified in the Technical Advisory. Therefore, a quantitative VMT analysis is not required.

The Transportation Study also included a traffic operations analysis on roadway facilities within the vicinity of the project site, which resulted in recommended revisions relating to onsite circulation and adjacent roadway improvements. These recommendations are discussed further below.

Onsite Circulation and Roadway Improvements

As previously identified, a Transportation Study was completed for the Grocery Outlet project and included analysis of traffic operations on roadway facilities within the vicinity of the project site. The Study included several recommendations to ensure the Grocery Outlet project meets the requirements of the City's adopted standards and requirements, including Caltrans requirements for frontage improvements on State Route 128 (Grant Avenue). The Study's traffic operations analysis recommendations have been incorporated into the recommended conditions of approval and are as follows:

1) Install a high-quality bicycle/pedestrian shared-use-path crossing on the south leg of the Grant Avenue/E. Main Street intersection, including but not limited to, wider ramps and aligning ADA ramps directionally with crosswalks rather than installing diagonal ramps (Condition of Approval #28);

2) An improved shared-use-path crossing shall be installed at the new driveway at Grant Avenue and McClish Lane (Condition of Approval #28);

3) Add bike lane conflict markings where the existing Class II bike lane on East Main Street will cross the new driveway entrance to the Grocery Outlet (Condition of Approval #32);

4) Applicant shall either

    a) 1). Install a new traffic signal at the intersection of Grant Avenue and E. Main Street; or

    b) 2). Extend E. Baker Street to PG&E Way. To address conflicts between westbound left turn vehicles and pedestrians and bicyclists crossing in the proposed south leg crosswalk, the future signal design should include either a leading pedestrian interval phase for the south leg crossing or alternatively install westbound protected left turn phasing (Condition of Approval #25);

5) Applicant shall provide plans showing an additional site access driveway on E. Baker Street to allow vehicles to travel southwest on E. Main Street (Condition of Approval #27);

6) The Grant Avenue project driveway shall be restricted to right-in and right-out access only (Condition of Approval #29; Caltrans requirement);

7) The existing width of E. Main Street is approximately 25 feet between the west curb and raised center median, which would be insufficient to fit the proposed two southbound travel lanes and a bicycle lane based on the City of Winters' standards of 12 feet wide lanes for collector streets and five feet wide bicycle lanes. The report highlights this issue but does not give a specific recommendation on how to address. The Engineering Division is providing the following options to address this issue and at least one option should be selected and included in the Project.

a. The entire width of the existing roadway is approximately 66 feet. If the median is reconstructed and shifted there would be enough width to fit two travel lanes in each direction along with Class II bike lanes. If this option is pursued the recommendation would be to increase the width of the bicycle lanes to either six feet or seven feet with the remaining width being allocated to the reconstructed median. Current bicycle design best practice recommends at least six feet wide Class II bicycle lanes when space is available, to account for gutter pan width along curbs.

b. Widen the East Main Street roadway to accommodate the new southbound left turn lane. Widening the roadway would add significant cost to the project. If the widening option is pursued the recommendation would be to use the opportunity to increase the width of bike lane to six feet. Five feet is considered a minimum and current best practice is to provide at least a six feet bike lane width when practical.

c. Rather than maintain the five feet on street Class II bike lane, the existing sidewalk on either the west or east side could be expanded to between eight to 12 feet to create a shared use pedestrian and bicycle path that would create an alternative safer bike route. This mitigation would require creation of a transition from the Class II on street bike lane to the new Class I bicycle and pedestrian shared-use-path. By transitioning the bike path to sidewalk level this would allow for sufficient space to fit in both the southbound thru and left turn lanes recommended without adjusting the median. This improvement would also provide a safer and more comfortable bicycle facility that connects well with the Class I bicycle and pedestrian share-use-path on East Grant Avenue. This option would also be significantly less expensive than widening the roadway and moving the curb edge.

Zoning Consistency

Staff has conducted a detailed analysis of applicable development standards of the City's Zoning Ordinance. This analysis includes requirements for parking, landscaping, lighting, and bicycle parking. Staff has found the proposed project to be in compliance with the City's Zoning Ordinance. Staff is recommending several conditions of approval relating to final landscaping and lighting plans to be submitted and approved prior to building permit issuance to ensure the City's development standards are adhered to. In addition, bicycle parking requirements is reflected in Condition of Approval #31.

Sign Plan

Winters Municipal Code Section 17.80.045 (Signs permitted in commercial, office, and industrial districts) outlines the requirements for signs in the City's Commercial, Business Park, and Industrial zoning districts. Commercial businesses are permitted one wall sign per building frontage. The project site is a corner lot and adjacent to Grant

Avenue and E. Main Street road frontages, which would allow for two wall signs. Municipal Code Section 17.80.045.B provides the following calculation for determining the maximum allowable square footage for wall signs:

- For buildings with multiple building frontages: one-half square foot of sign area for each ground-level linear foot of primary building frontage and one-quarter square foot of sign area for each linear foot of additional frontage.

The Grocery Outlet building is 135 lineal feet adjacent to the Grant Avenue frontage and 135 lineal feet adjacent to the E. Main Street frontage. This would allow for the following allowances relating to wall signs:

- 0.5 square feet of sign area x 136' building frontage = 68 square feet
- 0.25 square feet of additional sign area x 136' building frontage = 34 square feet
- Total Wall Signs square footage = 102 square feet maximum for combination of both wall signs

The Grocery Outlet project's sign requirements are included as Condition of Approval #18.

The Planning Commission may approve a Sign Plan, with or without conditions, only if findings of compliance with the requirements of Section 17.80.090.D of the Winters Municipal Code can be made, which are outlined below:

- The sign conforms to city ordinance requirements;

- The design conforms to the Winters design guidelines or the Grant Avenue design guidelines;

- The design is compatible with the character and design of the exterior architecture of the building(s) on the property where the sign is to be located;

- The sign will not create a visual or safety hazard; and

- The sign location will not impair use of the subject property, adjacent property, or public right-of-way.

Winters Municipal Code Chapter 17.80 (Signs) provides the provisions and regulations for signage in Winters. It should be noted that there are additional sign requirements within the City's Design Guidelines, Grant Avenue Design Guidelines, and the Downtown Form Based Code. However, the project site it outside of the planning areas of the Design Guidelines, and the Downtown Form Based Code, which means the proposed sign is subject to the provisions of Winters Municipal Code Chapter 17.80 and the Grant Avenue Design Guidelines. The proposed Grocery Outlet signage is consistent with the requirements of Winters Municipal Code Chapter 17.80. Furthermore, the City's Grant Avenue Design Guidelines outlines that internally illuminated plastic box "canned" signs are prohibited, but individually illuminated channel

letters are acceptable. The Grocery Outlet signage is proposed to be illuminated channel letters and would maintain the visual aesthetic of signage throughout Winters and the Grant Avenue corridor.

Environment Analysis:
Staff recommends that the Planning Commission find the project exempt from the California Environmental Quality Act (CEQA) Guidelines pursuant to Section 15332, which applies to projects characterized as in-fill development that meets the following criteria:

- The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

- The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

- The project site has no value as habitat for endangered, rare, or threatened species.

- Approval the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

- The site can be adequately served by all required utilities and public services.

As discussed within this staff report, it is staff's opinion that the proposed project meets all the in-fill criteria, and therefore, is exempt from CEQA pursuant to CEQA Guidelines Section 15332 (In-fill Development Projects). The proposed project is consistent with the City's General Plan and Zoning Ordinance requirements. The project site is 4.4 acres and has no value as habitat for endangered, rare, or threatened species. Furthermore, the Transportation Study found the Grocery Outlet project to be in compliance with SB 743 relating to vehicle miles traveled and analysis of transportation impacts. The project site can be adequately served by all required utilities and public services and includes conditions of approval to ensure the project includes appropriate public improvements and onsite utilities.

The Planning Commission must consider the proposed CEQA exemption together with any comments received during the public review process. Further, the exemption can only be approved if the Planning Commission finds, based on the whole record before it, that there is not substantial evidence that there are unusual circumstances (including future activities), which might reasonably result in the project having a significant effect on the environment.

Public Communication:
The public hearing notice was published in the *Winters Express* on August 10, 2022. An affected property owner notice was mailed to properties within 300 feet of the project site on August 11, 2022. No public comments have been received at the time this staff

report was published.

Staff Recommendation:
Staff is recommending that the Planning Commission conduct a public hearing on the Grocery Outlet project and adopt Resolution 2022-09 thereby taking the following actions:

1. Determine the proposed Grocery Outlet project to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 of the CEQA Guidelines; and

2. Approve the Site Plan/Design Review and Sign Permit for the Grocery Outlet project based on the recommended findings and subject to the draft conditions of approval.

Recommended Motion: I move to adopt PC Resolution 2022-09 determining the Grocery Outlet project to be categorically exempt from CEQA pursuant to Section 15332 of the CEQA Guidelines and approving the Site Plan/Design Review and Sign Permit for the Grocery Outlet project based on the recommended findings and subject to the draft conditions of approval.

Alternatives:
Actions that the Planning Commission may take as an alternative to the recommended action include the following:

1. Continue the public hearing to a time and date certain.
    a. The Planning Commission may request additional information from the applicant and/or staff (if new information is presented at the next meeting, the public portion of the hearing must be reopened on the new information submitted)

2. Land Use Permits
    a. Add, delete, or modify the proposed conditions of approval.
    b. Deny the project on the basis that one or more of the required findings cannot be made.

3. Require additional environmental review.
    a. The Planning Commission could find that the recommended CEQA exemption is not suitable and require the preparation of an Initial Study in accordance with CEQA.

Attachments:
1. Resolution No. 2022-09
    a. Exhibit A: Recommended Findings
    b. Exhibit B: Draft Conditions of Approval
2. Grocery Outlet Plan Set
3. Transportation Study dated December 2021

Planning Commission Resolution No. 2022 – 09

A Resolution of the Planning Commission of the City of Winters Approving a Design Review Permit and Sign Permit for the Construction of Grocery Outlet Located at APN: 038-070-035 Within the C-1 Zoning District and Making Findings of CEQA Exemption

Whereas, on May 20, 2021, the City received an application requesting design review and sign permit approval to construct a 16,000 square foot grocery store with 64 onsite parking spaces and two wall signs located at APN 038-070-035 within the C-1 zoning district (the "Grocery Outlet Project"); and

Whereas, Winters Municipal Code Section 17.36.020.A requires design review approval for the construction of nonresidential buildings or structures 500 square feet or larger; and

Whereas, a notice of public hearing for the project was published in the *Winters Express* on August 10, 2022; and

Whereas, in accordance with Winters Municipal Code Section 17.36.030.B and Section 17.16.040, an affected property owners notice was mailed to adjacent property owners within 300 feet of the project location on August 11, 2022; and

Whereas, the City of Winters Planning Commission held a duly noticed public hearing on August 23, 2022, to consider the proposed project; and

Whereas, the Planning Division presented its oral and written staff report on the proposed project at a regular meeting of the Planning Commission on August 23, 2022; and

Whereas, the Planning Division recommended approval of the proposed project based on the findings provided in Exhibit A attached hereto and incorporated herein, and subject to the conditions of approval provided in Exhibit B to this resolution attached hereto and incorporated herein; and

Whereas, on August 23, 2022, the Planning Commission held a public hearing on the project to receive oral and written testimony and written prior to reaching its decision.

Now, Therefore Be It Resolved that the Planning Commission adopts the recommended findings set forth in Exhibit A and approves the Grocery Outlet Project subject to the draft conditions of approval contained in Exhibit B; and

Be it Further Resolved that the Planning Commission, based on the evidence in the record and findings set forth in Exhibit A, determines the project to be categorically

exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 (In-fill Development Projects) of the CEQA Guidelines.

It is hereby certified that the foregoing Planning Commission Resolution No. 2022-09 was duly adopted on a motion by Commissioner _____ and seconded by Commissioner _____, at a regular meeting of the City of Winters Planning Commission held on the 23rd day of August 2022, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

_____
Gregory Contreras, Chairperson

Attest:

_____
Ellena Branson, Planning Commission Secretary

Planning Commission Resolution No. 2022 – 09
Exhibit "A"

Recommended Findings

Design Review Findings

In order to approve or deny a Design Review permit, the review authority shall first make the findings required by Winters Municipal Code Section 17.36.040 (Criteria for Review):

1. The overall visible mass of the structure, which includes height, roofline profiles and overall scale of a building;

   The project is proposing to construct a 16,000 square foot grocery store. The project site is a corner lot adjacent to the Grant Avenue and E. Main Street intersection. The project is proposing to place the building directly adjacent to Grant Avenue, which is encouraged in the Winters Design Guidelines and the Grant Avenue Design Guidelines. The buildings orientation helps screen the onsite parking. In addition, the proposed Grocery Outlet building includes varying roof heights, while only a slight variation, the corresponding change in building materials and colors provide for visual relief of the overall building. The Grocery Outlet building would have roof heights of 30', 26' and 24'. In addition, there are several large buildings directly adjacent to Grant Avenue (e.g. Winters Healthcare and Yolo County Federal Credit Union). The proposed project would maintain visual and aesthetic consistency in the Grant Avenue corridor. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022.

2. The proposed use and quality of exterior construction materials striving for long-term compatibility with the general setting of the subject property and visual character of the general neighborhood;

   The Grocery Outlet building would consist of a 16,000 square foot box store with a flat roof varying in height. The building materials include stucco, horizontal wood cladding, brick veneer, split-face CMU, and galvanized corrugated metal siding. The building would also include metal canopy and awnings for window treatment and decorative metal grid framing for additional siding treatment. The proposed building design includes elements also found in the Blue Mountain Terrace Senior apartments, the Yolo Federal Credit Union building, and the Winters Healthcare building. The use of brick, stucco and metal veneers reflect both the history of the downtown and the city's agricultural heritage. The proposed building materials, colors, and design of the Grocery Outlet building would maintain the existing character of the Grant Avenue gateway corridor. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022.

3. Avoidance of buildings which are characterized by large, blank, or unbroken wall planes, as well as buildings which exhibit general lack of architectural detailing, shadow lines, etc. which generally lack interest;

The proposed Grocery Outlet building includes varying building materials and colors along the Grant Avenue and E. Main Street frontages. In addition, the building includes window and awning treatments to engage the pedestrian realm along with decorative metal grid framing for additional siding treatment. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022.

4. Effective screening of ground – and – roof mounted equipment;

   The project is proposing to locate the grocery store loading dock and trash enclosure on the east elevation. The loading dock is approximately 45' feet from Grant Avenue and the trash enclosure is approximately 65' feet from Grant Avenue. Staff has incorporated a condition of approval requiring the trash enclosure to be of similar design and building materials as the primary building. Future development relating to ground and roof mounted equipment would be reviewed and conditioned to ensure adequate screening. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022.

5. The use of landscaping decorative site paving, etc., which provides effective visual screening or softening of the development, as necessary; and

   The proposed project includes a publicly-accessed courtyard with paved walkways and landscaping on the corner of Grant Avenue and E. Main Street to assist with massing of the building and create a community gathering space. Furthermore, the project includes landscaping along the Grant Avenue frontage and parking lot landscaping. Staff has incorporated a condition of approval requiring the submittal of final landscaping and lighting plans prior to building permit issuance to ensure the project is consistent with the Winters Municipal Code requirements. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022.

6. Achieve conformity with the Winters Design Guidelines, Form-Based Code for Downtown (Chapter 17.58), and the Grant Avenue Design Guidelines, as applicable.

   It is staff's opinion that the proposed Grocery Outlet Project is consistent with the City's Design Guidelines and Grant Avenue Design Guidelines for the following reasons:

   1. *Building location and orientation directly adjacent to Grant Avenue engages the street and appropriately screens the onsite parking area;*
   2. *The proposed building materials and colors are similar to previously approved development projects (e.g. Blue Mountain Terrace apartments, YFCU building, and Winters Healthcare) to ensure aesthetic consistency of the Grant Avenue gateway corridor;*
   3. *The project is proposing a publicly-accessed courtyard with paved walkways and landscaping on the corner of Grant Avenue and E. Main Street to assist with massing of the building and create a community gathering space;*
   4. *The project would include pedestrian and bicycle infrastructure upgrades to ensure connectivity and alternative modes of travel; and*

5. *The project would include landscaping and sidewalks consistent with the City's adopted standards.*

This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022.

Sign Permit Findings

In order to approve or deny a Sign Permit, the review authority shall first make the findings required by Winters Municipal Code Section 17.80.090.D:

1. The sign conforms to city ordinance requirements;

   The proposed wall signs would include illuminated channel letters, which is consistent with the City's sign requirements. In addition, the project includes a condition of approval to ensure that the size of the proposed wall signs comply with Winters Municipal Code Section 17.80.045.B. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022.

2. The design conforms to the Winters design guidelines or the Grant Avenue design guidelines;

   The project site is located within the Grant Avenue Design Guidelines planning area. The Guidelines discourage individual pole signs and that internally illuminated plastic box "canned" signs. The project is proposing individually illuminated channel letters, which is acceptable per the Grant Avenue Design Guidelines. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022.

3. The design is compatible with the character and design of the exterior architecture of the building(s) on the property where the sign is to be located;

   The Grocery Outlet signage is proposing two wall signs that would be integrated into the west and north elevations. The proposed wall signs are appropriately sized and do not impact the visual aesthetic of the building or surrounding areas. The proposed red and yellow colors help tie the sign into the proposed brick façade but would also create contrast that makes other building elements (e.g. decorator metal framing) stand out. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022.

4. The sign will not create a visual or safety hazard; and

   The proposed wall signs are approximately 24' above the ground and are internally illuminated. The proposal would not create any visual or safety concerns. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022.

5. The sign location will not impair use of the subject property, adjacent property, or public right-of-way.

   The proposed wall signs would be integrated into the proposed Grocery Outlet building and is designed to be consistent with the City's sign regulations and design requirements. The proposed signage would not impair the use of the property, surrounding properties, or adjacent public right-of-way. This finding is supported by the discussion contained in the "Discussion/Analysis" section of the Planning Commission staff report dated August 23, 2022

California Environmental Quality Act Findings

- Staff recommends that the proposed project be determined to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332, which applies to projects characterized as in-fill development that meets the following criteria:

  - The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
  - The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
  - The project site has no value as habitat for endangered, rare, or threatened species.
  - Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
  - The site can be adequately served by all required utilities and public services

  The proposed project is consistent with the City's General Plan and Zoning Ordinance requirements. The project site is 4.4 acres and has no value as habitat for endangered, rare, or threatened species. Furthermore, the Transportation Study found the Grocery Outlet Project to be in compliance with SB 743 relating to vehicles miles traveled and analysis of transportation impacts. The project site can be adequately served by all required utilities and public services and includes conditions of approval to ensure the project includes appropriate public improvements and onsite utilities.

- The Planning Commission has reviewed and considered the proposed project and all comments submitted and has determined that the record, as a whole, demonstrates that there is no evidence that the proposed project will have an individually or cumulatively significant effect.

- The Planning Commission has determined that the custodian of all documents and material which constitute the record of proceedings shall rest with the City of Winters Community Development Department.

Planning Commission Resolution No. 2022 – 09
Exhibit "B"

Draft Conditions of Approval

General Conditions of Approval

1. A Design Review permit for the construction of a 16,000 square foot grocery store and 64 onsite parking spaces, and a Sign Permit for two wall signs totaling no more than 102 square feet (combined total) located at APN: 038-070-035 (no assign address) as shown on the plan set as approved by the Planning Commission on August 23, 2022, shall be on file in the Community Development Department. The applicant is responsible for complying with all conditions of approval and providing evidence to the Community Development Director of compliance with each condition.

2. The effective date of approval shall be September 3, 2022, unless the approval is appealed to the City Council by 5:00pm on September 2, 2022. Design Review approval shall be valid for one year after its effective date unless the applicant begins construction prior to the expiration, or the applicant applies for a Time Extension permit pursuant to Municipal Code Section 17.24.080.

3. The Community Development Director may authorize minor alterations to the approved plans and conditions of approval in accordance with Municipal Code Section 17.24.090. Major changes and alterations to the approved plans and conditions of approval shall be reviewed and approved by the Planning Commission.

4. The project shall comply with all applicable provisions and standards of the Winters Municipal Code and Standard Construction Specifications, except where specifically modified by these conditions of approval. It is the applicant's responsibility to demonstrate compliance to the Planning Division prior to issuance of any grading or building permits.

5. Prior to building permit issuance, the applicant shall provide verification of compliance with all conditions of approval, applicable City of Winters Municipal Code requirements, and any applicable state or federal requirements.

6. The applicant shall pay all applicable impact fees and charges at the rate and amount in effect at the time such fees and charges become due and payable.

7. Any fees due to the City of Winters for processing this project shall be paid to the City within thirty (30) calendar days of final action by the approval authority. Failure to pay such outstanding fees within the time specified shall invalidate any approval or conditional approval granted by this action. No permits, site work, or

other actions authorized by this approval shall be permitted, authorized, of commenced until all outstanding fees are paid to the City.

8. Prior to issuance of any grading or building permits, the applicant shall provide performance guarantees with sufficient legal commitments and financial sureties to guarantee the faithful performance of any and all conditions of approval and completion of the project or to guarantee the restoration of the site if the project is not completed. The form, manner, and amount of the guarantee shall comply with the requirements of the Community Development Director and the City Attorney and shall be reviewed and approved by the Community Development Director prior to the issuance of permits.

9. The applicant shall comply with all adopted rules and regulations of the City of Winters Public Works Department, Fire Department, Community Development Department, and all other local and state regulatory agencies.

10. The applicant shall provide verification of payment for Winters Joint Unified School District fees and Yolo County facilities and services authorization fees prior to building or grading permit issuance.

11. The applicant shall report to the City's Public Works Division building materials diverted from land filling during the course of the project pursuant to the provisions of City Council Ordinance No. 2002-03.

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

Planning Conditions of Approval

13. If artifacts, paleontological or cultural, or unusual amounts of stone, bone, or shells are uncovered during construction activity, all construction activities shall cease within a 200-foot radius of the find unless a lesser distance is approved by the Community Development Director. The Community Development Director shall be notified of the find, and an archaeologist shall investigate the find and determine the extent and location of the discovered materials. The Community Development Director shall be notified so that the extent and location of discovered materials may be recorded in a written report prepared by a qualified archaeologist, and disposition of discovered materials may occur in compliance with State and Federal law. Construction shall not recommence until the Community Development Director authorizes construction to begin.

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

15. Pursuant to General Plan Policy VIII.D.7 and Winters Municipal Code Section 17.72.050.F, parking lot pole lights shall be a maximum of 16 feet in height (including base pedestal) with full cutoff box fixtures. Wall pack lighting shall be fully shielded and directed downward. On-site parking lot lighting shall match lighting already installed on southern portion of the site.

16. The applicant shall notify residents within 300 feet of the project site at least 72 hours prior to the commencement of any construction activities.

17. Construction Hours: Hours of operation of construction activities shall be limited to Monday through Friday from 8:00am to 5:00pm. The Community Development Director may authorize an extension of the time limitations based on the finding that the noise levels from the construction activities will not negatively affect the residential uses in the surrounding area. If a noise complaint is received after the construction time limits are extended, the Community Development Director may render the extended time limits null and void, and the applicant shall revert to the aforementioned hours of operation and time limitations. Interior construction activities may occur after these hours provided such activities will not result in exterior noise audible at property lines. Improvement, grading, and building plans shall note these limited hours of construction.

18. Sign Plan: Two wall signs are permitted totaling no more than 102 square feet (combined total). The applicant shall submit final sign plans showing the location, size (dimensions), materials, and colors to the Community Development Director for review prior to building permit issuance.

19. Final Landscaping Plan: The project shall provide landscaping in accordance with Winters Municipal Code Chapter 17.76 (Landscaping and Irrigation). All landscaping shall comply with the state Model Water Efficient Landscape Ordinance (23 California Code of Regulations Section 490 et seq.). Prior to building permit issuance, the applicant shall submit a final landscaping plan to the Planning Division for approval.

20. Design Review Committee: The applicant shall add awnings to the three windows on the far left of the east elevation. Prior to building permit issuance, the applicant shall show the three awnings on the elevations and submit the plans to the Community Development Director for review.

21. Light standards and building attached fixtures need to be a decorative and of superior design quality. All outdoor lighting shall be fully shielded and pointed downwards so that no light goes beyond the property boundaries.

22. The applicant shall ensure that any grocery store tenant complies with SB 1383 and AB 1826 Mandatory Commercial Organics Recycling law requirements. This may be accomplished by the following examples, but not limited to: a subscription to food waste collection carts with the waste hauler, food banking or a food waste backhauling program.

23. Payment of City of Winters's utility services shall commence following issuance of Final Certificate of Occupancy. The applicant shall pay the City of Winters monthly utility charges at the metered rate for water and sewer.

24. The building tenant(s) shall provide electronic wheel locks on all shopping carts so that the wheels lock up if taken beyond the property line. The applicant/owner shall be responsible for any shopping carts that go beyond the property boundaries.

25. The applicant shall ensure that there is space sufficient for mixed waste, cardboard, recycling, and food waste collection containers. All refuse shall be fully enclosed and constructed with similar building materials and colors as the primary building. The applicant shall submit plans of the enclosure including a building material and color list to the Community Development Director prior to building permit issuance.

Engineering and Public Works Conditions of Approval

26. Prior to building permit issuance, applicant shall either 1). Install a new traffic signal at the intersection of Grant Avenue and E. Main Street; or 2). Extend E. Baker Street to PG&E Way with a full access driveway to E. Baker Street and right-in and right-out driveway access at other driveways. If the new traffic signal is installed and to address conflicts between westbound left turn vehicles and pedestrians and bicyclists crossing in the proposed south leg crosswalk, the

future signal design should include either a leading pedestrian interval phase for the south leg crossing or alternatively install westbound protected left turn phasing. Project site access shall be in a form acceptable to the City Engineer.

27. Applicant and City shall enter into a reimbursement agreement for recovery of costs associated with the installation of the traffic signal at Main Street and Grant Avenue (SR128). The full scope and cost of the work will be determined by the City Engineer and in additional to the traffic signal may include items such a utility work, curb ramp upgrades, and new signage and striping. Reimbursement payments will be made on annual basis as a percentage of the revenue collected from the transportation facility impact fees collected citywide.

28. Prior to building permit issuance, applicant shall provide plans showing an additional site access driveway on E. Baker Street to allow vehicles to travel southwest on E. Main Street to the Community Development Director for approval. Prior to issuance of certificate of occupancy, temporary or final, applicant shall construct a site access driveway on E. Baker Street in a form acceptable to the City Engineer.

29. Prior to issuance of certificate of occupancy, temporary or final, applicant shall install a high-quality bicycle/pedestrian shared-use-path crossing on the south leg of the Grant Avenue/E. Main Street intersection, including but not limited to, wider ramps and aligning ADA ramps directionally with crosswalks rather than installing diagonal ramps. An improved shared-use-path crossing shall also be installed at the new driveway at Grant Avenue and McClish Lane. The high-quality bicycle/pedestrian shared-use-path shall be designed in a manner acceptable to the City Engineer.

30. The Grant Avenue project driveway shall be restricted to right-in and right-out access only. The plans, including the improvement plans, shall show the restricted turning movements.

31. Driveway crossings need to be designed to facilitate a safe shared-use-path crossing. Features to include at this crossing to facilitate bicyclist and pedestrian access include wider ramps and aligning ADA ramps directionally with crosswalks rather than installing diagonal ramps. Additionally, the right-in right-out treatment driveway accessing E. Grant Avenue shall be complemented with a raised median to physically prevent vehicles from making a left turn into or out of this entrance in a form acceptable to the City Engineer.

32. Prior to issuance of certificate of occupancy, temporary or final, applicant shall install six bicycle parking spaces.

33. Prior to issuance of certificate of occupancy, temporary or final, applicant shall add bike lane conflict markings where the existing Class II bike lane on East Main Street will cross the new driveway entrance to the Grocery Outlet. Similar to crosswalks bike conflict markings improve safety by highlighting conflict areas. There are several different conflict marking options that include dashed lines or highlighting the bikeway driveway crossing with green paint. The final design of the bike lane conflict markings shall be approved by the City Engineer.

34. Applicant shall be responsible for obtaining all required permits within Caltrans right-of-way. Improvement Plans will not be accepted until encroachment permits are obtained. This includes driveways, intersections, streetlights and/or drainage improvements.

35. Prior to building permit issuance, applicant shall submit supporting documentation showing project meets state and local stormwater treatment requirements.

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

37. Prior to building permit issuance, applicant shall provide details for the proposed project stormwater collection and treatment including the safe release of overflow. Applicant shall provide calculations and sizing of stormwater treatment locations and shall submit drainage report with storm drain design supporting calculations to meet all applicable City, local and state requirements

38. Parking stall layout and drive aisle widths shall meet City of Winters Municipal Code Chapter 17.72 Off-Street Parking and Load standards.

39. Prior to building permit issuance, applicant shall provide documentation that proposed improvements are not located in FEMA flood zone as applicable. Applicant shall meet all FEMA requirements and be required to coordinate with FEMA through the City's Floodplain Administrator to determine if a CLOMR or LOMR is needed for the project as a result of possible impacts to Dry Putah Creek Floodplain. Applicant shall obtain all necessary permits and CLOMRs/LOMRs as required prior to improvement plan approval.

40. Applicant shall receive approval from City of Winters Fire Department for fire access to proposed project site.

41. Proposed accessible parking and path of travel shall comply with the requirements of California Building Code Chapter 11B.

42. Improvements shall meet City of Winters Improvement Standards, as applicable, including Circulation Master Plan.

43. The existing width of E. Main Street is approximately 25 feet between the west curb and raised center median, which would be insufficient to fit the proposed two southbound travel lanes and a bicycle lane based on the City of Winters' standards of 12 feet wide lanes for collector streets and five feet wide bicycle lanes. The Engineering Division is providing the following options to address this issue and at least one option shall be selected and included in the Project.

    a. The entire width of the existing roadway is approximately 66 feet. If the median is reconstructed and shifted there would be enough width to fit two travel lanes in each direction along with Class II bike lanes. If this option is pursued the recommendation would be to increase the width of the bicycle lanes to either six feet or seven feet with the remaining width being allocated to the reconstructed median. Current bicycle path design best practice recommends at least six feet wide Class II bicycle lanes when space is available, to account for gutter pan width along curbs.

    b. Widen the East Main Street roadway to accommodate the new southbound left turn lane. Widening the roadway would add significant cost to the project. If the widening option is pursued the recommendation would be to use the opportunity to increase the width of bike lane to six feet. Five feet is considered a minimum and current best practice is to provide at least a six feet bike lane width when practical.

    c. Rather than maintain the five feet on street Class II bike lane, the existing sidewalk on either the west or east side could be expanded to between eight to 12 feet to create a shared use pedestrian and bicycle path that

would create an alternative safer bike route. This mitigation would require creation of a transition from the Class II on street bike lane to the new Class I bicycle and pedestrian shared-use-path. By transitioning the bike path to sidewalk level this would allow for sufficient space to fit in both the southbound thru and left turn lanes recommended without adjusting the median. This improvement would also provide a safer and more comfortable bicycle facility that connects well with the Class I bicycle and pedestrian share-use-path on East Grant Avenue. This option would also be significantly less expensive than widening the roadway and moving the curb edge.

44. Frontage improvements are required along Grant Avenue and E. Main Street. All proposed frontage improvements shall be reviewed and approved by the City Engineer. The limits of the proposed improvements will be reviewed and approved by the City Engineer as part of the improvement plan review prior to building (grading) permit issuance. All frontage improvement shall be installed in the City right-of-way or a public access easement shall be granted for the frontage improvements if they are located on private property. Prior to building permit issuance, an Encroachment Permit and a Maintenance and Hold Harmless Agreement will be required for all frontage improvements located in the City right-of-way. All frontage improvements shall be constructed prior to issuance of Certificate of Final Occupancy.

45. Prior to issuance of Final Occupancy, all roadway, drainage, frontage, and utility improvements shall be constructed and approved by the respective responsible agencies or a financial surety in the amount of 125% of the remaining improvements shall be provided to the satisfaction of the City Engineer. All utilities shall be placed underground, including any existing aboveground utility lines. The existing utility poles shall be removed following utility undergrounding.

46. A Soils/Geotechnical Report shall be prepared by a qualified engineer to confirm onsite soil capabilities and geological conditions and make recommendations to be followed for development. Grading of the site, design of foundations for proposed structures and construction of other related facilities on the property shall follow the criteria identified in the report. The applicant shall submit the report with the initial improvement plans package. The improvement plans shall be approved and signed by the geotechnical engineer prior to approval by the City.

47. All public landscape areas shall include water laterals with meters and PG&E power service points for CalSense controllers. The landscape water meter shall be installed to the satisfaction of the City Engineer.

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

49. Project proponents shall enter into the Citywide Landscape and Lighting Maintenance District, in order to maintain and provide for the future needs of street lighting and landscaping, and other related aspects of development. The applicant is responsible for all costs associated with this condition. The applicant shall fulfill this condition prior to issuance of final occupancy.

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

51. The applicant shall submit joint trench/utility/composite plans to the City Engineer for review prior to approval of improvement plans.

52. The applicant shall install decorative LED lights along the frontage of East Grant Avenue between the Class 1 path and the street, subject to the approval of the City and/or Caltrans. Streetlights shall match the existing lights adjacent to the PG&E facility.

53. Applicant shall develop and implement a construction traffic management plan to the satisfaction of the City of Winters Department of Public Works. The plan shall be submitted to the City of Winters Public Works Department and Caltrans for review prior to initiation of site disturbance.

54. A signage and striping plan for the public roadways is required and shall be approved by the City Engineer. All striping shall be thermoplastic.

55. All projects shall include implementation of post-construction best management practices (BMPs), in accordance with the provisions of the General Construction Activity Storm Water Permit adopted by SWRCB in 2009 and amended in 2012 (2009-009-DWQ).

56. Post construction BMPs shall be identified on improvement plans and approved by the City Engineer. Construction of projects disturbing more than one acre of

soil shall require a National Pollution Discharge Elimination System (NPDES) construction permit, or a WPCP.

57. A Water System Plan shall be submitted for approval by the City Engineer as part of the submittal of the construction drawings for checking. A registered civil engineer for project shall prepare the water system plan. The plan shall include final sizing and location of conveyance facilities, structures, and engineering calculations.

58. A registered civil engineer shall prepare the sewer collection system plan for approval by the City Engineer. The plan shall include final sizing and location of conveyance facilities, structures, and engineering calculations. The applicant shall pay the cost associated with all improvements required by the plan. Reference the City's Standard Construction Specifications for additional requirements.

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

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

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

62. The number and location of the water meters and sewer cleanouts shall be approved by the Public Works Director. All cleanouts for connection to the City lateral(s) shall be two-way cleanouts, if applicable. The water meters and sewer cleanouts shall comply with the specifications of the City of Winter's Engineering

Design and Construction Standards. The applicant shall obtain approval from the Public Works Director on the type, number, and location of the devices.

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

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

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

66. Pedestrian circulation shall be coordinated and align with adjacent pedestrian facilities, including but not limited to Grant Avenue and E. Main Street sidewalks. Pedestrian circulation shall comply with the requirements of the City's Standard Construction Specifications.

67. Applicant shall conform to Yolo County Health regulations and requirements for the abandonment of any septic tanks and water wells.

68. Landscaping material shall not be located such that, at maturity, it interferes with safe distances for vehicular, bicycle, or pedestrian traffic, conflicts with overhead lights or walkway lights, or blocks pedestrian or bicycle path of travel.

69. Applicant shall show compliance with the City's Grading Ordinance requirements on the Improvement Plans prior to issuance of a grading permit.

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

Fire Department Conditions of Approval

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

72. WATER PRESSURE: All water lines and fire hydrant systems must be approved by the Fire Chief and operating prior to any construction taking place on the site.

Prior to issuance of building permits, water flow must be measured and certified for adequacy by the Winters Fire Department.

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

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

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

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

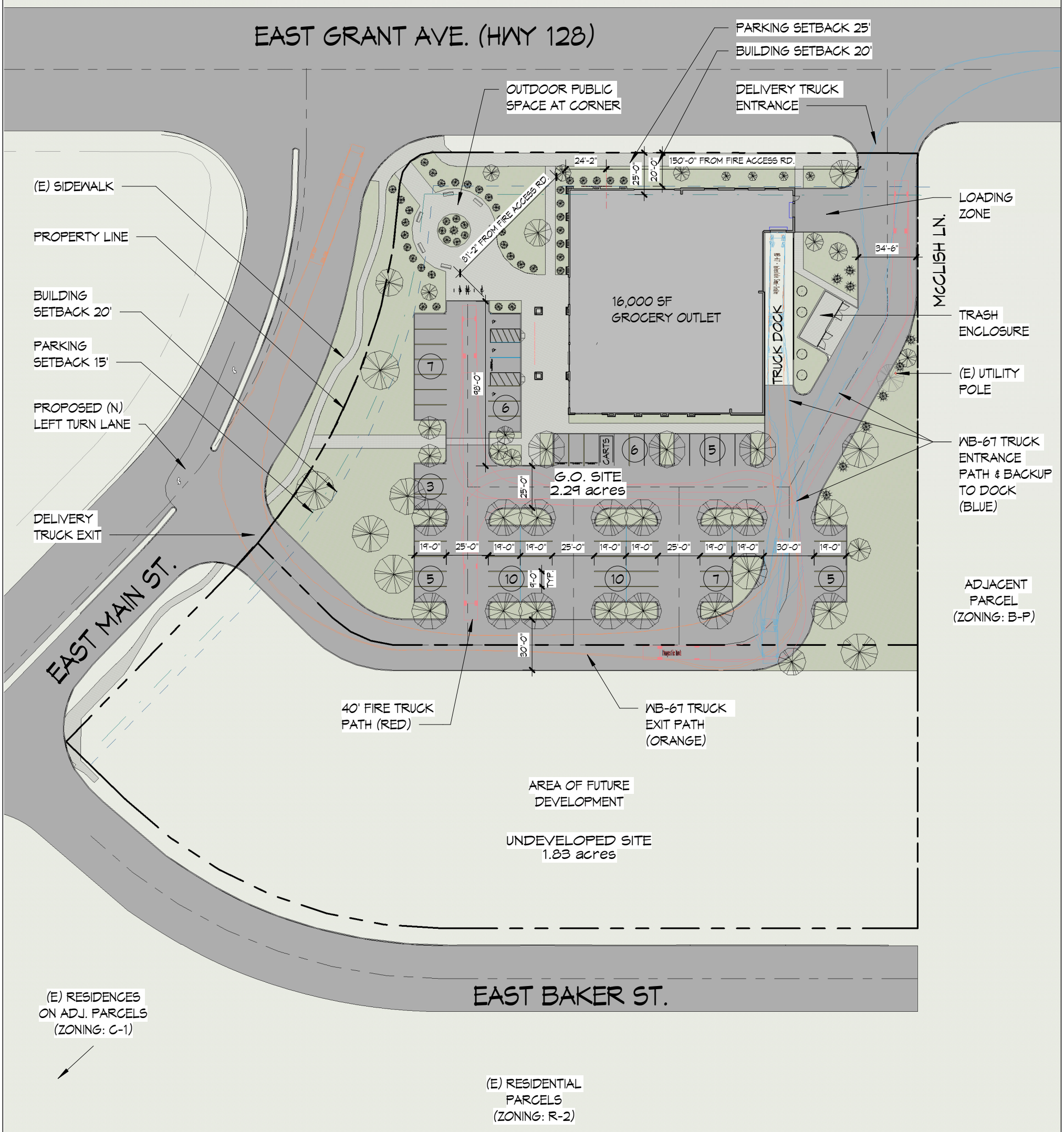
77. A new hydrant shall be placed along the frontage of development. Actual location is subject to the review and approval of the Public Works Department and Fire Department.

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

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

80. Before framing of the building begins, if necessary, a compacted gravel drive access will be put in place to allow fire equipment to access the site in the case of an emergency.

81. The FDC, OS&Y, and fire hydrants shall be shown on the project plans and submitted to the Fire Department for review prior to issuance of any grading or building permits.



PROPOSED SITE PLAN

1" = 60'-0"

PROJECT NORTH

PARKING ANALYSIS
GROCERY OUTLET: 1 SP/250 SF = 16,000/250 = 64 REQUIRED SPACES PARKING PROVIDED = 64 SPACES

McCANDLESS & ASSOCIATES ARCHITECTS, INC.

428 1/2 FIRST STREET
WOODLAND ▲ CA 95695
www.mccandlessarch.com

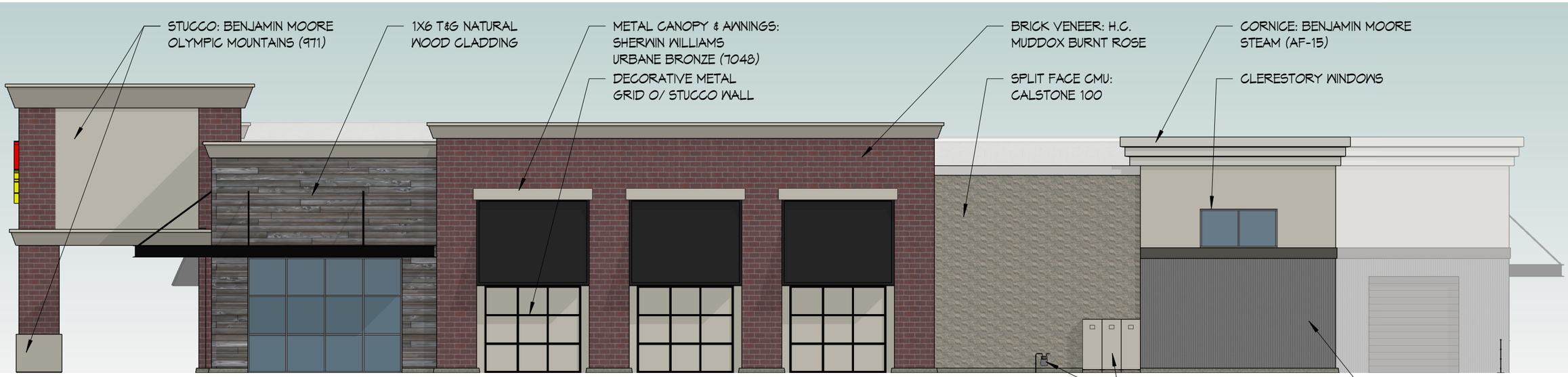
PH ▲ (530) 662-9146

E GRANT AVE G.O. WINTERS

WINTERS, CA

12/03/21

19-193



Elevation-SOUTH

3/32" = 1'-0"



Elevation-WEST

3/32" = 1'-0"

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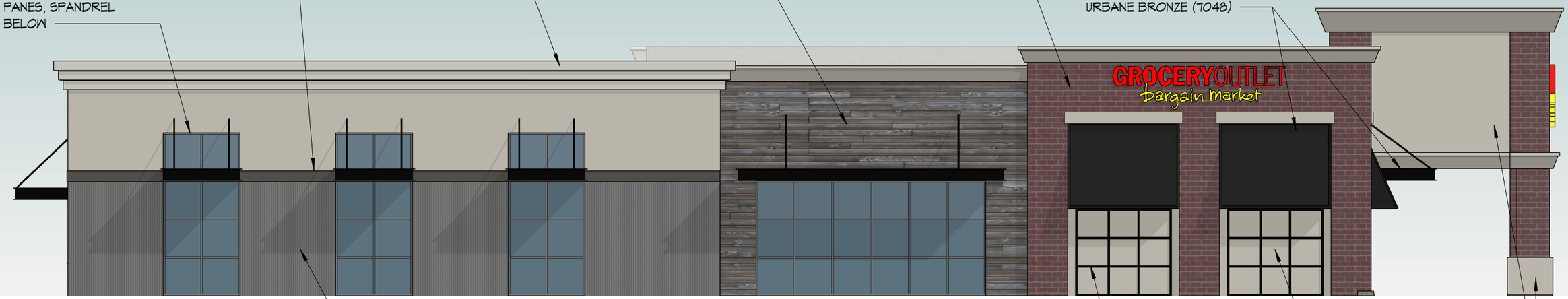
E MAIN ST & E GRANT AVE
WINTERS, CA

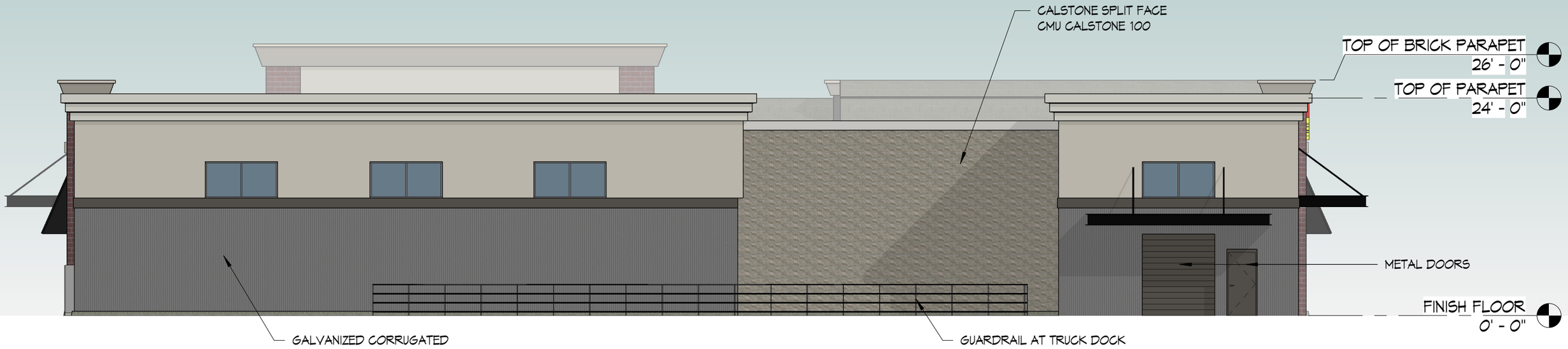
12/03/21

19-193



Elevation-NORTH

3/32" = 1'-0"



Elevation-EAST

3/32" = 1'-0"

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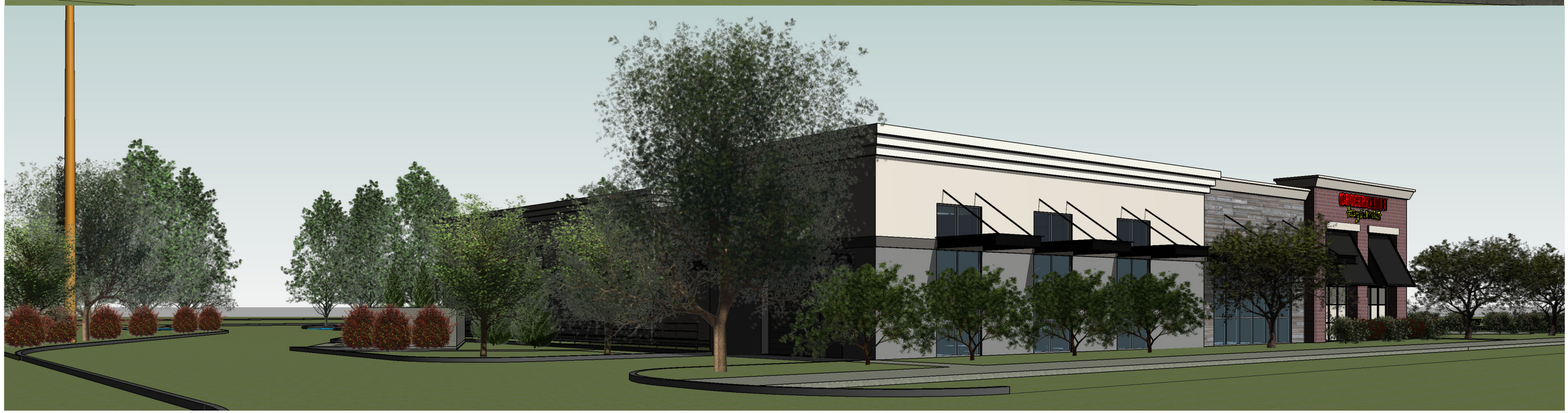

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WINTERS, CA

12/03/21

19-193



VIEW FROM E GRANT & E MAIN INTERSECTION

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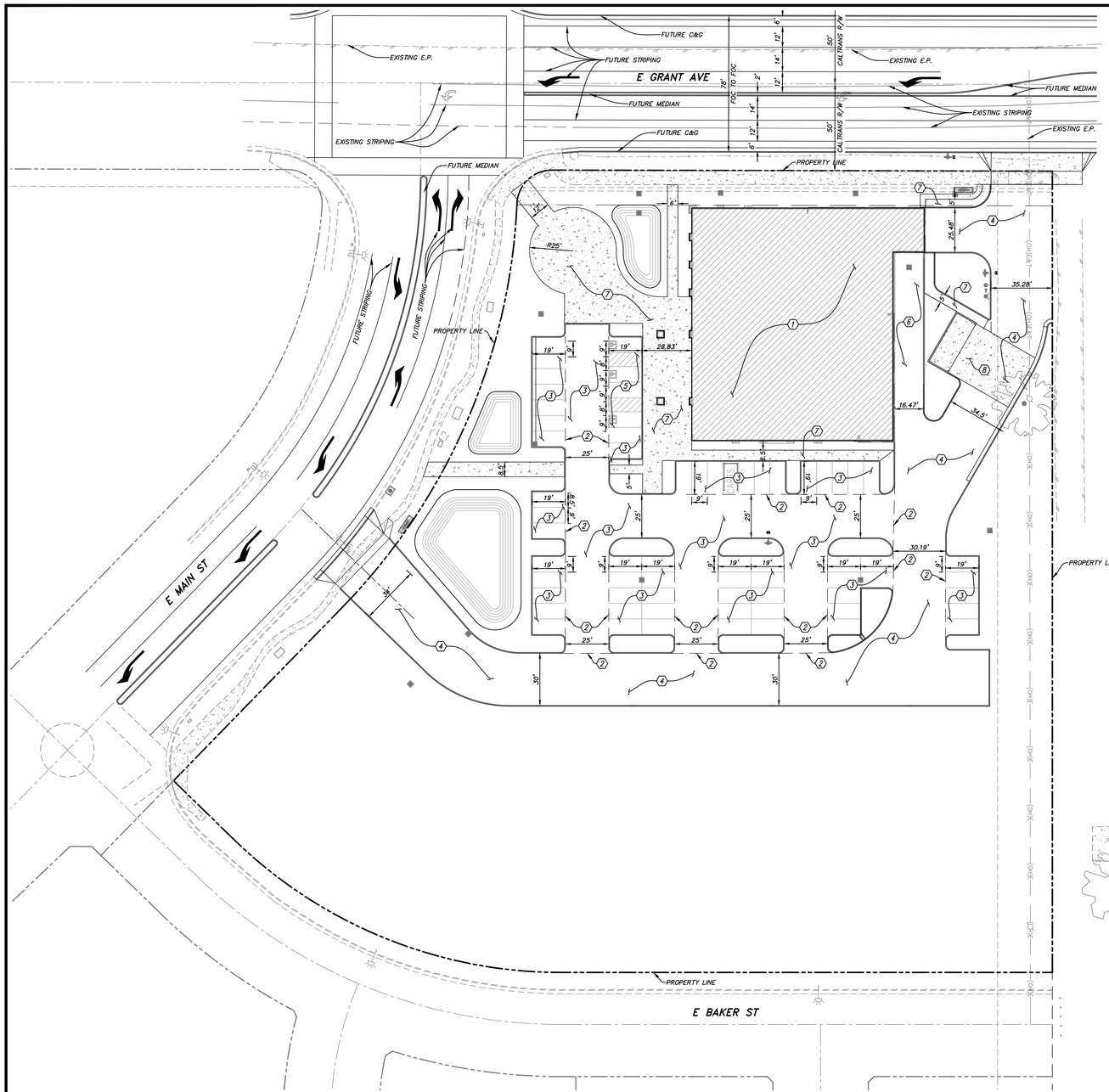
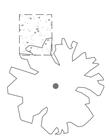
E GRANT AVE G.O. WINTERS

WINTERS, CA

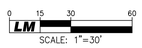
12/03/21

19-193









GENERAL NOTES:

A. SEE ARCHITECTURAL PLANS FOR PARKING DETAILS AND COUNTS.

B. SEE ARCHITECTURAL PLANS FOR ACCESSIBLE PARKING STALL STRIPING AND SIGNAGE DETAILS.

C. PARKING STALL STRIPING SHALL BE 4" WIDE WHITE STANDARD PAINT (TYPICAL). VERIFY WITH ARCHITECTURAL PLANS.

D. SEE ARCHITECUTRAL PLANS FOR FIRE LANE MARKINGS. FIELD VERIFY FIRE LANES WITH FIRE MARSHALL PRIOR TO SIGNING AND STRIPING.

E. SEE CALTRANS PLANS FOR GRANT AVENUE FRONTAGE IMPROVEMENTS.

F. SEE OFFSITE PLANS FOR E. MAIN STREET AND E. BAKER STREET FRONTAGE IMPROVEMENTS.

CONSTRUCTION NOTES

1. HATCHING DENOTES COMPACTED BUILDING PAD PER GEOTECHNICAL REPORT. VERIFY OVER BUILD, FOOTING EXCAVATION, SLAB REINFORCING & COMPACTION REQUIREMENTS WITH GEOTECHNICAL REPORT AND STRUCTURAL PLANS. VERIFY PAD SECTION PRIOR TO STAKING/GRADING. (6" P.C.C. SLAB-ON-GRADE, AND 6" A.B.)
2. STRUCTURAL SECTION CHANGE LINE (— — — — — —).
3. INSTALL 3" A.C. & 8" A.B. OVER COMPACTED SUBGRADE PER GEOTECHNICAL REPORT IN AUTO PARKING AREAS AND AUTO DRIVE AISLES.
4. INSTALL 3" A.C. & 18" A.B. OVER COMPACTED SUBGRADE PER GEOTECHNICAL REPORT IN TRUCK ACCESSIBLE DRIVE AISLES.
5. INSTALL 4" P.C.C. & 6" A.B. OVER COMPACTED SUBGRADE PER GEOTECHNICAL REPORT IN ADA ACCESSIBLE STALLS. SEE GEOTECHNICAL REPORT FOR COMPACTION, CONCRETE REINFORCEMENT, AND CONTROL JOINT REQUIREMENTS.
6. INSTALL 7" P.C.C. & 8" A.B. OVER COMPACTED SUBGRADE PER GEOTECHNICAL REPORT IN DOCK AREA. SEE GEOTECHNICAL REPORT FOR COMPACTION, CONCRETE REINFORCEMENT, AND CONTROL JOINT REQUIREMENTS.
7. INSTALL 4" P.C.C. & 4" A.B. OVER COMPACTED SUBGRADE FOR SIDEWALK PER DETAIL 2, SHEET C-601. SEE ARCHITECTURAL PLANS FOR SIDEWALK SURFACE TREATMENTS (MEDIUM BROOM FINISH AS MINIMUM). SEE GEOTECHNICAL REPORT FOR COMPACTION AND CONTROL JOINT REQUIREMENTS.
8. INSTALL 6" P.C.C. SLAB WITH #4 BARS AT 12" ON CENTER, EACH WAY OVER 6" A.B. OVER COMPACTED SUBGRADE PER GEOTECHNICAL REPORT IN TRASH ENCLOSURE AREAS. SEE GEOTECHNICAL REPORT FOR COMPACTION, CONCRETE REINFORCEMENT, AND CONTROL JOINT REQUIREMENTS. SEE ARCHITECTURAL PLANS FOR ADDITIONAL REQUIREMENTS.

REV.	DATE	DESCRIPTION	BY	APP'D

NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER — BRYAN P. BONNO — No. 41804 — CIVIL — STATE OF CALIFORNIA

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-7755
P.O. BOX 4253, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4402

BY: BPB DATE: 03/27/2018 P.E. 41804

CIVIL SITE PLAN

IMPROVEMENT PLANS FOR

E.GRANT G.O. WINTERS

CALIFORNIA

CITY OF WINTERS

JOB NO.	2005-18
DESIGNED	BPB
DRAWN	
FILE	
CHECKED	
DATE	06/15/2022
SCALE	1"=30'

C201

SHEET 1 OF 3

X:\Land Projects\2005-18\dwg\2005-18_C201.dwg

E GRANT AVE

E MAIN ST

E BAKER ST

PROPERTY LINE

PHASE 1 LIMITS

BUILDING
130.50 FN.FL.
129.43 BFE

CARTS

BREAK

12"SD

10"SD

GENERAL GRADING NOTES:

A. ALL EARTHWORK ACTIVITIES, INCLUDING EXCAVATION, GRADING, SCARIFYING, MOISTURIZING, FILL PLACEMENT, COMPACTION, ETC., SHALL BE PERFORMED IN ACCORDANCE WITH THE RECOMMENDATIONS CONTAINED IN THE PROJECT GEOTECHNICAL ENGINEERING REPORT AND IN CONFORMANCE WITH THE CITY STANDARD SPECIFICATIONS, C.U.B.C., AND WITH THE GRADING PLAN.

B. THE GEOTECHNICAL ENGINEER SHALL OBSERVE THE GRADING ACTIVITIES AND PERFORM COMPACTION TESTING FOR THIS PROJECT. THE CONTRACTOR SHALL PROVIDE AT LEAST 24 HOURS NOTICE TO THE GEOTECHNICAL ENGINEER OF THE NEED FOR OBSERVATION AND TESTING SERVICES. THE PROJECT OWNER WILL PAY FOR THE COST OF PROVIDING THESE SERVICES; HOWEVER, IF SAMPLES OF MATERIALS ARE SUBMITTED WHICH FAIL TO PASS THE SPECIFIED TESTS OR IF WORK IS PERFORMED WHICH FAILS TO MEET THESE SPECIFICATIONS, THE CONTRACTOR SHALL PAY FOR ALL SUBSEQUENT RE-TESTS AND RE-INSPECTIONS.

C. EARTHWORK SHALL INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO CONSTRUCT THE SITE TO THE GRADES SHOWN. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE DISPOSAL OF EXCESS EXCAVATION OR FOR THE IMPORT OF MATERIAL.

D. TO ACCOMMODATE TRENCH AND FOUNDATION SPOILS, THE CONTRACTOR'S GRADING SHALL INCLUDE UNDERCUTTING OF PAVED AREAS AS APPROPRIATE, OR SOME OTHER METHOD APPROVED BY THE ENGINEER. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE DISPOSAL OF EXCESS EXCAVATION OR FOR THE IMPORT OF MATERIAL.

E. ALL CUT SLOPES SHALL BE ROUNDED AT THE "BREAK" SO THAT THEY BLEND WITH THE NATURAL GROUND CONTOUR.

F. WHERE NEW IMPROVEMENTS (CURB, GUTTER, SIDEWALK, PAVEMENT, ASPHALT, ETC.) ARE DESIGNATED TO MATCH GRADE (@) AT EXISTING IMPROVEMENTS, THE CONTRACTOR SHALL VERIFY THE MATCH POINT GRADES, REPORT ANY DISCREPANCIES AND ADJUST GRADES TO MATCH EXISTING.

G. GRADE GUTTER/SWALE TO DRAIN, TYPICAL (——→- - ——).

H. STRAIGHT GRADE TO DRAIN TO FLOWLINE, BACK EDGE OF WALK OR DRAIN INLET, TYPICAL (———→).

0 10 20 40
LM SCALE: 1"=20'

REV.	DATE	DESCRIPTION	BY	APP'D

NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER · BRYAN P. BONINO · No. 41804 · CIVIL · STATE OF CALIFORNIA

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
808 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-7755
P.O. BOX 2435, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602

BY _____ DATE 03/27/2018 P.E. 41804

BRYAN P. BONINO

GRADING & DRAINAGE PLAN

IMPROVEMENT PLANS FOR
E.GRANT G.O. WINTERS

CITY OF WINTERS CALIFORNIA

JOB NO.	2005-18
DESIGNED	BPB
DRAWN	
FILE	
CHECKED	
DATE	06/15/2022
SCALE	1"=20'

C301

SHEET 2 OF 3

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REV.	DATE	DESCRIPTION	BY	APP'D.

NOT FOR CONSTRUCTION

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95776 -PHONE: (530) 662-1750
P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602

BY _____ DATE 03/27/2018 P.E. 41804
BRYAN P. BONINO

STATE OF CALIFORNIA · BRYAN P. BONINO · No. 41804 · CIVIL · REGISTERED PROFESSIONAL ENGINEER

UTILITIES PLAN

IMPROVEMENT PLANS
FOR
E.GRANT G.O. WINTERS

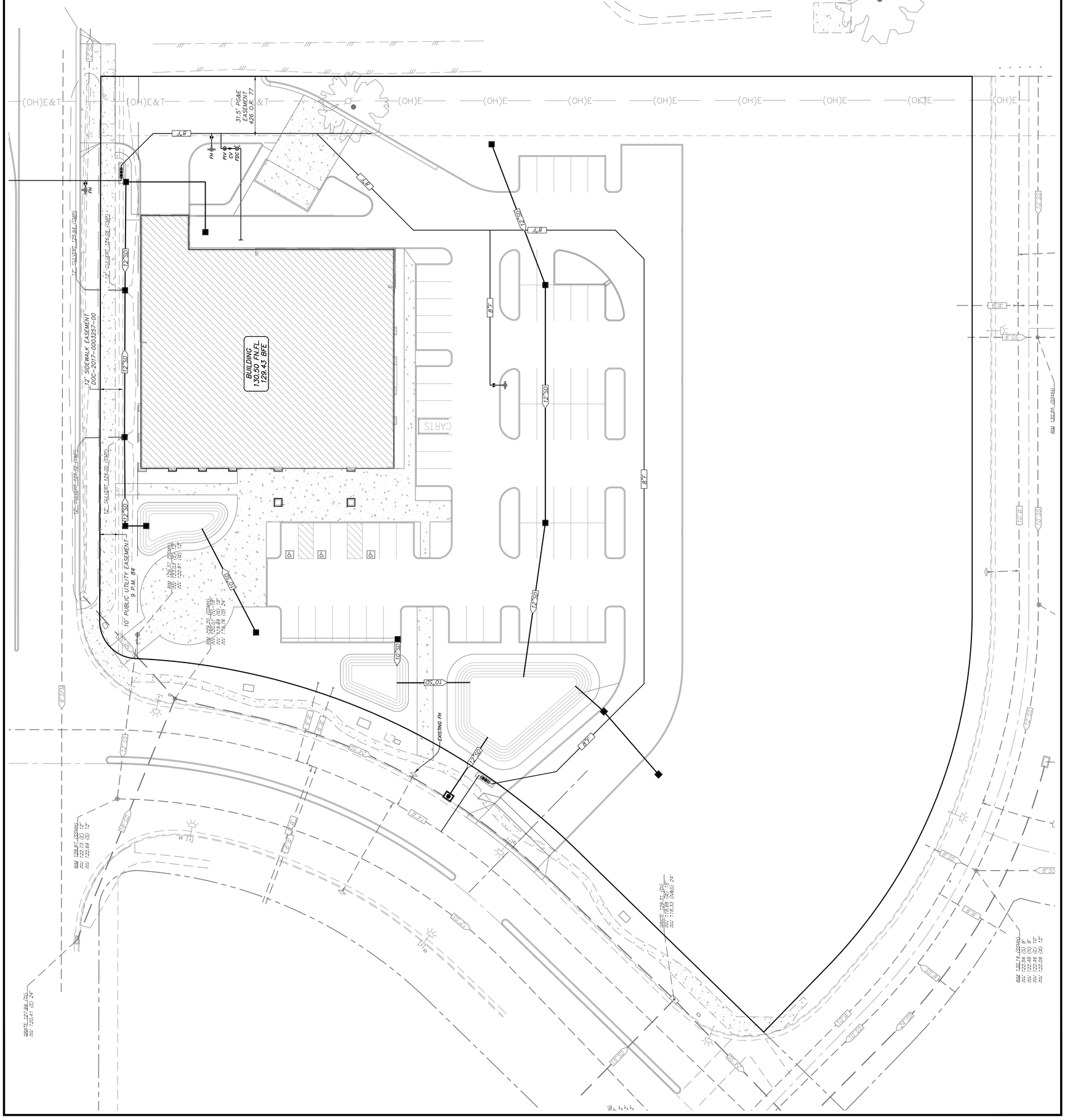
CITY OF WINTERS CALIFORNIA

JOB NO.	2005-18
DESIGNED	BPB
DRAWN	
FILE	
CHECKED	
DATE	06/15/2022
SCALE	1"=20'

C401

SHEET 3 OF 3

SCALE: 1"=20'



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REV.	DATE	DESCRIPTION	BY	APP'D.

NOT FOR CONSTRUCTION

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 -PHONE: (530) 662-1755
P.O. BOX 828, WOODLAND, CALIFORNIA 95776 -FAX: (530) 662-4602

BY _____ BRYAN P. BOUNIO
DATE 03/27/2018 P.E. 41804

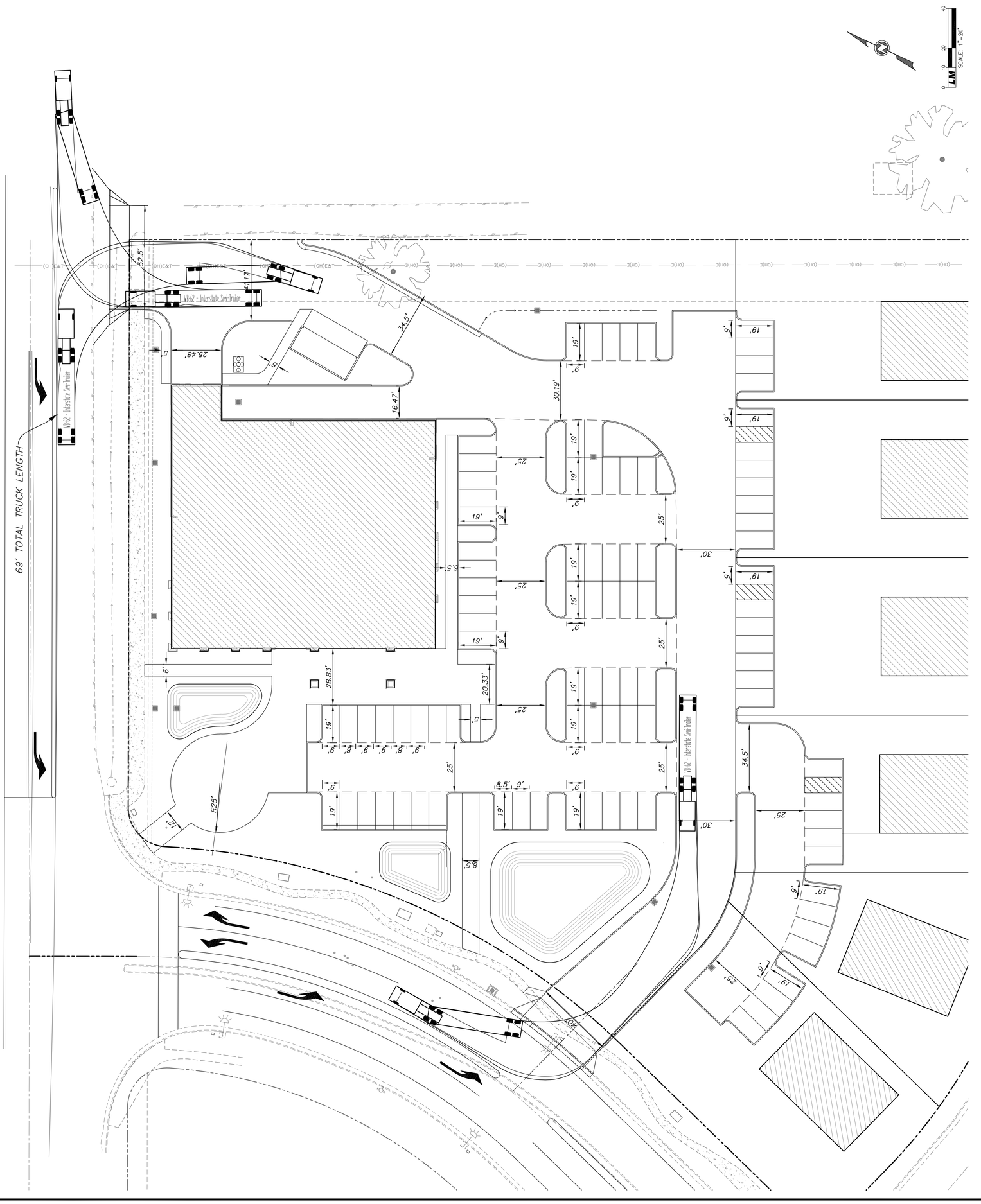
CITY OF WINTERS CALIFORNIA

TRUCK EXHIBIT

IMPROVEMENT PLANS FOR E.GRANT G.O. WINTERS

JOB NO.	2005-18
DESIGNED	BPB
DRAWN	
FILE	
CHECKED	
DATE	01/21/2022
SCALE	1"=20'

SHEET 1 OF 1



Winters Grocery Outlet Project

Transportation Study

FINAL ADMINISTRATIVE DRAFT

Prepared for:
City of Winters

December 2021

RS21-4108

FEHR PEERS

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1. Introduction

This study summarizes the results of the transportation analysis prepared for the proposed Grocery Outlet project (the project) described below. This study is divided into two primary components. First, a transportation impact analysis (Chapter 3), which evaluates potential project impacts to vehicle miles traveled (VMT), impacts to transit, bicycle, and pedestrian components of the transportation system, and impacts to transportation system safety in accordance with the current CEQA Guidelines. Second, a traffic operations analysis (Chapter 4), which evaluates the potential effects of the project with respect to traffic operations (i.e., vehicle delay) on roadway facilities within the vicinity of the project site.

The traffic operations analysis is deliberately separate from the transportation impact analysis in accordance with changes to the CEQA Guidelines resulting from the passage of Senate Bill (SB) 743, which eliminated the use of vehicle delay or level of service (LOS) for the purposes of identifying environmental impacts for land use projects. Instead, the traffic operations analysis addresses the project's consistency with City of Winters General Plan policies related to vehicle traffic operations and LOS.

Proposed Project

The Grocery Outlet project would occupy the northerly 2.29 acres of the 4.12-acre parcel bounded by Grant Avenue, or State Route 128 (SR 128), on the north, East Main Street on the west, East Baker Street on the south, and McClish Lane on the east. The project land use would be comprised of a 16,000 square foot Grocery Outlet store and 64 adjacent parking spaces. Vehicular access would be provided as follows:

- Full access on Grant Avenue at McClish Lane, approximately 300 feet east of East Main Street
- Left-in, right-in, and right-out access from a new driveway on East Main Street approximately 210 feet south of Grant Avenue.

Note that the driveway spacing measurements above are provided between the proposed driveway centerline and the near curb return of the adjacent intersection.

Figure 1 shows the project site and study area, which includes eight study intersections in the project vicinity.

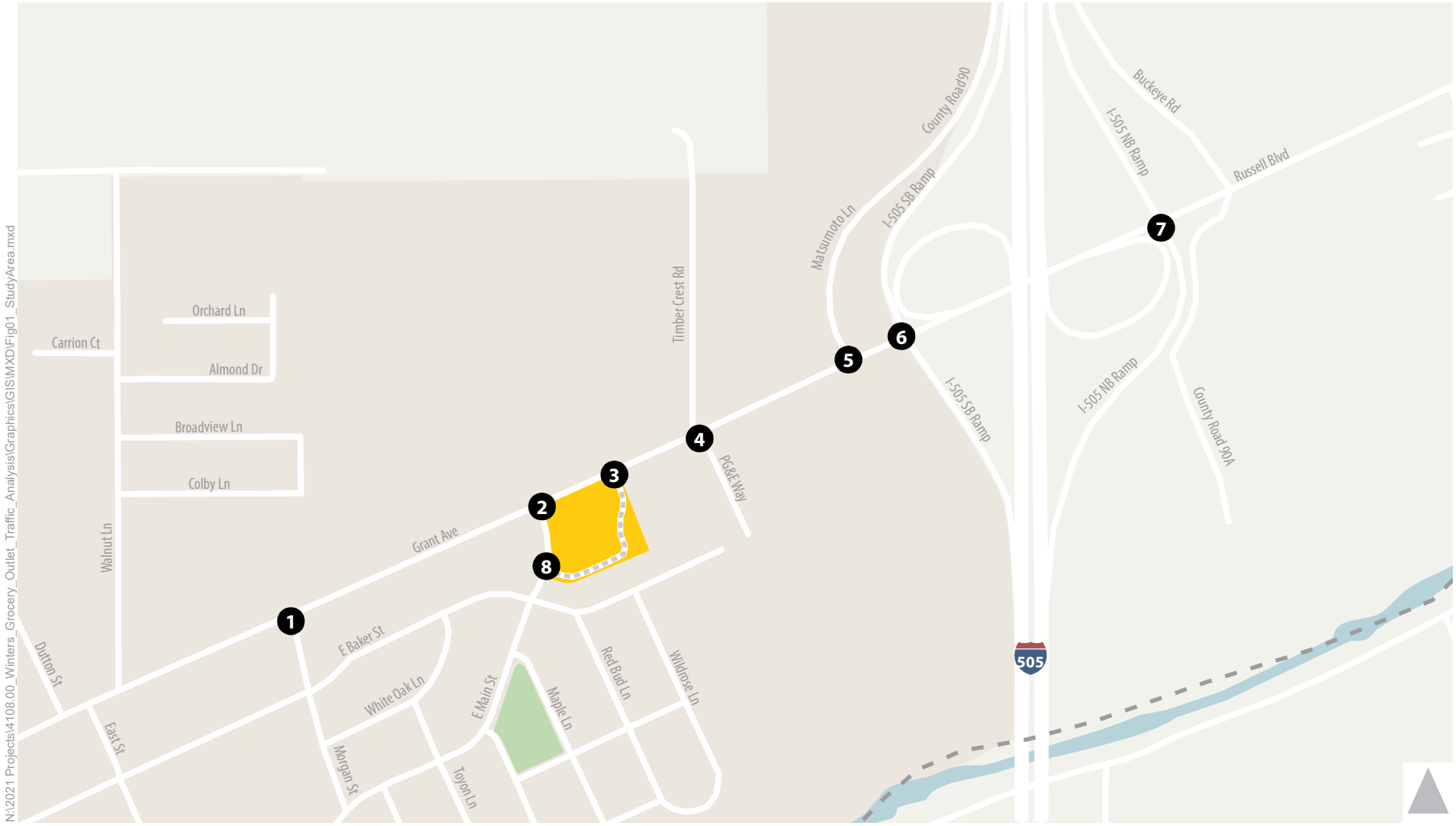


Figure 1

Study Area

2. Existing Conditions

This section describes existing conditions for roadway, transit, bicycle, and pedestrian components of the transportation system.

Existing Roadway System

I-505 is a north-south highway that provides the primary regional access to the City from Vacaville and central Solano County to the south, and from Woodland and I-5 to the north. Through the City, it is a four-lane, divided facility. According to Caltrans average daily traffic (ADT) data from 2017, I-505 carries approximately 24,500 daily trips within the vicinity of the East Grant Avenue interchange. I-505 has a flat alignment through Winters with a grade-separated, partial cloverleaf interchange at East Grant Avenue. The Grant Avenue/I-505 Southbound Ramps intersection is side-street stop-controlled and the Grant Avenue/I-505 Northbound Ramps intersection is signalized. The City of Winters Circulation Master Plan identifies a future traffic signal at the Grant Avenue/I-505 Southbound Ramps intersection (this improvement is also included in the City's impact fee program).

SR-128 (Grant Avenue) is a two-lane arterial running east-west through Winters. Within the City of Winters, SR-128 is referred to as Grant Avenue. Local motorists utilize Grant Avenue as the primary route to I-505, as well as Davis and other regional destinations along the I-80 corridor. SR-128 transitions into Russell Boulevard as it runs east of Winters towards Davis. West of Winters, SR-128 travels past Lake Berryessa and eventually into the Napa Valley. SR-128 is owned, operated, and maintained by Caltrans. The City of Winters Circulation Master Plan plans for East Grant Avenue to be widened to four lanes from East Main Street to I-505 (this improvement is also included in the City's impact fee program).

East Main Street is a two-lane collector utilized for local access to downtown Winters and the adjacent residential neighborhoods. Currently a 'half-loop' through the southern and northwestern portions of the City, Main Street has long been planned to provide a complete loop through Winters. The Grant Avenue/East Main Street intersection is side-street stop-controlled. The City of Winters Circulation Master Plan identifies a future traffic signal at this intersection (this improvement is also included in the City's impact fee program).

Morgan Street is a two-lane local road serving residential uses south of Grant Avenue. The Grant Avenue/Morgan Street intersection is currently side-street stop-controlled. The City of Winters Circulation Master Plan identifies a future roundabout at this intersection (this improvement is also included in the City's impact fee program) and envisions the extension of Morgan Street north of Grant Avenue.

Timber Crest Road/PG&E Way is a two-lane collector road serving the PG&E Gas Safety Academy. The Grant Avenue/Timber Crest Road/PG&E Way intersection is controlled by a traffic signal. The City of Winters Circulation Master Plan envisions extending Timber Crest Road north of Grant Avenue.

Matsumoto Lane/County Road 90 (CR 90) is a two-lane collector road that serves highway commercial uses north of Grant Avenue. The Grant Avenue/Matsumoto Lane/County Road 90 intersection is controlled by a traffic signal.

McClish Lane is a driveway south of Grant Avenue and east of East Main Street. It serves an existing residential parcel and has no outlet.

Transit System

The Yolo County Transportation District (YCTD) provides public transit service (Yolobus) in the City of Winters. No transit stops are located immediately adjacent to the project site. The closest bus stops to the project site are located on Grant Avenue east of Timber Crest Road/PG&E Way and on East Main Street north of Blue Oak Lane. Two Yolobus routes currently serve Winters as described below.

- **Yolobus Route 220** provides three daily round trips that link Winters with the City of Davis, UC Davis, and Vacaville. Service is provided Monday through Saturday. The bus stops located closest to the project site are at the Town & Country Market (Grant Avenue at Morgan Street) and at the intersection of East Main Street/Blue Oak Lane. The westbound bus arrives at Town & Country Market at 8:15 a.m., 10:56 a.m., and 2:56 p.m. The eastbound bus arrives at 9:42 a.m., 12:27 p.m., and 4:27 p.m. The bus line connects to the Memorial Union Terminal at UC Davis, the Vacaville Kaiser Medical Center, and the Vacaville Transportation Center.
- **Yolobus Route 220C** is a commuter route that connects Winters with the City of Davis and UC Davis with one round-trip per weekday. The bus stop located closest to the project site is at the intersection of East Main Street/Blue Oak Lane. The morning trip departs Winters at 7:15 a.m. while the evening trip returns to Winters at 5:44 p.m. The bus line connects to several UC Davis destinations including the Silo and Memorial Union bus terminals as well as the Sutter Davis Hospital on Covell Boulevard.

Note that as of November 2021, both routes are suspended due to COVID-19-related service disruptions. In lieu of fixed-route transit service, Yolobus is offering free on-demand curb-to-curb rides for Winters passengers traveling to parts of Davis and Vacaville.

YoloGO, the future service plan for Yolobus service throughout Yolo County, recommends the discontinuation of Route 220 and the implementation of on-demand microtransit service to serve local transit trips within Winters in its place. YoloGO additionally recommends the reinstatement of Route 220C.

Bicycle System

Caltrans recognizes four classifications of bikeway facilities, as described below:

- **Class I – Shared-Use Paths** provide a separate right-of-way for the exclusive use of people walking and bicycling. They tend to have minimal intersecting vehicle traffic and are often considered the lowest-stress facilities for people walking and bicycling.
- **Class II – Bike Lanes** designate an exclusive space for bicyclists through the use of pavement markings and signage. Bike lanes are located adjacent to motor vehicle travel lanes and flow in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane.
- **Class III – Bike Routes** are designated streets where bicyclists and automobile drivers are encouraged to share the road. The routes are typically designated with signage, but some streets also use sharrows to indicate where bicyclists should position themselves on the road.
- **Class IV – Separated Bikeways** are often referred to as "cycle tracks" and are a relatively new class of bicycle facility. They have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. Separated bikeways are typically situated between the motor vehicle travel lane/parking lane and the sidewalk.

Along the project frontage, the following bicycle facilities are provided:

- Class II bike lanes on both sides of East Main Street
- Class I shared-use path on the south side of Grant Avenue between East Main Street and McClish Lane. The path has a width of eight feet. No shoulders are provided for the path.

The City of Winters Bikeway System Master Plan (City of Winters, 2013) identifies future bicycle facility improvements throughout the City. This plan identifies the construction of both Class I shared-use paths and Class II bike lanes on Grant Avenue between Railroad Avenue and I-505.

Pedestrian System

Sidewalks are provided on both sides of East Main Street between Grant Avenue and East Baker Street along the project frontage. Additionally, a shared-use path is provided on the Grant Avenue project frontage.

Sidewalk gaps exist on both sides of Grant Avenue between Morgan Street and East Main Street and on the north side of Grant Avenue between East Main Street and Matsumoto Lane/County Road 90. Sidewalk

gaps also exist on both sides of East Baker Street between Morgan Street and the eastern East Baker Street terminus.

An unmarked crosswalk across East Main Street is provided at the south leg of the Grant Avenue/East Main Street intersection. Additionally, marked crosswalks are provided at the East Main Street/East Baker Street intersection southwest of the project site. Along Grant Avenue, there is a lack of marked crosswalks for an approximately one-half mile stretch between Walnut Lane and Timber Crest Road/PG&E Way.

The City of Winters Bikeway System Master Plan identifies future bicycle/pedestrian upgrades on Grant Avenue between Railroad Avenue and I-505, including the construction of Class I shared-use paths.

3. Transportation Impact Analysis

Regulatory Setting

Federal

No federal plans, policies, regulations, or laws related to transportation and circulation apply to the project. However, federal regulations relating to the Americans with Disabilities Act, Title VI, and environmental justice relate to transit service.

State

The State of California has enacted several pieces of legislation that outline the state's commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and contribute to reductions in greenhouse gas (GHG) emissions in line with state climate goals. This legislation includes the following.

- Assembly Bill (AB) 32 (2006)
- Senate Bill (SB) 375 (2008)
- SB 226 (2011)
- SB 743 (2013)

Assembly Bill 32

AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires the following.

(a) the statewide GHG emissions limit shall remain in effect unless otherwise amended or repealed.

(b) it is the intent of the Legislature that the statewide GHG emissions limit continues in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020.

(c) the CARB shall make recommendations to the Governor and the Legislature on how to continue reductions of GHG emissions beyond 2020.

Senate Bill 375

SB 375 requires metropolitan planning organizations (MPOs) to prepare a sustainable communities strategy (SCS) as part of their regional transportation plans (RTPs). The SCS demonstrates how the region will meet its GHG reduction targets through integrated land use, housing, and transportation planning.

Specifically, the SCS must identify a transportation network that is integrated with the forecasted development pattern for the plan area and will reduce GHG emissions from automobiles and light trucks in accordance with targets set by the California Air Resources Board (CARB).

In 2017, the State Legislature passed SB 150, which requires CARB to prepare a report beginning in 2018 and every 4 years thereafter analyzing the progress made by each MPO in meeting regional GHG emission reduction targets.

The Sacramento Area Council of Governments (SACOG) serves as the MPO for Sacramento, Placer, El Dorado, Yuba, Sutter, and Yolo Counties, excluding those lands in the Lake Tahoe Basin. The Sacramento Campus is in Sacramento County and therefore is within the SACOG MPO.

SB 375 also provides streamlining (i.e., limited CEQA review) for certain transit priority projects that are consistent with the SCS.

Senate Bill 226

SB 226 revises the State CEQA Guidelines to set forth a streamlined review process for infill projects, including performance standards to determine an infill project's eligibility for that streamlined review. One of the requirements for streamlined review is that the project be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a SCS or an alternative planning strategy.

Senate Bill 743

SB 743 creates or encourages several statewide changes to the evaluation of transportation and traffic impacts under CEQA. First, it directs the Governor's Office of Planning and Research (OPR) to amend the State CEQA Guidelines to establish new metrics for determining the significance of transportation impacts of projects within transit priority areas (TPAs) and allows OPR to extend use of the new metrics beyond TPAs. In the amended State CEQA Guidelines, OPR selected VMT as the preferred transportation impact metric and applied its discretion to recommend the use of VMT statewide. The California Natural Resources Agency certified and adopted the amended State CEQA Guidelines in December 2018. The amended State CEQA Guidelines state that "generally, VMT is the most appropriate measure of transportation impacts" and the provisions requiring the use of VMT shall apply statewide as of July 1, 2020. The amended State CEQA Guidelines further state that land use "projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less-than-significant transportation impact."

Second, SB 743 establishes that aesthetic and parking impacts of a residential, mixed-use residential, or employment center projects on an infill site within a TPA shall not be considered significant impacts on the environment.

Third, SB 743 added Section 21099 to the Public Resources Code, which states that automobile delay, as described by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment upon certification of the State CEQA Guidelines by the California Natural Resources Agency. Since the amended State CEQA Guidelines were certified in December 2018, changes in LOS or similar measures of vehicular capacity or traffic congestion are not considered a significant impact on the environment.

Lastly, SB 743 establishes a new CEQA exemption for a residential, mixed-use, and employment center project (a) within a TPA, (b) consistent with a specific plan for which an EIR has been certified, and (c) consistent with an SCS. This exemption requires further review if the project or circumstances changes significantly.

Technical Advisory on Evaluating Transportation Impacts in CEQA

To aid in SB 743 implementation, OPR released a Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) in December 2018. The Technical Advisory provides advice and recommendations to CEQA lead agencies on how to implement SB 743 changes. This includes technical recommendations regarding the assessment of VMT, thresholds of significance, VMT mitigation measures, and screening thresholds for certain land use projects. Lead agencies may consider and use these recommendations at their discretion.

The Technical Advisory identifies screening thresholds to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. The Technical Advisory suggests that projects meeting one or more of the following criteria should be expected to have a less-than-significant impact on VMT.

- Small projects—projects consistent with a SCS and local general plan that generate or attract fewer than 110 trips per day.
- Projects near major transit stops—certain projects (residential, retail, office, or a mix of these uses) proposed within 0.5 mile of an existing major transit stop or an existing stop along a high-quality transit corridor.
- Affordable residential development—a project consisting of a high percentage of affordable housing may be a basis to find a less-than-significant impact on VMT.

- Local-serving retail—local-serving retail development tends to shorten trips and reduce VMT. The Technical Advisory encourages lead agencies to decide when a project will likely be local-serving, but generally acknowledges that retail development including stores larger than 50,000 square feet might be considered regional-serving. The Technical Advisory suggests lead agencies analyze whether regional-serving retail would increase or decrease VMT (i.e., not presume a less-than-significant impact).
- Projects in low-VMT areas—residential and office projects that incorporate similar features (i.e., density, mix of uses, transit accessibility) as existing development in areas with low VMT will tend to exhibit similarly low VMT.

The Technical Advisory also identifies recommended numeric VMT thresholds for residential, office, and retail projects, as described below.

- Residential development that would generate vehicle travel exceeding 15 percent below existing residential VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as a regional VMT per capita or as city VMT per capita.
- Office projects that would generate vehicle travel exceeding 15 percent below existing regional VMT per employee may indicate a significant transportation impact.
- Retail projects that result in a net increase in total VMT may indicate a significant transportation impact.

For mixed-use projects, the Technical Advisory suggests evaluating each component independently and applying the significance threshold for each project type included. Alternatively, the lead agency may consider only the project's dominant use.

The Technical Advisory also provides guidance on impacts to transit. Specifically, the Technical Advisory suggests that lead agencies generally should not treat the addition of new transit users as an adverse impact. As an example, the Technical Advisory suggests the following.

> [An] infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network. (Governor's Office of Planning and Research 2018)

<u>California Department of Transportation</u>

The California Department of Transportation (Caltrans) is responsible for planning, designing, constructing, operating, and maintaining the State Highway System (SHS). Within the study area, Grant Avenue (SR 128) and I-505 are components of the SHS. Federal highway standards are implemented in

California by Caltrans. Any improvements or modifications to the SHS within the project vicinity would need to be approved by Caltrans. The following Caltrans planning documents emphasize the State of California's focus on transportation infrastructure that supports mobility choice through multimodal options, smart growth, and efficient development.

- Smart Mobility 2010: A Call to Action for the New Decade (Smart Mobility Framework) (California Department of Transportation 2010a).
- Complete Streets Implementation Action Plan (California Department of Transportation 2010b).
- California Transportation Plan 2040 (California Department of Transportation 2016a).
- Strategic Management Plan 2015-2020—2019 Update (California Department of Transportation 2019a).

VMT-Focused Transportation Impact Study Guide

On May 20, 2020, Caltrans adopted the VMT-Focused Transportation Impact Study Guide (TISG) to provide updated guidance to Caltrans Districts, lead agencies, tribal governments, developers, and consultants based on changes to the agency's review process for transportation analysis of land use projects and plans under the updated State CEQA Guidelines. The TISG outlines how Caltrans will review land use projects with a focus on supporting state land use goals, state planning priorities, and GHG emission reduction goals; the TISG identifies land use projects' possible transportation impacts on the SHS and potential non-capacity increasing mitigation measures. The TISG emphasizes that VMT analysis is the primary review focus of Caltrans and references OPR's Technical Advisory as a basis for the guidance in the TISG. Notably, the TISG recommends use of the recommended thresholds in the Technical Advisory for land use projects. The TISG also references the Technical Advisory for screening thresholds that would identify projects and areas presumed to have a less-than-significant transportation impact. Caltrans supports streamlining for projects that meet these screening thresholds because they help achieve VMT reduction and mode shift goals.

Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance

On December 18, 2020, Caltrans released the Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance (Safety Guidance) to provide updated guidance to Caltrans Districts, lead agencies, developers, and consultants conducting safety review for proposed land use projects and plans that would affect the State Highway System. The interim guidance recommends that safety analyses include a review of three primary elements related to transportation safety—design standard compliance, collision history, and collision risk (consistent with the Federal Highway Administration's Systemic Approach to Safety). The interim guidance does not establish specific analysis methods or significance

thresholds for determining safety impacts under CEQA. Additionally, Caltrans notes that local agencies may use the interim guidance at their own discretion as a guide for review of local facilities.

Grant Avenue/SR 128/Russell Boulevard Complete Streets Concept Plan

Caltrans prepared the Grant Avenue/SR 128/Russell Boulevard Complete Streets Concept Plan (2010) to identify multi-modal transportation improvements along the Grant Avenue corridor. The plan was prepared for Caltrans and the City of Winters and adopted by the Winters City Council in February 2011. The plan includes the following future transportation improvements within the study area:

- Widening of Grant Avenue from two to four lanes between East Main Street and I-505
- Construction of Class I shared-use paths and Class II bike lanes on both side of Grant Avenue
- Construction of new roundabouts at Grant Avenue intersections with Dutton Street, Walnut Lane (since constructed), and Morgan Street
- Installation of new traffic signals at Grant Avenue intersections with East Main Street, Timber Crest Road (since constructed) and I-505 Southbound Ramps

Regional and Local

Sacramento Area Council of Governments

SACOG is the MPO governing the six-county Sacramento region consisting of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties and their 22 cities. SACOG is responsible for the preparation of, and updates to, the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) (Sacramento Area Council of Governments 2019) and the associated Metropolitan Transportation Improvement Program (MTIP) for the six-county region. The SACOG 2020 MTP/SCS provides a 20-year transportation vision and corresponding list of transportation projects. The MTIP identifies short-term projects (i.e., projects with a 7-year horizon) in more detail. The current SACOG 2020 MTP/SCS was adopted by the SACOG board on November 18, 2019.

The SACOG 2020 MTP/SCS (Sacramento Area Council of Governments 2019) provides the basis for air quality conformity findings related to the national Clean Air Act and determinations of whether the region is complying with GHG reduction targets for automobiles and light trucks established under SB 375. Major projects that are inconsistent with the plan could jeopardize the plan's effectiveness for air pollution and GHG reduction. Consequently, consistency with the MTP/SCS is a potential basis for determining adverse impacts related to these environmental topics.

The SACOG 2020 MTP/SCS acknowledges the following.

> A more compact land development pattern and providing alternatives to driving alone are critical strategies for reducing the amount of driving we do in our daily lives. Location within the region is likely the most important variable in determining how much time people spend in their vehicles. Communities within existing urban areas, and with a mix and density of uses, tend to produce less VMT per resident than places that are farther away and spread out. These "lower VMT" areas also tend to have the density and mix of uses to support better transit service and are friendlier to biking and walking for some trips. (Sacramento Area Council of Governments 2019)

To this end, the SACOG 2020 MTP/SCS includes figures showing the distribution of VMT generation in the SACOG region presented in VMT per capita. One figure presents the VMT generation for the base year (2016), and one presents the VMT generation in the horizon year of the MTP/SCS (2040).

City of Winters General Plan

The City of Winters General Plan was adopted in 1992 and sets forth overarching goals and objectives related to transportation and circulation in the context of planned land use within the City. The General Plan guides the development of new roads and roadway modifications to serve long-term needs of Winters. The General Plan also provides direction for multimodal implementation.

All of the study intersections and roadway segments are subject to the City of Winters' level of service (LOS) standards. The City of Winters General Plan identifies LOS D conditions as the threshold service level throughout the City. The Yolo County Congestion Management Plan identifies LOS D conditions as the threshold service level for Intersections located along Grant Avenue (State Route 128).

Relevant transportation policy statements from the General Plan are provided below.

- Goal III.A. To create and maintain a roadway network that will ensure the safe and efficient movement of people and goods throughout the city.
- Goal III.G. To promote pedestrian and bicycle travel as alternatives to automobile use.
- Policy III.A.9. The City shall require street designs consistent with principles of interconnected network path design. The City shall insure that there are multiple, local street access points to all developments throughout the city. The City shall insure that direct access to all local streets from primary and secondary collectors is maintained. At the discretion of the City, alleys may be used in conjunction with the overall street layout.
- Policy III.A.10. Street designs should promote pedestrian and bicycle travel and should emphasize safety over travel speed and capacity. Collector streets should not be used as separators of neighborhoods.

- Policy III.B.3. The City shall require bus turnouts and shelters in higher density residential and commercial areas and other areas deemed appropriate.
- Policy III.G.1. The City shall create and maintain a safe and convenient system of pedestrian and bicycle routes that encourages walking or bicycling as an alternative to driving. The pedestrian and bicycle system shall connect all residential areas, schools, and shopping and employment areas in the city. The bicycle system shall favor on-street bike lanes over separated bike paths. New development shall be required to pay its share of the costs for development and maintenance of this system.
- Policy III.G.2. The City shall require installation of sidewalks along all streets in all newly developing areas.
- Policy III.G.6. The City shall require inclusion of bicycle parking facilities at all new major public and quasi-public facilities and commercial and employment sites. Major employers shall be encouraged to provide showers and lockers in their facilities to encourage biking.

- Policy V.A.15. The City shall pursue the development of a citywide network of pedestrian and bicycle pathways and equestrian trails. The pedestrian and bicycle pathway and trail system should be designed to link parks, schools, civic and major shopping and employment centers. The City's bicycle pathway system should be integrated with the countywide bikeway system.

City of Winters Circulation Master Plan

The City of Winters Circulation Master Plan (2017) identifies several roadway network modifications within the study area:

- Extension of East Main Street and Timber Crest Road north of Grant Avenue
- Extension of East Baker Street to Timber Crest Road/PG&E Way
- Construction of Moody Slough Road between County Road 88 and Matsumoto Road
- Widening of Grant Avenue from two to four lanes between East Main Street and I-505
- Installation of new traffic signals at the following intersections:
    - Grant Avenue/East Main Street
    - Grant Avenue/I-505 Southbound Ramps
    - East Main Street/Moody Slough Road
    - Timber Crest Road/Moody Slough Road
- Installation of new roundabouts at the following intersections:
    - Grant Avenue/Dutton Street
    - Grant Avenue/Morgan Street

City of Winters Design Guidelines

The City of Winters Design Guidelines (1999) provide the community design expectations for the development of commercial and residential areas in Winters. The Design Guidelines include the following transportation-related guidance and requirements for the Grant Avenue corridor between Dutton Street and I-505 (i.e., within the immediate project site vicinity):

- Vision Statement: A transition from highway commercial to pedestrian commercial is envisioned as one moves towards the western sections of the corridor from I-505.
- Circulation Access: To keep traffic flowing freely, ingress and egress to adjacent properties on Grant Avenue shall be carefully planned. Individual driveways will be allowed only where previously existing or where they represent the only feasible access and are consistent with Caltrans regulations. Joint driveways may be permitted if necessary, but should be kept to a minimum. The preference is for Grant Avenue frontage parcels to get their access via the adjacent cross streets which run perpendicular to Grant Avenue. Median left turn lanes will be provided to ensure easy access and maximum circulation efficiency.
- Street Standards: Grant Avenue will be a 4-lane arterial,[1] with pavement from 66 to 84 feet, and a 106 to 124 foot wide right-of-way. A landscaped center median with left turn pockets will be provided along the corridor
- Bicycles: Grant Avenue is a significant street for bicycle traffic. Bicycle lanes will be clearly marked adjacent to the sidewalk curb in each direction
- Pedestrians: Pedestrians will be provided with a sidewalk on each side of Grant Avenue. Crosswalks will be paved with contrasting materials in order to alert motorists to pedestrian safety and to provide architectural texture and community character. Crosswalk signalization will be provided at all through cross streets. Attention to pedestrian access shall be emphasized in the western sections of the corridor.

City of Winters Grant Avenue Design Guidelines

The City of Winters Grant Avenue Design Guidelines (2011) establish guidance to property owners and design professionals in planning and designing new building and remodeling existing structures within the Grant Avenue Economic Development Advisory Project Area. This area generally covers the Grant Avenue corridor between Railroad Avenue and I-505 and includes the project site.

[1] Note that this standard is based on the City's Circulation Master Plan at the time of the publication of the Design Standards. Recent medications to the Circulation Master Plan now plan for the widening of Grant Avenue to four lanes between East Main Street and I-505.

The City of Winters Grant Avenue Design Guidelines include the following transportation-related elements that pertain to the project:

- Connectivity
    - Provide for pedestrian, bicycle, and vehicle travel within the Grant Avenue corridor.
    - In proposing a project, applicants shall consider and demonstrate how the development will connect with the Grant Avenue Complete Streets Concept Plan, Class I and II bikeways, pedestrian/bicycle facilities within the project and with bordering facilities, and the Putah Creek Park Master Plan and Trail System.
    - As a priority, developments should provide direct connection with bicycle/pedestrian facilities that border the project site, minimize bicycle/pedestrian and vehicular conflicts within and external to the project, reduce vehicular ingress/egress from the project, and create effective circulation/flow within the project.
- Vehicular Circulation
    - Provide separate vehicular and pedestrian circulation systems with a strong emphasis on pedestrian linkages between uses.
    - The City of Winters wishes to minimize conflicts for excessive ingress/egress locations along Grant Avenue. Projects shall consider alternatives to Grant Avenue such as arterials (East Main Street, Timber Crest Road, or Walnut Lane).
    - Locate additional site access points as far as possible from street intersections to minimize conflicts. More than one access to a site from a public street may be permitted when the additional access will not be hazardous to the safety and operation of the street or pedestrians and when it facilitates the integration of commercial development into the community.
- Bicycle Circulation and Parking
    - Bicycle paths and routes shall be designed to provide continuous circulation through the site separated from vehicle travel ways, wherever feasible.
- Pedestrian Circulation
    - Continuous pedestrian walkways shall be provided to connect the public sidewalk to the principal customer entrances at each tenant space. Drive aisles should not be uses as pedestrian walkways.
    - Sidewalks and pedestrian ways shall be scaled to the use and expectations of pedestrian volumes in any given location with the minimum width of the sidewalk and pedestrian ways no less than 5 feet, and no less than 8 feet where multi-use is proposed.

City of Winters Bikeway System Master Plan

The current version of the Bikeway System Master Plan was approved by the City of Winters City Council in 2013. The applicable transportation policy statements from this document are described below.

- Goal 3. Encourage a community culture that supports the use of bicycling as a major mode of transportation throughout the city.
- Goal 4. Establish a well-connected bikeways system that is well-integrated with other modes of transportation and other alternative modes of transportation.
- Goal 6. Create a convenient and safe bikeway system that aims to reduce vehicle congestion, improve air quality and improve individual physical fitness.

The 2013 Bikeway System Master Plan identifies five priority projects as follows. A portion of the first two projects described below are located along the project frontage on Grant Avenue.

- Grant Avenue (SR 128) from East Main Street to I-505 – Class I/II bike lanes and pedestrian facilities
- Grant Avenue (SR 128) from Railroad Avenue to East Main Street – Bike/pedestrian upgrade
- Grant Avenue (SR 128) from I-505 to El Rio Villa-Yolo Housing – Class I trail
- Putah Creek Pedestrian and Bike Bridge – Class I trail
- West Section of Main Street – Class I trail

Yolo County Transportation District

The YCTD provides public transit service (Yolobus) in the City of Winters. YCTD recently prepared YoloGO (2021), the future service plan for Yolobus service throughout Yolo County. YoloGO recommends the discontinuation of Route 220 and the implementation of on-demand microtransit service to serve local transit trips within Winters in its place.

Thresholds of Significance

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. For the purposes of this analysis, an impact is considered significant if implementation of the project would have any of the effects described below.

The standards of significance in this analysis are based upon the current practice of the appropriate regulatory agencies as described in the Regulatory Setting section. For most areas related to transportation and circulation, policies from the City of Winters' General Plan have been used. For the State Highway System, Caltrans' standards were used.

Vehicle Miles Traveled Impacts

State CEQA Guidelines Section 15064.3, subdivision (b) outlines criteria for analyzing transportation impacts using VMT. For land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact.

The City of Winters has not formally adopted guidance or thresholds related to VMT impact analysis (i.e., tailored screening criteria, preferred metrics and calculation methods, and use-specific thresholds). Therefore, this analysis relies on guidance from the Technical Advisory. Per the Technical Advisory, the project would result in a significant impact if it would do any of the following.

- Generate vehicle travel exceeding 15 percent below existing regional household VMT per capita for residential uses.
- Generate vehicle travel exceeding 15 percent below existing regional work VMT per employee for employment uses.
- Include retail development that would result in a net increase in total VMT.

Transit System Impacts

The project would result in a significant transportation impact if it would do any of the following.

- Physically disrupt an existing transit service/facility.
- Interfere with the implementation of a planned transit service/facility.
- Create an inconsistency with the transit policies or standards of plans adopted by the City of Winters, YCTD, or Caltrans.

Bicycle and Pedestrian System Impacts

The project would result in a significant transportation impact if it would do any of the following.

- Physically disrupt an existing bicycle or pedestrian facility.
- Interfere with the implementation of a planned bicycle or pedestrian facility.
- Create an inconsistency with the bicycle or pedestrian policies or standards of plans adopted by the City of Winters, YCTD, or Caltrans.

Transportation System Safety Impacts

The project would result in a significant transportation impact if it would do any of the following.

- Result in a geometric design feature that is inconsistent with applicable design standards.
- Result in a change to the volume, mix, or speed of traffic that is not compatible with the existing facility design.

Methods of Analysis

The transportation impact analysis methodology includes a combination of quantitative and qualitative evaluations of the transportation system. The specific analysis methods are described below.

Project Description

The Grocery Outlet project would occupy the northerly 2.29 acres of the 4.12-acre parcel bounded by Grant Avenue, or State Route 128 (SR 128), on the north, East Main Street on the west, East Baker Street on the south, and McClish Lane on the east. The project land use would be comprised of a 16,000 square foot Grocery Outlet store and 64 adjacent parking spaces. Vehicular access would be provided as follows:

- Full access on Grant Avenue at McClish Lane, approximately 300 feet east of East Main Street
- Left-in, right-in, and right-out access from a new driveway on East Main Street approximately 210 feet south of Grant Avenue.

Note that the driveway spacing measurements above are provided between the proposed driveway centerline and the near curb return of the adjacent intersection.

Project Travel Characteristics

Project trip generation was estimated using the City of Winters local travel demand model. At buildout, the project would generate 1,430 daily, 81 a.m. peak hour, and 167 p.m. peak hour gross vehicle trips. Accounting for pass-by trips to and from the project commercial uses (estimated to be 41 percent of gross vehicle trips for supermarket land uses less than 50,000 square feet in size per the *ITE Trip Generation Handbook, 3rd Edition*), at buildout, the project would generate 844 daily, 48 a.m. peak hour, and 99 p.m. peak hour net new vehicle trips on the surrounding roadway system.

Bicycle and Pedestrian Facilities

The impact assessment for bicycle and pedestrian travel considers existing and planned bicycle and pedestrian facilities and reviews the project to determine whether it would physically disrupt an existing facility or prevent the implementation of a planned facility. This assessment also considers whether the project would substantially increase conflicts between bicyclists and pedestrians and other modes of travel.

Transit Services and Facilities

The impact assessment for transit considers existing and planned transit facilities and services and reviews the project to determine whether it would physically disrupt an existing service or facility or prevent the implementation of a planned service or facility. This assessment also considers whether the project could conflict with applicable transit policies.

Vehicle Miles Traveled

As discussed above, LOS can no longer be used for evaluating project traffic impacts under CEQA with the passage of SB 743 and adoption of the amended CEQA Guidelines implementing SB 743 (see State CEQA Guidelines Section 15064.3). Per State CEQA Guidelines Section 15064.3, subdivision (c), the provisions in Section 15064.3 recommending VMT as the primary metric for analyzing traffic impacts applies as of July 1, 2020.

This analysis relies on guidance provided in the Technical Advisory to assess the project's VMT impact. Specifically, this analysis considers the following.

- Does the project meet one or more of the screening thresholds identified in the Technical Advisory such that a detailed analysis is not necessary?
    - If so, what information or data are available to support the conclusion that the project meets the screening threshold and should be considered to have a less-than-significant transportation impact?
- If the project does not meet one or more of the "screening thresholds," this analysis would proceed to a detailed analysis of the project's VMT impact. This includes quantifying the project's VMT generation and determining whether this VMT generation would exceed the recommended thresholds of significance in the Technical Advisory (i.e., 15 percent below existing regional VMT per capita/employee).

Vehicle Miles Traveled Screening Analysis

The Technical Advisory identifies "screening thresholds" to quickly identify, without conducting a detailed study, when a project should be expected to cause a less-than-significant transportation impact. As described in the Regulatory Setting section, the Technical Advisory suggests the following projects should be expected to have a less-than-significant impact on VMT.

- Small projects.
- Projects near major transit stops.
- Affordable residential development.

- Local-serving retail.
- Projects in low-VMT areas.

Of these project types, only the criterion for projects near major transit stops are codified in the updated State CEQA Guidelines. The remaining criteria for small projects, affordable residential development, local-serving retail, or projects in low-VMT areas are not codified in the State CEQA Guidelines but are suggested by OPR based on research cited in the Technical Advisory.

The Technical Advisory describes new retail development as typically redistributing shopping trips rather than creating new trips. By improving retail destination proximity, local-serving retail tends to shorten trips and thereby reduce VMT. Conversely, regional-serving retail (generally stores larger than 50,000 square feet) can lead to a substitution of longer trips for shorter ones. A review of the project and study area indicates that the project would meet the local-serving retail screening criteria identified in the Technical Advisory. Therefore, a quantitative VMT analysis is not required (refer to Impact 3 for additional information).

Impacts and Mitigation Measures

This section describes the evaluation of potential transportation impacts associated with the implementation of the project and, in instances where the project would cause a significant impact, identifies potential mitigation measures that would lessen the severity of the impact.

Impact 1. Impacts to bicycle and pedestrian facilities.

Along the project frontage, sidewalks and Class II bike lanes are provided on both sides of East Main Street and there is a shared-use path (Class I bike lane) on the south side of Grant Avenue between East Main Street and McClish Lane.

The project would not modify existing off-site pedestrian facilities and would not cause a physical disruption to existing pedestrian facilities. Additionally, the project would construct new pedestrian connections between the Grocery Outlet store entry/exit points and existing off-site pedestrian facilities.

The project would not modify existing off-site bicycle facilities, with the possible exception of the southbound Class II bike lane on East Main Street. The project would include the construction of a new southbound left-turn pocket at the East Main Street project driveway. The City of Winters' *Improvement Standards and Standard Drawings* provides standard approved design widths in Section 4-3. For primary collectors (such as East Main Street in the project vicinity), vehicular travel lanes should be 12 feet wide and bike lanes should be 5 feet wide (including 2 feet of curb and gutter). The project site plan does not provide sufficient details regarding proposed lane configurations, geometrics, etc. necessary to evaluate the effects of the proposed southbound left-turn pocket on the existing southbound Class II bike lane on East Main Street. A preliminary measurement of southbound East Main Street at this location indicates that there is approximately 25 feet of width between the westerly curb and the raised center median. Based on this preliminary measurement, it is possible that there is insufficient width to accommodate the proposed southbound left-turn pocket alongside a southbound through travel lane and the existing southbound Class II bike lane. Therefore, the project could cause a physical disruption to the existing Class II bike lane on East Main Street.

Considering the project's land use and location within the City of Winters, the project would generate new demand for bicycle and pedestrian travel, especially from residential neighborhoods in the vicinity. New bicycle and pedestrian demand could be served by existing facilities south of the project site (e.g., along East Main Street or East Baker Street) or to the northeast of the project site via the shared use path on the south side of Grant Avenue. Some pedestrians traveling to or from the south would travel on the west side of East Main Street and cross the south leg of the Grant Avenue/East Main Street intersection to access the project site. This location currently has an unmarked crosswalk, which reduces the visibility of

the crosswalk to oncoming vehicular traffic and increases the potential for conflicts involving pedestrians. Moreover, given the length of this crossing (approximately 105 feet), pedestrians experience considerable exposure to conflicting vehicle traffic while utilizing the crossing. The existing unmarked crosswalk together with increased pedestrian activity generated by the project could increase the potential for conflicts involving pedestrians at the south leg of the Grant Avenue/East Main Street intersection.

Given these conditions, the project could cause a physical disruption to existing bicycle facilities and increase the potential for bicycle and pedestrian conflicts with vehicles. The project-related adverse effects on bicycle and pedestrian travel and safety would be inconsistent with City and Caltrans plans and policies that promote bicycle and pedestrian travel, including City of Winters General Plan Goal III.G and Policies III.A.10/III.G.1, the City of Winters Bikeway System Master Plan, the Grant Avenue/SR 128/Russell Boulevard Complete Streets Concept Plan, and the City of Winters Design Guidelines.

Altogether, this impact would be **significant**.

Mitigation Measure 1.1. Install a high-quality pedestrian crossing on the south leg of the Grant Avenue/East Main Street intersection.

The installation of a high-quality pedestrian crossing across the south leg of the Grant Avenue/East Main Street intersection would reduce this impact by a) decreasing the number and severity of pedestrian-vehicle conflicts and the potential for collisions involving pedestrians and by b) accommodating pedestrian travel in a manner consistent with City and Caltrans plans, policies, and standards that promote bicycle and pedestrian travel. Potential improvement options include the installation of a marked crosswalk with high visibility striping/markings and accompanying signage, or an improvement of equal effectiveness as determined by the City of Winters City Engineer. The crossing improvements should be constructed prior to occupancy of the project site.

Mitigation Measure 1.2. Modify East Main Street between Grant Avenue and East Baker Street to comply with applicable design standards.

The proposed East Main Street project driveway and accompanying southbound left-turn pocket would require modifications to East Main Street between Grant Avenue and East Baker Street in order to comply with applicable design standards, including those related to the existing Class II bike lanes. Given the proximity of the East Main Street project driveway to the Grant Avenue/East Main Street and East Main Street/East Baker Street intersections, modifications to this segment of East Main Street should also consider existing and future geometric and operational needs at

these adjacent intersections (e.g., the planned signalization of the Grant Avenue/East Main Street intersection).

This segment of East Main Street should be modified to accommodate the following:

1. Southbound East Main Street – A Class II bike lane, a southbound through travel lane, and a southbound left-turn lane. The southbound left-turn lane should extend between Grant Avenue and the East Main Street project driveway and be designed to prohibit left-turn egress at the project driveway.
2. Northbound East Main Street – A Class II bike lane plus a left-turn pocket and a right-turn lane at the northbound approach of the Grant Avenue/East Main Street intersection. Once East Main Street is extended north of Grant Avenue, the northbound approach would need to be modified to accommodate either a shared through-right turn lane or a through lane and a right-turn pocket.

The northbound left-turn pocket at the Grant Avenue/East Main Street intersection and the southbound left-turn lane at the East Main Street project driveway should be constructed side-by-side to accommodate anticipated vehicle queueing for each movement.

These proposed lane configurations would require modifications to the existing raised center median along this segment of East Main Street, particularly the portion of the median located north of the project driveway.

Additionally, the East Main Street project driveway should be designed to ensure that adequate sight distance is provided for ingress/egress maneuvers. In particular, adequate sight distance should be provided for southbound left-turning vehicles (i.e., those waiting to enter the project site) looking for approaching northbound through vehicles. Based on the current project site plan, it is possible that this sight line would be obstructed by queued vehicles waiting to complete a southbound left-turn at the East Main Street/East Baker Street intersection.

These modifications should be constructed prior to occupancy of the project site.

With the implementation of Mitigation Measures 1.1 and 1.2, this impact would be **less than significant with mitigation**.

Impact 2. Impacts to transit services and facilities.

Yolobus Routes 220 and 220C provide transit service between the City of Winters, Vacaville, the City of Davis, and UC Davis. As described previously, these services are currently suspended due to the COVID-19 pandemic. During pre-COVID-19 conditions, Route 220 provided three daily round-trips between Winters, Vacaville, Davis, and UC Davis and Route 220C provided one daily round-trip between Winters and UC Davis. The closest bus stops to the project site are located on Grant Avenue east of Timber Crest Road/PG&E Way and on East Main Street north of Blue Oak Lane.

The YoloGO transit service plan recommends the discontinuation of Route 220 and the implementation of a new on-demand microtransit service to serve local transit trips within Winters. YoloGO additionally recommends that Route 220C be restored to pre-COVID-19 service levels.

Based on May 2019 ridership levels reported by Yolobus, Routes 220 and 220C generated 34 and 16 weekday passenger boardings, respectively. These low ridership levels are typical of suburban and rural transit markets where dispersed development patterns and fast, convenient, and inexpensive vehicle travel options result in relatively low demand for transit services.

The project would create additional demand for public transit services. The project would be expected to generate transit demand at a rate commensurate with existing development within the City of Winters. Therefore, demand for local transit service between the project site and locations within the City of Winters would be adequately served by the new on-demand microtransit service recommended in the YoloGO transit service plan.

The project would not physically disrupt existing transit services or facilities. Moreover, the project would not interfere with the implementation of planned future transit services or facilities.

City of Winters General Plan Policy III.B.3 requires that bus turnouts and shelters in higher density residential and commercial areas and other areas as deemed appropriate. While the project would include a commercial use, it would not include the provision of new bus turnouts or shelters. This could represent an inconsistency with General Plan Policy III.B.3.

Altogether, this impact would be **significant**.

Mitigation Measure 2.1. Coordinate with YCTD to determine transit stop infrastructure needs and construct new transit stop infrastructure as necessary.

City of Winters General Plan Policy III.B.3 requires that bus turnouts and shelters in higher density residential and commercial areas and other areas as deemed appropriate. The policy does not clarify specific thresholds (e.g., density thresholds) where bus turnouts and shelters are warranted by new development. It is recommended that the City of Winters and the project applicant coordinate with YCTD to determine a) the extent to which existing bus stops along Grant Avenue and East Main Street would provide adequate access for Yolobus passengers generated by the project and b) if new bus turnouts and shelters on Grant Avenue or elsewhere within the vicinity of the project site are warranted per General Plan Policy III.B.3. This coordination should consider the infrastructure needs of Yolobus' proposed Winters microtransit service. Microtransit services typically provide curb-to-curb service and, in most instances, can be less reliant on traditional bus infrastructure such as designated stops, turnouts, etc. Depending on the outcome of this coordination, it may be determined that new bus turnouts and shelters on Grant Avenue, East Main Street, or elsewhere within the vicinity of the project site are desirable to enhance transit access to and from the project site. If determined desirable by YCTD, the new bus turnout(s) and shelter(s) should be constructed prior to occupancy of the project site.

With the implementation of Mitigation Measure 2.1, this impact would be **less than significant with mitigation**.

Impact 3. Impacts to vehicle miles traveled (VMT) on the roadway system.

As described previously, the project would qualify for the local-serving retail screening criteria identified in the Technical Advisory, and thus would be presumed to have a less-than-significant impact to VMT. This conclusion is supported by the information presented below.

The project would include a 16,000 square-foot Grocery Outlet store, which is a limited assortment supermarket brand oriented toward bargain shoppers. Aside from several convenience stores located within Winters, grocery store options are generally limited, especially bargain stores. These include the following:

- Lorenzo's Market – the City's only conventional supermarket, an approximately 16,500 square-foot store with multiple service departments including a deli and bakery; located on the north side of Grant Avenue between Walnut Lane and Morgan Street.

- Dollar General – an approximately 9,500 square-foot bargain general store that includes a limited assortment of food items; located across Lorenzo's Market, on the south side of Grant Avenue.
- Winters Market – an approximately 2,500 square-foot convenience store with a limited assortment of food items; located on the northwest corner of the Grant Avenue/Railroad Avenue intersection.

Nearby population centers such as Davis, Dixon, Vacaville, and Woodland are served by one or more bargain grocery stores, including other Grocery Outlet stores. Therefore, the proposed project is not likely to attract regional shopping trips and is more likely to attract local shopping trips generated within Winters. The project is expected to redistribute local and regional shopping trips as follows:

- Local Trips – The project would cater to a clientele of bargain shoppers. To the extent that the proposed Grocery Outlet would draw customers away from existing grocery options within the City, a redistribution of local trips would generally increase the average grocery shopping trip length within the City of Winters. This is because the project site is located towards the eastern periphery of the City and about 0.25 mile east of current grocery store options on Grant Avenue (e.g., Lorenzo's Market), which in turn would place the project further away from the current center of population relative to other local grocery options. Therefore, redistribution of local shopping trips would tend to increase the existing grocery shopping trip length within the City by roughly 0.5 mile for most trips that shift to the proposed Grocery Outlet. VMT within the City would increase accordingly by approximately 0.5 VMT per such trip.
- Regional Trips – Due to the general lack of grocery stores in Winters, especially bargain grocery store options, the proposed project would result in increased internalization of trips within Winters. In other words, rather than traveling outside the City for bargain grocery shopping (e.g., to a Grocery Outlet, Walmart, Food-4-Less, etc. in other communities), bargain shoppers would be provided with an option internal to the City of Winters. This would result in a substantial decrease in shopping trip length (and VMT) for such trips, as the nearest bargain grocery stores to Winters are in Davis, Dixon, and Vacaville, over 10 miles away. Therefore, the conversion of some regional shopping trips to local shopping trips would reduce VMT in the region by over 20 VMT per such trip.

Altogether, while the project would result in a slight increase in the City's internal VMT, this increase would be more than offset by a decrease in VMT resulting from long regional shopping trips converting to short local shopping trips. This is consistent with the Technical Advisory, which states that "[by] adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact."

Based on the qualitative analysis above and the guidance provided in the Technical Advisory, the proposed Grocery Outlet project's impact to VMT would be **less-than-significant**.

Impact 4. Transportation system safety impacts.

The project would result in increased travel activity in the study area, including bicycle, pedestrian, and vehicle trips. Please refer to Impact 1 for a discussion of existing and planned bicycle and pedestrian facilities within the project site vicinity, the project's effect on bicycle and pedestrian travel activity, and adverse effects to bicycle and pedestrian safety that would result from the project. Impact 1 additionally describes the extent to which the project would result in inconsistencies with City and Caltrans plans, policies, and design standards related to bicycle and pedestrian facilities.

The project would result in increased vehicle trips on local roadways and a decrease in trips using regional roadways (see Impact 3 for details). Increases to vehicle trips associated with the project would be concentrated at the Grant Avenue/East Main Street intersection and the proposed Grant Avenue and East Main Street project driveways.

The project would construct two vehicular access points on its Grant Avenue and East Main Street frontages. The Grant Avenue project driveway would be located approximately 300 feet east of the Grant Avenue/East Main Street intersection and would be a full access driveway without restrictions on any ingress/egress maneuvers. The East Main Street project driveway would be located approximately 210 feet south of the Grant Avenue/East Main Street intersection and would restrict left-turn egress maneuvers but accommodate all other ingress/egress maneuvers, including left-turn ingress maneuvers.

Caltrans does not have standards regarding the specific spacing of driveways or intersections on highways such as Grant Avenue. Caltrans does have standards for the design elements of right- and left-turn channelization, which affect the placement of driveways and intersections. Moreover, the American Association of State Highway and Transportation Officials (AASHTO) A Policy on the Geometric Design of Highways and Streets (the Green Book) states that driveways should not be located within the functional area of an intersection or in the influence area of an adjacent driveway. Key factors for both the Caltrans standards and the AASHTO guidance include vehicle queues, deceleration distance, tapers, and perception-reaction times.

The Grant Avenue project driveway would be located between East Main Street and PG&E Way, which are spaced approximately 700 feet apart (as measured from the near curb returns). Left turn pockets on this roadway segment are currently provided for the westbound approach to Grant Avenue/East Main Street (400-foot left turn pocket including bay and taper length) and the eastbound approach to Grant Avenue/PG&E Way (200-foot left turn pocket including bay and taper length). The proposed Grant

Avenue project driveway would result in conflicts with applicable design standards/policies and/or adverse safety effects as follows:

- The driveway would be located within the functional area of the Grant Avenue/East Main Street intersection. The driveway would be located approximately 300 feet east of this intersection and would physically disrupt the existing westbound left-turn pocket at the Grant Avenue/East Main Street intersection (which extends approximately 400 feet east of the intersection). Moreover, left-turn access at this driveway would conflict with operations of the planned future traffic signal at Grant Avenue/East Main Street, where westbound queues would spill back and block the proposed project driveway.
- Vehicles exiting the driveway to merge into the westbound travel lane on Grant Avenue would interfere with approaching westbound vehicles. The speed differential between westbound vehicles and vehicles entering westbound traffic from the Grant Avenue project driveway would increase the potential for rear-end collisions.
- The spacing between the driveway and the adjacent Grant Avenue/PG&E Way intersection (approximately 400 feet) would require that left-turn ingress maneuvers be completed from the westbound travel lane on Grant Avenue, which in turn would increase the potential for rear-end collisions. A westbound left-turn lane into the project driveway would reduce this conflict potential, however, there is insufficient spacing between the driveway and the Grant Avenue/PG&E Way intersection to accommodate such a left-turn lane based on Highway Design Manual standards. The required left-turn lane length per the Highway Design Manual would exceed the available distance between the driveway and the Grant Avenue/PG&E Way intersection when considering anticipated left-turn ingress vehicle queues and the required deceleration length for the 45 mile-per-hour posted speed limit.
- The construction of a project driveway on Grant Avenue would be inconsistent with the City of Winters Design Guidelines and the Grant Avenue Design Guidelines, which state a preference to minimize project access points on Grant Avenue and to instead provide project access via Grant Avenue cross streets such as East Main Street.

The East Main Street project driveway would be located approximately 210 feet south of the Grant Avenue/East Main Street intersection. The project would include the construction of a new southbound left-turn pocket at this driveway. The City of Winters' *Improvement Standards and Standard Drawings* provides standard approved design widths in Section 4-3. For primary collectors (such as East Main Street in the project vicinity), vehicular travel lanes should be 12 feet wide and bike lanes should be 5 feet wide (including 2 feet of curb and gutter). The project site plan does not provide sufficient details regarding proposed lane configurations, geometrics, etc. necessary to evaluate the effects of the proposed southbound left-turn pocket on the existing southbound travel lane or Class II bike lane on East Main

Street. A preliminary measurement of southbound East Main Street at this location indicates that there is approximately 25 feet of width between the westerly curb and the raised center median. Based on this preliminary measurement, it is possible that there is insufficient width to accommodate the proposed southbound left-turn pocket alongside a southbound through travel lane and the existing southbound Class II bike lane. Therefore, the project could cause a physical disruption to the existing southbound travel lane and Class II bike lane on East Main Street.

The project site plan also does not provide sufficient detail (e.g., adjacent street lane configurations, geometrics, etc.) to evaluate potential sight distance issues associated with either of the two proposed project driveways. Therefore, sight distance-related safety issues at the project driveways cannot be fully evaluated at this time.

The Caltrans Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance recommends that CEQA safety reviews for land use projects include freeway queueing analysis to evaluate the potential for land use projects to result in safety-related queueing issues on the State Highway System freeway mainline. A peak hour traffic operations analysis was conducted for the I-505 ramp terminal intersections at Grant Avenue (refer to the EPAP Plus Project Conditions section), including an evaluation of changes to off-ramp queue lengths that would result from the project during the a.m. and p.m. peak hours. This analysis indicated that off-ramp queues would not extend back to the I-505 mainline under Existing Plus Approved Projects Plus Project conditions. Therefore, the project would not cause safety-related queueing issues on the State Highway System freeway mainline.

Altogether, the project would result in changes to the transportation system for bikes, pedestrians, and vehicles that would conflict with applicable standards and that would increase the potential for collisions. Altogether, this impact would be **significant**.

Mitigation Measure 4.1. Install a high-quality pedestrian crossing on the south leg of the Grant Avenue/East Main Street intersection.

Implement Mitigation Measure 1.1.

Mitigation Measure 4.2. Modify East Main Street between Grant Avenue and East Baker Street to comply with applicable design standards.

Implement Mitigation Measure 1.2.

Mitigation Measure 4.3. Construct the Grant Avenue project driveway to provide right-in/right-out access only.

The Grant Avenue project driveway should be constructed to accommodate right-in/right-out (RIRO) access only. This mitigation measure would lessen the project's impact to safety by reducing the potential for multi-modal conflicts on Grant Avenue at the proposed project driveway, particularly those associated with left-turn ingress and egress maneuvers. This modification would also lessen the project's effects on geometrics and operations at the adjacent Grant Avenue/East Main Street and Grant Avenue/PG&E Way intersections and on Grant Avenue in a manner that is consistent with Caltrans and City of Winters design standards and policies.

This mitigation measure would affect ingress into the project site for vehicles traveling from the I-505 interchange to the east. As such, modifications to the project site plan may be necessary alongside this mitigation measure, particularly to accommodate truck access to and from the project's loading dock (e.g., to accommodate truck ingress via the East Main Street driveway instead of the Grant Avenue driveway as identified in the project site plan).

With the implementation of Mitigation Measures 4.1, 4.2 and 4.3, this impact would be **less than significant with mitigation**.

4. Traffic Operations Analysis

The purpose of this traffic operations analysis is to identify the timing and type of operational improvements necessary to accommodate the project in accordance with City of Winters General Plan policies related to vehicle delay and LOS. In addition to changes to travel demand associated with the project, the analysis also considers the operational effects of other approved Winters development projects that are currently pending or under construction.

Analysis Scenarios and Time Periods

The need for transportation improvements is determined by examining peak hour operations and traffic signal warrants and key intersections. The weekday morning and evening peak hours are evaluated since they represent the time periods when travel demand throughout the City is at its highest. An evaluation of intersection performance is provided for the following conditions:

- Existing Plus Approved Projects (EPAP) No Project (Grocery Outlet Project)
- EPAP Plus Project

Study Intersections

This analysis addresses conditions at the following study intersections near the project site (see **Figure 3**):

1. Grant Avenue/Morgan Street
2. Grant Avenue/East Main Street
3. Grant Avenue/McClish Lane
4. Grant Avenue/Timber Crest Road/PG&E Way
5. Grant Avenue/Matsumoto Lane/County Road 90
6. Grant Avenue/I-505 Southbound Ramps
7. Grant Avenue/I-505 Northbound Ramps
8. East Main Street/Project Driveway

Analysis Methodologies

Travel Forecasts

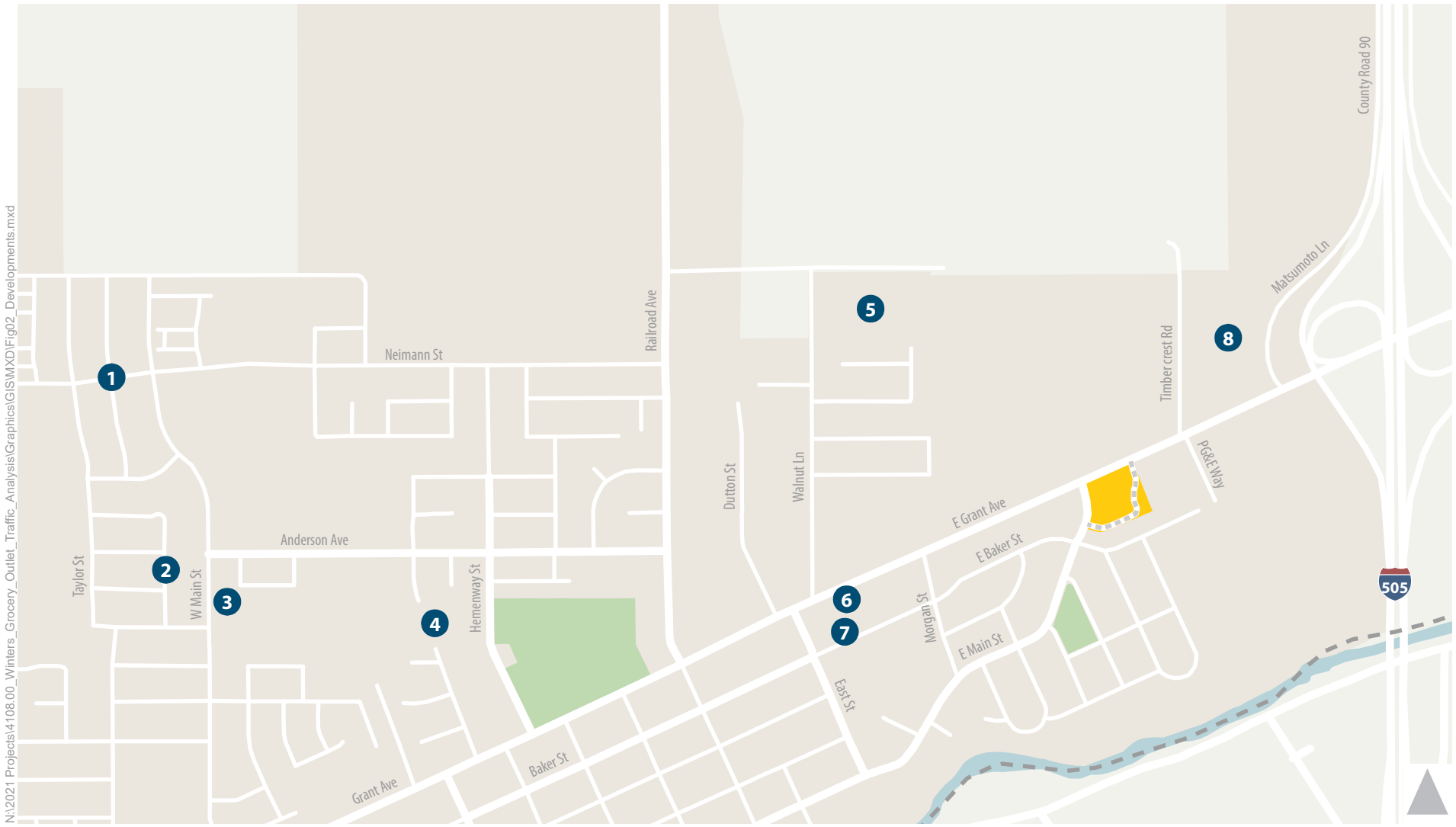
Under the EPAP analysis scenarios, 2019 traffic data was adjusted to account for the addition of trips associated with approved and pending development elsewhere in the City. These projects are identified in consultation with City of Winters staff and are summarized in Table 1. Note that some of these projects have been completed since the collection of traffic data in 2019 (e.g., Winters Healthcare). The projects are also shown in **Figure 2**.

The City of Winters local travel demand model was utilized to forecast peak hour traffic volumes on the local and regional transportation system under each analysis scenario. The trip generation rates utilized in the local travel demand model are based on trip rates published from the ITE *Trip Generation Manual* and adjusted to match locally observed data.

Table 1: Local Approved Development Projects

Project	Land Use Type	Quantity
Blue Mountain Terrace	Multi-Family Residential	62 DU
Heartland (Phases 1 & 2)	Single Family Residential	109 DU
Olive Grove	Single Family Residential	21 DU
Corbett	Single Family Residential	53 DU
Winters Healthcare	Medical Office	14,750 sf
Stones Throw (Phases 1A, 1, 2, 3, 4, and 5)	Single Family Residential	458 DU
	Multi-Family Residential	30 DU
Fairfield Inn	Hotel	72 rooms
Cottages at Carter Ranch (Phase 2)	Single Family Residential	6 DU

Source: City of Winters, 2021.



1 Stones Throw
2 Heartland
3 Cottages at Carter Ranch
4 Olive Grove
5 Corbett
6 Winters Healthcare
7 Blue Mountain Terrace
8 Fairfield Inn
Grocery Outlet Project Site

Figure 2
Approved Development Projects

Intersection Analysis Methodology

This study analyzes roadway operating conditions using intersection level of service (LOS) as a primary measure of operational performance. Motorized vehicle LOS is a qualitative measure of traffic flow from the perspective of motorists and is an indication of the comfort and convenience associated with driving. Typical factors that affect motorized vehicle LOS include speed, travel time, traffic interruptions, and freedom to maneuver. Empirical LOS criteria and methods of calculation have been documented in the *Highway Capacity Manual, 6th Edition* (HCM) published by the Transportation Research Board of the National Academies of Science (Transportation Research Board, 2016). The HCM defines six levels of service ranging from LOS A (representing free-flow vehicular traffic conditions with little to no congestion) to LOS F (oversaturated conditions where traffic demand exceeds capacity resulting in long queues and delays). The LOS definitions and calculations contained in the HCM are the prevailing measurement standard used throughout the United States and are used in this study. Motorized vehicle LOS definitions for signalized and unsignalized intersection are discussed below.

The LOS at signalized intersections is based on the average control delay (i.e., delay resulting from initial deceleration, queue move-up time, time stopped on an intersection approach, and final acceleration) experienced per vehicle traveling through the intersection. Table 2 summarizes the relationship between delay and LOS for signalized intersections.

Table 2: Signalized Intersection LOS Criteria

Level of Service	Description	Average Control Delay[1]
A	Volume-to-capacity ratio is low and either progression is exceptionally favorable or cycle length is very short.	≤ 10
B	Volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.	>10 to 20
C	Progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 to 35
D	Volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>35 to 55
E	Volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	>55 to 80
F	Volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80

Note: [1] Average control delay presented in seconds per vehicle. Delay values are rounded to the nearest second and evaluated for LOS based on the above thresholds (i.e., 10 seconds per vehicle = LOS A).
Source: *Highway Capacity Manual, 6th Edition,* Transportation Research Board, 2016.

Similar to signalized intersections, the HCM 6th Edition methodology for stop-controlled intersections reports the LOS based on the control delay experienced by motorists traveling through the intersection. As shown in Table 3, the delay ranges for stop-controlled intersections are lower than for signalized intersections. The HCM anticipates that motorists expect signalized intersections to carry higher traffic volume that results in greater delay than a stop-controlled intersection. Stop controls are associated with more uncertainty as delays are less predictable, which can reduce users' delay tolerance.

Table 3: Stop-Controlled Intersection LOS Criteria

Level of Service	Average Control Delay[1]
A	≤ 10
B	>10 to 15
C	>15 to 25
D	>25 to 35
E	>35 to 50
F	>50

Note: [1] Average control delay presented in seconds per vehicle. Delay values are rounded to the nearest second and evaluated for LOS based on the above thresholds (i.e., 10 seconds per vehicle = LOS A).
Source: *Highway Capacity Manual, 6th Edition,* Transportation Research Board, 2016.

As described in Chapter 21 of the HCM 6th Edition, the LOS for all-way stop controlled intersections is based on the average control delay for the entire intersection. For side-street stop-controlled intersections, the LOS is determined separately for each minor-street movement (or shared movement) and may also be basis on major-street left-turn movements, per Chapter 20 of the HCM 6th Edition.

Intersection Performance Thresholds

City of Winters

This analysis applies the LOS threshold established in the City of Winters Circulation Master Plan (October 2018) to evaluate the operational performance of the study intersections. The Circulation Master Plan includes the following performance thresholds:

Policy III.A.I The City shall endeavor to maintain a Level of Service "D" or better, as defined by the Highway Capacity Manual 2010 or subsequent revisions, on all streets and intersections within the City.

Caltrans

Caltrans' *Draft Transportation Corridor Concept Report State Route 128* (Caltrans, June 2017) identifies future roadway improvements and LOS targets for SR-128 over a 20-year planning horizon. For SR-128 within the limits of the City of Winters, the 20-Year Future LOS is specified as LOS E and the 20-Year Concept LOS is specified as LOS D.

LOS Criteria

Based on the LOS thresholds identified above, operational deficiencies for the purposes of this analysis are identified under the following conditions:

- On City of Winters roadway facilities and on Grant Avenue (SR 128):
    - For signalized and all-way stop-controlled intersections, locations with peak hour intersection operations of LOS E or worse.
    - For side-street stop-controlled intersections, locations where the worst-case movement (or shared movement) operates at LOS E or worse and that meet the California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour signal warrant.
    - For roadway segments, locations with peak hour roadway segment operations of LOS E or worse (except where superseded by intersection LOS).

Signal Warrant Analysis

This analysis is intended to examine the general correlation between the planned level of future development and the need to construct transportation system improvements, including the potential installation of new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) and associated State guidelines. In instances where this analysis identifies that a signal warrant has been met, any future traffic signal shall be constructed when warranted, subject to review and approval of the City Traffic Engineer.

EPAP No Project Conditions

The following section provides a description of near-term transportation conditions without the project. This scenario assesses transportation conditions with the addition of trips generated by development projects that have received formal entitlement approvals from the City of Winters. **Figure 3** shows peak hour turning movement volumes and lane configurations under EPAP No Project conditions.

Land Use Changes

Table 1 summarizes the approved and pending or under construction developments included in the EPAP No Project scenario. Trips generated by these developments were added to the existing traffic volumes, as these projects are expected to be constructed and occupied in the near future.

Transportation System Changes

No modifications to the existing roadway network in the study area are assumed.

EPAP No Project Traffic Operations

Table 4 summarizes the a.m. and p.m. peak hour levels of service at each of the study intersections under EPAP No Project conditions. All but one of the study intersections would operate acceptably at LOS D or better during both the a.m. and p.m. peak hours under EPAP No Project conditions.

During the p.m. peak hour, the Grant Avenue/East Main Street intersection would operate with an unacceptable worst-case movement of LOS E. However, this intersection would not meet the peak hour signal warrant (Warrant 3A or 3B), so an operational deficiency at this intersection would not be present based on the established intersection performance thresholds.

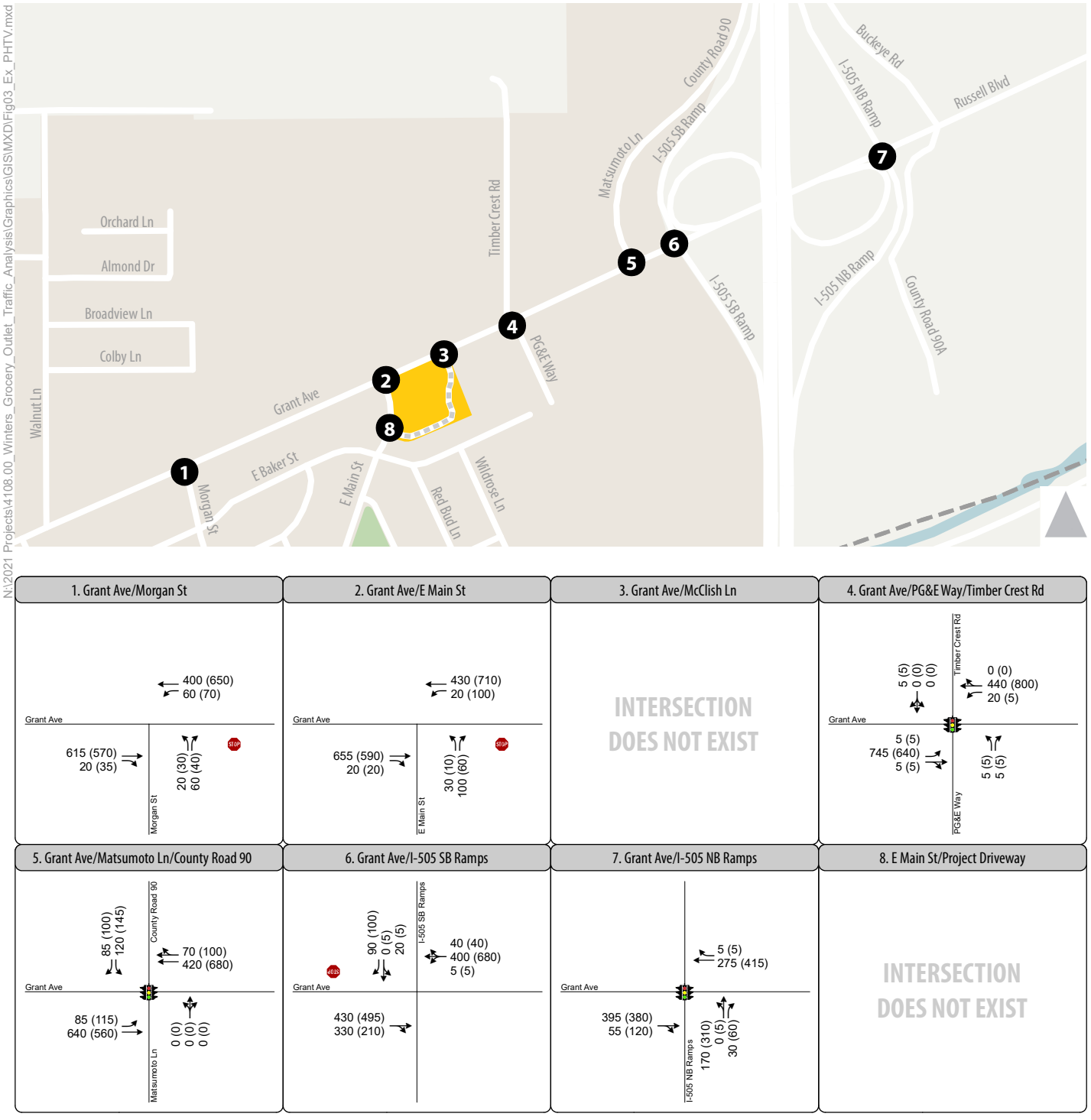


Figure 3

Peak Hour Traffic Volumes and Lane Configurations - Existing Plus Approved Projects Conditions

EPAP Plus Project Conditions

This scenario considers the operational effects of the buildout of the project when added to the EPAP No Project scenario. **Figure 4** shows peak hour turning movement volumes and lane configurations under EPAP Plus Project conditions.

EPAP Plus Project Traffic Operations

Table 4 summarizes the a.m. and p.m. peak hour levels of service at each of the study intersections under EPAP Plus Project conditions. As shown, the proposed project would only nominally increase peak hour vehicle delay at most study intersections. All study intersections would operate acceptably during both the a.m. and p.m. peak hours under EPAP Plus Project conditions, with the following exception:

- **Grant Avenue/East Main Street** – During the p.m. peak hour, this intersection would operate with an unacceptable worst-case movement of LOS F and would meet the peak hour signal warrant (Warrant 3B).

The project would exacerbate unacceptable operations at the Grant Avenue/East Main Street intersection and would cause the intersection to meet the peak hour signal warrant during the p.m. peak hour. Therefore, the project would be considered to cause an operational deficiency at this intersection based on the established intersection performance thresholds.

A new traffic signal should be installed at the Grant Avenue/East Main Street intersection to improve peak hour traffic operations to acceptable levels. This improvement is included as a City-wide improvement project in the City's Traffic Impact Fee program. Accordingly, payment of the requisite impact fee to the City's fee program would fulfill the project's obligation for this improvement. The traffic signal should be installed and operational prior to the opening of the Grocery Outlet store.

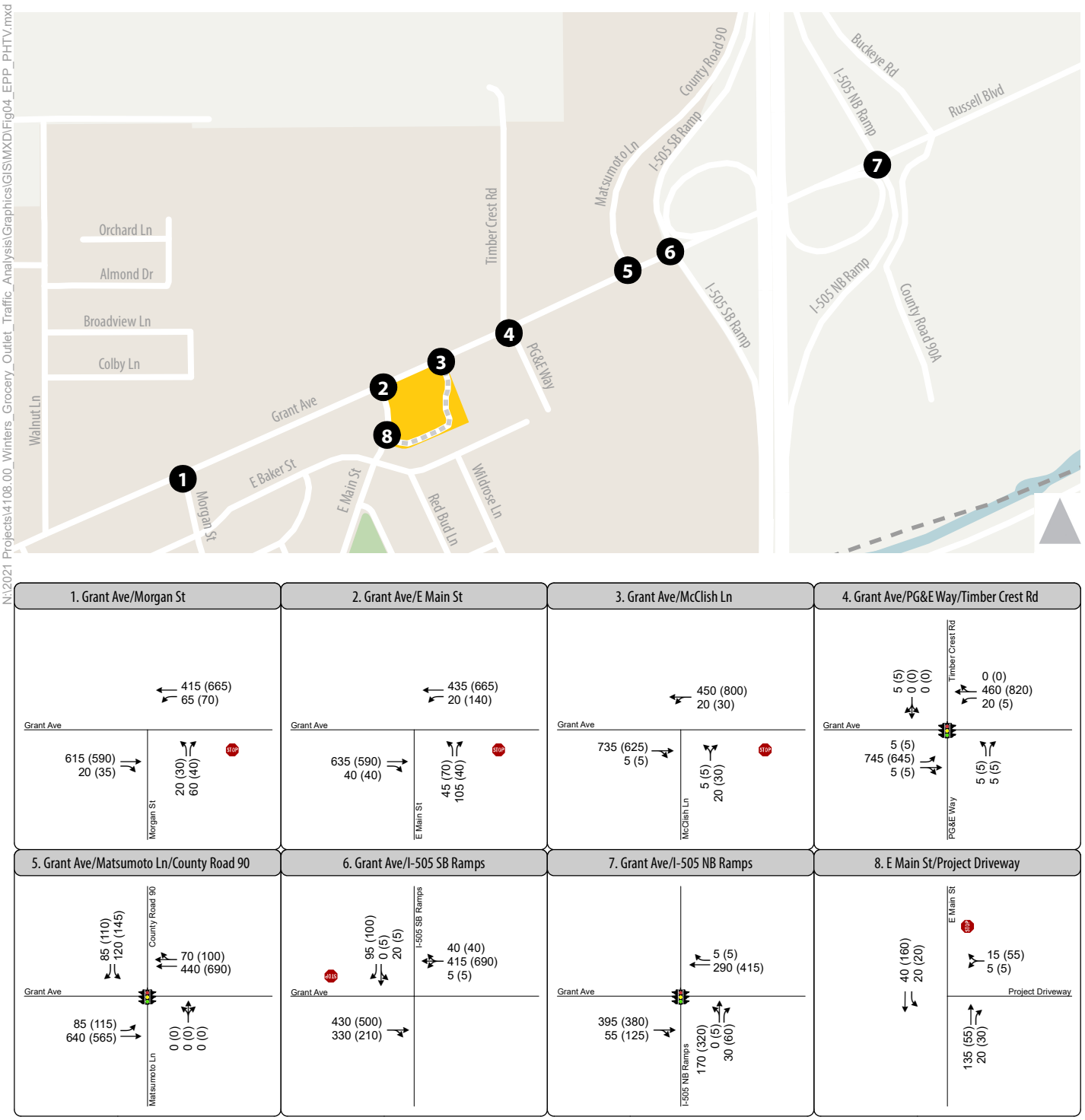


Figure 4

Peak Hour Traffic Volumes and Lane Configurations - Existing Plus Approved Projects Plus Project Conditions

Table 4: Peak Hour Intersection Operations – EPAP No Project and EPAP Plus Project Conditions

Intersection	Traffic Control	Jurisdiction	Peak Hour	EPAP Conditions		EPAP Plus Project Conditions	
				Delay	LOS	Delay	LOS
1. Grant Avenue/Morgan Street	SSSC	Caltrans	A.M.	2 (18)	A (C)	2 (19)	A (C)
			P.M.	1 (21)	A (C)	1 (21)	A (C)
2. Grant Avenue/East Main Street	SSSC	Caltrans	A.M.	2 (31)	A (D)	3 (33)	A (D)
			P.M.	**2 (46)**	**A (E)**	**8 (140)**	**A (F)**
3. Grant Avenue/McClish Lane	SSSC	Caltrans	A.M.	Does Not Exist in this Scenario		1 (20)	A (C)
			P.M.			1 (18)	A (C)
4. Grant Avenue/Timber Crest Road/PG&E Way	Signal	Caltrans	A.M.	10	B	10	B
			P.M.	9	A	10	A
5. Matsumoto Lane/County Road 90/Grant Avenue	Signal	Caltrans	A.M.	10	A	10	A
			P.M.	11	B	11	B
6. Grant Avenue/I-505 Southbound Ramps	SSSC	Caltrans	A.M.	1 (24)	A (C)	1 (24)	A (C)
			P.M.	1 (30)	A (D)	1 (31)	A (D)
7. Grant Avenue/I-505 Northbound Ramps	Signal	Caltrans	A.M.	7	A	7	A
			P.M.	8	A	8	A
8. East Main Street/Project Driveway	SSSC	City of Winters	A.M.	Does Not Exist in this Scenario		2 (9)	A (B)
			P.M.			2 (9)	A (B)

Notes: For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop-controlled (SSSC) intersections, intersection delay is reported in seconds per vehicle for all approaches and for the worst-case movement (in parentheses).
Bold text indicates study intersections that exceed acceptable LOS thresholds.
Bold and grey text indicates study intersections that exceed acceptable LOS thresholds and meet the peak hour signal warrant.

Source: Fehr & Peers, 2021.

EPAP Plus Project Ramp Terminal Queues

Table 5 summarizes the 95th percentile queues that would occur at the I-505/Grant Avenue interchange off-ramps under EPAP Plus Project conditions. As shown, the off-ramp queues would not spill back onto the I-505 mainline.

Table 5: Freeway Off-Ramp Queueing – EPAP Plus Project Conditions

Off-Ramp	Off-Ramp Distance[1]	Peak Hour	95th Percentile Queue Length[2]
Grant Ave./I-505 Southbound Off-Ramp	1,990 feet	A.M.	25 feet
		P.M.	25 feet
Grant Ave./ I-505 Northbound Off-Ramp	2,020 feet	A.M.	100 feet
		P.M.	200 feet

Note: [1] Measured from the intersection stop bar to the gore point of the freeway off-ramp.
[2] Based on results from Synchro traffic operations analysis software.
Queues are maximum per lane, rounded to the nearest 25 feet.
Source: Fehr & Peers, 2021.

Site Access and Circulation

Project access was analyzed to evaluate throat depth, vehicle storage, driveway placement and permitted turning movements, and driveway width at project driveways.

Project access would be comprised of a full access driveway on Grant Avenue at McClish Lane, approximately 300 feet east of East Main Street, and a left-in, right-in, and right-out driveway on East Main Street approximately 210 feet south of Grant Avenue (measured from the driveway centerline to the near curb return of the adjacent intersection).

Potential access to and from the project site is heavily influenced by the existing roadway network within the immediate project site vicinity, which provides relatively few routing options to and from the project site. This is particularly the case for motorists traveling to the project site from the east (e.g., the I-505 interchange), whose only option is to utilize Grant Avenue for left-turn ingress into the project site. The City of Winters Circulation Master Plan identifies the extension of East Baker Street to PG&E Way to improve access and connectivity for undeveloped parcels in southeast Winters (including the project site), however, this roadway extension is not proposed as part of the project.

Driveway Width

The site plan shows that the project driveways would be 34.5 feet and 30 feet wide at the Grant Avenue and East Main Street project driveways, respectively. The City of Winters' *Improvement Standards and Standard Drawings* (2016) states that all commercial developments shall install medium driveways with a minimum width of 24 feet. The design of major driveways, which will serve significant traffic volume, as determined by the City Engineer, shall be based on the width, cross section, and geometrics of a secondary collector street. As presently constituted in the site plan, the project driveways would have sufficient width.

Driveway Throat Depth

Table 6 shows estimated vehicle queues for key movements at project driveways under EPAP Plus Project conditions. As shown, the northbound approach at the Grant Avenue driveway would experience a maximum queue of 3 exiting vehicles. The westbound approach at the East Main Street driveway would a maximum queue of 1 exiting vehicle. A review of the project site plan shows that adequate throat depth is provided at both driveways to prevent exiting vehicles from blocking inbound traffic. Therefore, no changes are recommended.

Table 6: Estimated Maximum Queues at Project Driveways

Project Access	Movement/Approach	Estimated Maximum Queue	
		A.M. Peak Hour	P.M. Peak Hour
Grant Avenue/McClish Lane	Westbound Left-Turn	3 vehicles	3 vehicles
	Northbound Approach	1 vehicle	3 vehicles
East Main Street/Project Driveway	Southbound Left-Turn	2 vehicles	2 vehicles
	Westbound Approach	1 vehicle	1 vehicle

Note: Calculations are based on formulas in Estimation of Maximum Queue Lengths at Unsignalized Intersections (ITE Journal, November 2001)
Source: Fehr & Peers, 2021.

Inbound Vehicle Storage

As shown in Table 6, the westbound left-turn movement at the Grant Avenue project driveway (Grant Avenue/McClish Lane) would experience a maximum queue of 3 vehicles, while the southbound left-turn movement at the East Main Street project driveway would experience a maximum queue of 2 vehicles.

The site plan does not provide sufficient information regarding accommodations for left-turn ingress at the Grant Avenue project driveway. However, it is anticipated that this movement would occur from the westbound through travel lane on Grant Avenue due to the presence of existing nearby left-turn pockets

at the westbound approach of the Grant Avenue/East Main Street intersection and at the eastbound approach of the Grant Avenue/PG&E Way intersection. The inbound left-turn vehicle queue at the Grant Avenue project driveway would impede the flow of westbound vehicle traffic on Grant Avenue and increase the potential for rear-end conflicts.

A southbound left-turn pocket with a storage length of approximately 90 feet would be provided at the East Main Street project driveway. This would be sufficient to accommodate the anticipated vehicle queue of 2 vehicles.

Driveway Placement and Permitted Turning Movements

Grant Avenue Project Driveway. The full access Grant Avenue project driveway would be located only 300 feet east of the Grant Avenue/East Main Street intersection and 400 feet west of the Grant Avenue/PG&E Way intersection. Left-turn pockets are already provided for the Grant Ave approaches at both of these intersections. Westbound left turn access at the Grant Avenue project driveway would conflict with operations at the future traffic signal at Grant Avenue/East Main Street, where westbound queues would spill back and block the proposed project driveway. Therefore, right-in/right-out (RIRO) access is recommended at this driveway. Note that modification would alter truck access into the project's loading dock, which is currently shown to occur at the Grant Avenue project driveway.

East Main Street Project Driveway. The site plan indicates the construction of a new left-turn pocket at the East Main Street project driveway. With its current configuration, southbound East Main Street narrows to a width of approximately 25 feet from the westerly curb the raised center median and includes a single travel lane and a bike lane. The City of Winters' *Improvement Standards and Standard Drawings* provides standard approved design widths in Section 4-3. For primary collectors (such as East Main Street in the project vicinity), vehicular travel lanes should be 12 feet wide and bike lanes should be 5 feet wide (including 2 feet of curb and gutter). The site plan is not clear as to how a left turn pocket could be accommodated without widening the roadway or impacting the existing bike lane/travel lane.

The East Main Street driveway would be located approximately 210 feet from the Grant Avenue/East Main Street intersection and there is a 140-foot left-turn pocket on the northbound approach. Proximity to the intersection and anticipated vehicle queues would preclude the proposed southbound left-turn pocket at the project driveway from aligning "back-to-back" with the northbound left turn lane at the Grant Avenue/East Main Street intersection.

Modifications to the southbound left-turn pocket are recommended to address these issues, as summarized in Mitigation Measure 1.2 and in the EPAP Plus Project Circulation/Operational Improvements section on the following pages.

EPAP Plus Project Circulation/Operational Improvements

This section provides circulation and improvement recommendations to address the operational deficiencies caused by the project and to improve site access and circulation, as described in the EPAP Plus Project traffic operations analysis and the review of site access and circulation. In summary, three potential recommendation options are presented.

Option 1: RIRO Access at Grant Avenue Driveway, Modifications to East Main Street

With Option 1, the Grant Avenue project driveway would be constructed as RIRO. In addition, East Main Street would be modified to meet applicable design standards and to accommodate vehicle lanes, bike lanes, and the proposed southbound left-turn lane:

- Grant Avenue Project Driveway – Construct to accommodate RIRO access only.
- East Main Street Project Driveway – Modify East Main Street between Grant Avenue and East Baker Street to accommodate the following:
    - Southbound East Main Street – A Class II bike lane, a southbound through travel lane, and a southbound left-turn lane. The southbound left-turn lane should extend between Grant Avenue and the East Main Street project driveway and be designed to prohibit left-turn egress at the project driveway.
    - Northbound East Main Street – A Class II bike lane plus a left-turn pocket and a right-turn lane at the northbound approach of the Grant Avenue/East Main Street intersection. Once East Main Street is extended north of Grant Avenue, the northbound approach would need to be modified to accommodate either a shared through-right turn lane or a through lane and a right-turn pocket.

  The northbound left-turn pocket at the Grant Avenue/East Main Street intersection and the southbound left-turn lane at the East Main Street project driveway should be constructed side-by-side to accommodate anticipated vehicle queueing for each movement.

  These proposed lane configurations would require modifications to the existing raised center median along this segment of East Main Street, particularly the portion of the median located north of the project driveway.

  Additionally, the East Main Street project driveway should be designed to ensure that adequate sight distance is provided for ingress/egress maneuvers. In particular, adequate sight distance should be provided for southbound left-turning vehicles (i.e., those waiting to enter the project site) looking for approaching northbound through vehicles. Based on the current project site plan,

it is possible that this sight line would be obstructed by queued vehicles waiting to complete a southbound left-turn at the East Main Street/East Baker Street intersection.

With Option 1, traffic in the project vicinity would be rerouted. Table 7 shows peak hour intersection operations for EPAP Plus Project conditions with Option 1 at study intersections where traffic volumes would change. As shown in Table 7, Grant Avenue/East Main Street would operate at an unacceptable LOS E or worse and meet the peak hour signal warrant during both peak hours.

Additionally, Table 8 shows the estimated maximum queue lengths at the East Main Street project driveway. The project traffic using this driveway would increase with the RIRO restriction at the Grant Avenue project driveway. Accordingly, the estimated maximum queue of the southbound left turn would increase to 3 vehicles during both the AM and PM peak hours.

Table 7: Peak Hour Intersection Operations – EPAP Plus Project & Option 1 Conditions

Intersection	Traffic Control	Jurisdiction	Peak Hour	EPAP Plus Project		EPAP Plus Project (w/ Option 1)	
				Delay	LOS	Delay	LOS
2. Grant Avenue/East Main Street	SSSC	Caltrans	A.M.	3 (33)	A (D)	**3 (39)**	**A (E)**
			P.M.	**8 (140)**	**A (F)**	**11 (206)**	**B (F)**
3. Grant Avenue/McClish Lane	SSSC	Caltrans	A.M.	1 (20)	A (C)	<1 (16)	A (C)
			P.M.	1 (18)	A (C)	<1 (14)	A (B)
8. East Main Street/Project Driveway	SSSC	City of Winters	A.M.	2 (9)	A (B)	2 (10)	A (A)
			P.M.	2 (9)	A (B)	3 (9)	A (A)

Notes: For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop-controlled (SSSC) intersections, intersection delay is reported in seconds per vehicle for all approaches and for the worst-case movement (in parentheses).
Bold text indicates study intersections that exceed acceptable LOS thresholds. **Bold and grey** text indicates study intersections that exceed acceptable LOS thresholds and meet the peak hour signal warrant.
Source: Fehr & Peers, 2021.

Table 8: Estimated Maximum Queues at East Main Street Project Driveway (Option 1)

Project Access	Movement/Approach	Estimated Maximum Queue	
		A.M. Peak Hour	P.M. Peak Hour
East Main Street/Project Driveway	Southbound Left-Turn	3 vehicles	3 vehicles
	Westbound Approach	1 vehicle	1 vehicle

Note: Calculations are based on formulas in Estimation of Maximum Queue Lengths at Unsignalized Intersections (ITE Journal, November 2001)
Source: Fehr & Peers, 2021.

Option 2: RIRO Access at Grant Avenue and East Main Street Driveways, Full Access Driveway on East Baker Street

With Option 2, both the Grant Avenue and East Main Street project driveways would be constructed as RIRO and a new full access driveway would be constructed on East Baker Street. This would eliminate the need to modify East Main Street to accommodate the proposed southbound left-turn lane at the project driveway and eliminate associated safety and operational issues that could result from this movement.

With Option 2, inbound traffic from Grant Avenue east of the project site would circulate to the new East Baker Street project driveway via East Main Street. Table 9 shows peak hour intersection operations for EPAP Plus Project conditions with Option 2 at study intersections where traffic volumes would change. As shown in Table 9, Grant Avenue/East Main Street would operate at an unacceptable LOS E or worse and meet the peak hour signal warrant during both peak hours.

Table 9: Peak Hour Intersection Operations – EPAP Plus Project & Option 2 Conditions

	Intersection	Traffic Control	Jurisdiction	Peak Hour	EPAP Plus Project		EPAP Plus Project (w/ Option 2)	
					Delay	LOS	Delay	LOS
2.	Grant Avenue/East Main Street	SSSC	Caltrans	A.M.	3 (33)	A (D)	**3 (41)**	**A (E)**
				P.M.	**8 (140)**	**A (F)**	**13 (227)**	**B (F)**
3.	Grant Avenue/McClish Lane	SSSC	Caltrans	A.M.	1 (20)	A (C)	<1 (16)	A (C)
				P.M.	1 (18)	A (C)	<1 (14)	A (B)
8.	East Main Street/Project Driveway	SSSC	City of Winters	A.M.	2 (9)	A (B)	1 (9)	A (A)
				P.M.	2 (9)	A (B)	2 (9)	A (A)

Notes: For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop-controlled (SSSC) intersections, intersection delay is reported in seconds per vehicle for all approaches and for the worst-case movement (in parentheses).
Bold text indicates study intersections that exceed acceptable LOS thresholds. **Bold and grey** text indicates study intersections that exceed acceptable LOS thresholds and meet the peak hour signal warrant.
Source: Fehr & Peers, 2021.

Option 3: RIRO Access at Grant Avenue and East Main Street Driveways, Full Access Driveway on East Baker Street, Extension of East Baker Street to PG&E Way

Option 3 is identical to Option 2 but would include the extension of East Baker Street to PG&E Way. This would enable westbound motorists from Grant Avenue to utilize the existing traffic signal at Grant Avenue/PG&E Way to access the project site vicinity. This would shift travel patterns within the study area, as both project and non-project trips would shift to use the new East Baker Street connection.

Table 10 shows peak hour intersection operations for EPAP Plus Project conditions with Option 3. As shown in Table 10, Grant Avenue/East Main Street would operate at unacceptable LOS F. However, unlike the EPAP

Plus Project scenario, the intersection would not meet the peak hour signal warrant during the PM peak hour. Therefore, the project would not cause an operational deficiency at this or any other study intersection based on the established intersection performance thresholds. In other words, the extension of East Baker Street to PG&E Way and the opportunity for inbound project trips from westbound Grant Avenue to utilize the existing traffic signal at Grant Avenue/PG&E Way could defer the need for the signalization of the Grant Avenue/East Main Street intersection.

Table 10: Peak Hour Intersection Operations – EPAP Plus Project & Option 3 Conditions

Intersection	Traffic Control	Jurisdiction	Peak Hour	EPAP Plus Project		EPAP Plus Project (w/ Option 3)	
				Delay	LOS	Delay	LOS
1. Grant Avenue/Morgan Street	SSSC	Caltrans	A.M.	2 (19)	A (C)	2 (18)	A (C)
			P.M.	1 (21)	A (C)	2 (21)	A (C)
2. Grant Avenue/East Main Street	SSSC	Caltrans	A.M.	3 (33)	A (D)	2 (34)	A (D)
			P.M.	**8 (140)**	**A (F)**	**3 (70)**	**A (F)**
3. Grant Avenue/McClish Lane	SSSC	Caltrans	A.M.	1 (20)	A (C)	<1 (15)	A (C)
			P.M.	1 (18)	A (C)	<1 (14)	A (B)
4. Grant Avenue/Timber Crest Road/PG&E Way	Signal	Caltrans	A.M.	10	B	8	A
			P.M.	10	A	11	B
5. Matsumoto Lane/County Road 90/Grant Avenue	Signal	Caltrans	A.M.	10	A	10	A
			P.M.	11	B	11	B
6. Grant Avenue/I-505 Southbound Ramps	SSSC	Caltrans	A.M.	1 (24)	A (C)	1 (24)	A (C)
			P.M.	1 (31)	A (D)	1 (32)	A (D)
7. Grant Avenue/I-505 Northbound Ramps	Signal	Caltrans	A.M.	7	A	7	A
			P.M.	8	A	8	A
8. East Main Street/Project Driveway	SSSC	City of Winters	A.M.	2 (9)	A (B)	1 (9)	A (B)
			P.M.	2 (9)	A (B)	2 (9)	A (B)

Notes: For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop-controlled (SSSC) intersections, intersection delay is reported in seconds per vehicle for all approaches and for the worst-case movement (in parentheses).
Bold text indicates study intersections that exceed acceptable LOS thresholds. **Bold and grey** text indicates study intersections that exceed acceptable LOS thresholds and meet the peak hour signal warrant.
Source: Fehr & Peers, 2021.

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Winters Grocery Outlet Transportation Study: Technical Appendix

FEHR PEERS

Major Street	SR 128/Grant Avenue	Project	Grocery Outlet Transportation Study
Minor Street	East Main Street	Scenario	EPAP No Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	30	0	0	20
Through	0	0	655	430
Right	100	0	20	0
Total	130	0	675	450

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	20.5
Approach with Worst Case Delay	NB
Total Vehicles on Approach	130

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
EPAP No Project	**0.7**	**130**	**1,255**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	SR 128/Grant Avenue	Project	Grocery Outlet Transportation Study
Minor Street	East Main Street	Scenario	EPAP No Project
		Peak Hour	AM

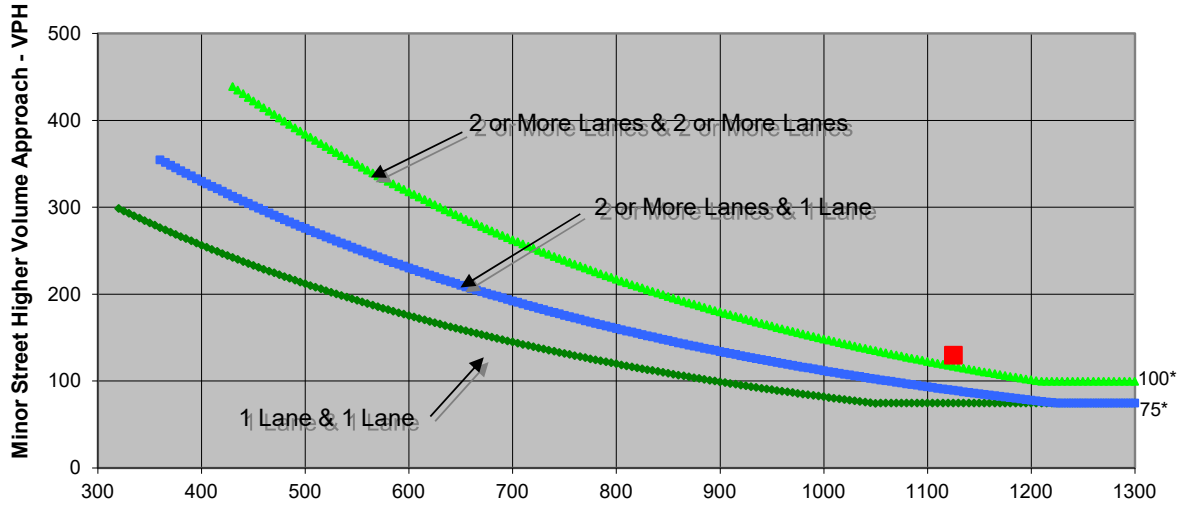
Turn Movement Volumes

	NB	SB	EB	WB
Left	30			20
Through			655	430
Right	100		20	
Total	130	0	675	450

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



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

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	SR 128/Grant Avenue	East Main Street	
Number of Approach Lanes	**2**	**2**	**YES**
Traffic Volume (VPH) *	**1,125**	**130**	

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

FEHR PEERS

Major Street	SR 128/Grant Avenue	Project	Grocery Outlet Transportation Study
Minor Street	East Main Street	Scenario	EPAP No Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	10	0	0	100
Through	0	0	590	710
Right	60	0	20	0
Total	70	0	610	810

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	18.4
Approach with Worst Case Delay	NB
Total Vehicles on Approach	70

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
EPAP No Project	**0.4**	**70**	**1,490**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	SR 128/Grant Avenue	Project	Grocery Outlet Transportation Study
Minor Street	East Main Street	Scenario	EPAP No Project
		Peak Hour	PM

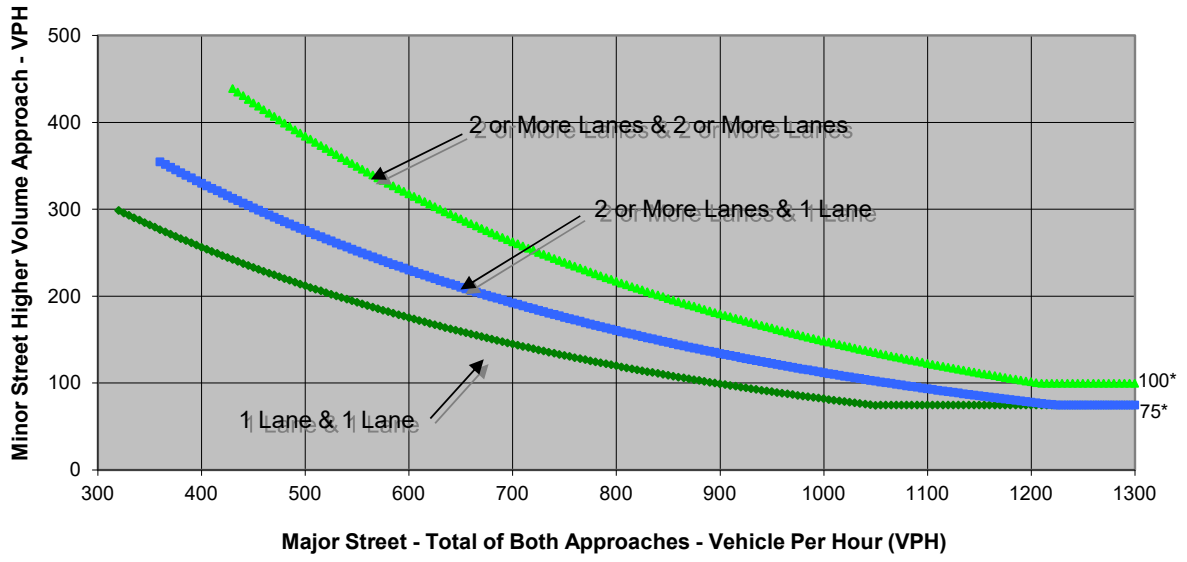
Turn Movement Volumes

	NB	SB	EB	WB
Left	10			100
Through			590	710
Right	60		20	
Total	70	0	610	810

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



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

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	SR 128/Grant Avenue	East Main Street	
Number of Approach Lanes	**2**	**2**	**NO**
Traffic Volume (VPH) *	**1,420**	**70**	

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

FEHR PEERS

Major Street	SR 128/Grant Avenue	Project	Grocery Outlet Transportation Study
Minor Street	East Main Street	Scenario	EPAP Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	45	0	0	20
Through	0	0	635	435
Right	105	0	40	0
Total	150	0	675	455

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	22
Approach with Worst Case Delay	NB
Total Vehicles on Approach	150

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
EPAP Plus Project	**0.9**	**150**	**1,280**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR & PEERS

Major Street	SR 128/Grant Avenue	Project	Grocery Outlet Transportation Study
Minor Street	East Main Street	Scenario	EPAP Plus Project
		Peak Hour	AM

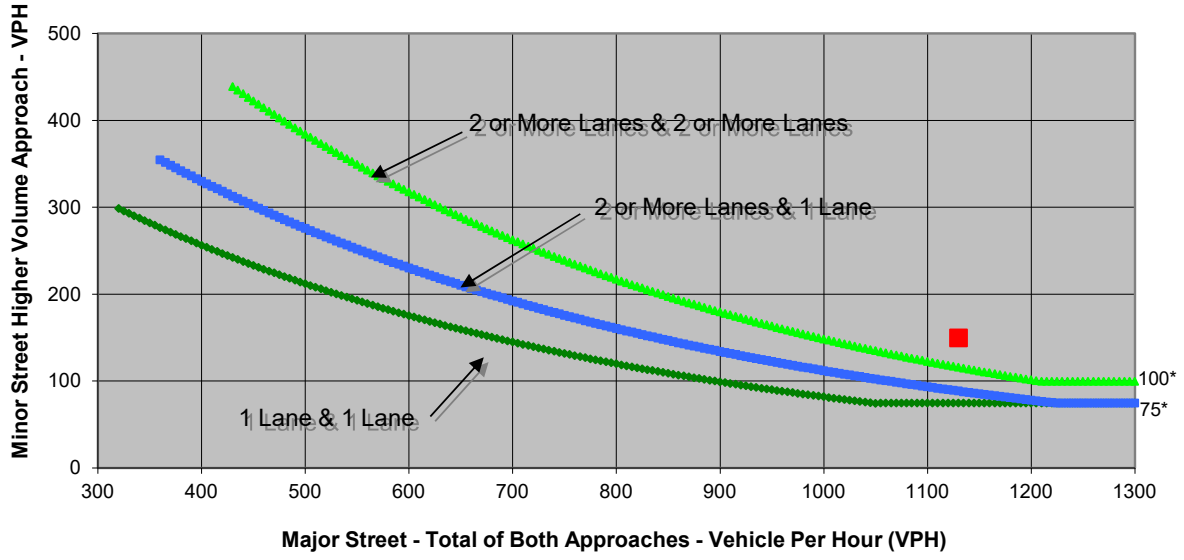
Turn Movement Volumes

	NB	SB	EB	WB
Left	45			20
Through			635	435
Right	105		40	
Total	150	0	675	455

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



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

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	SR 128/Grant Avenue	East Main Street	
Number of Approach Lanes	**2**	**2**	**YES**
Traffic Volume (VPH) *	**1,130**	**150**	

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

FEHR PEERS

Major Street	SR 128/Grant Avenue	Project	Grocery Outlet Transportation Study
Minor Street	East Main Street	Scenario	EPAP Plus Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	70	0	0	140
Through	0	0	590	665
Right	40	0	40	0
Total	110	0	630	805

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	93.7
Approach with Worst Case Delay	NB
Total Vehicles on Approach	110

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
EPAP Plus Project	**2.9**	**110**	**1,545**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	SR 128/Grant Avenue	Project	Grocery Outlet Transportation Study
Minor Street	East Main Street	Scenario	EPAP Plus Project
		Peak Hour	PM

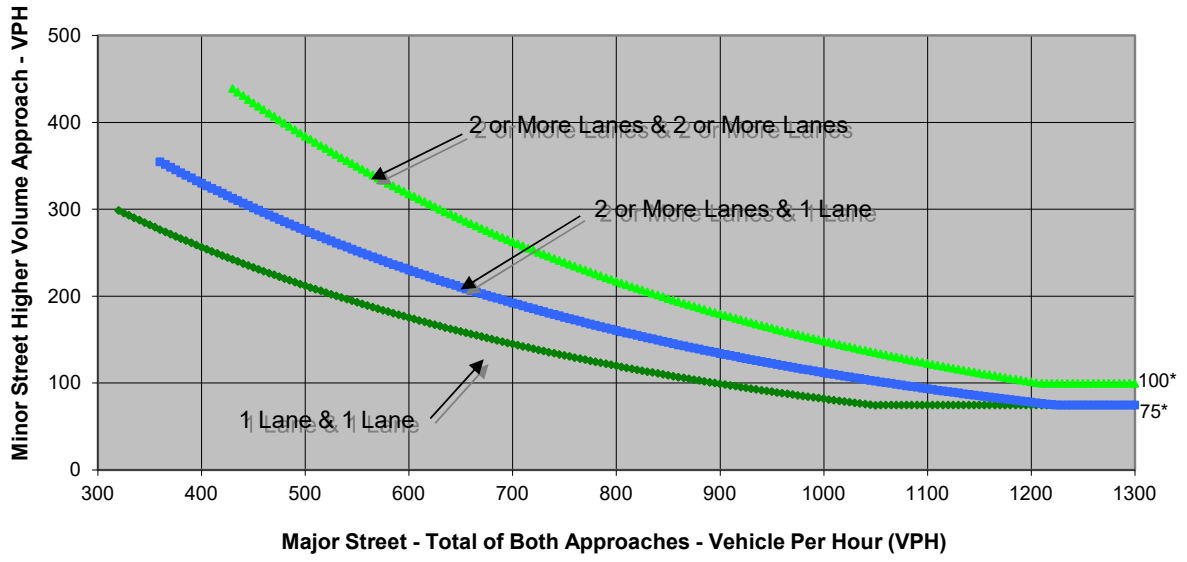
Turn Movement Volumes

	NB	SB	EB	WB
Left	70			140
Through			590	665
Right	40		40	
Total	110	0	630	805

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



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

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	SR 128/Grant Avenue	East Main Street	
Number of Approach Lanes	**2**	**2**	**YES**
Traffic Volume (VPH) *	**1,435**	**110**	

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	615	20	60	400	20	60
Future Vol, veh/h	615	20	60	400	20	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	195	135	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	699	23	68	455	23	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	699	0	1290	699
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	591	-
Critical Hdwy	-	-	4.18	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.372
Pot Cap-1 Maneuver	-	0	870	-	175	430
Stage 1	-	0	-	-	482	-
Stage 2	-	0	-	-	542	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	870	-	161	430
Mov Cap-2 Maneuver	-	-	-	-	297	-
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	500	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	297	430	-	870	-
HCM Lane V/C Ratio	0.077	0.159	-	0.078	-
HCM Control Delay (s)	18.1	14.9	-	9.5	-
HCM Lane LOS	C	B	-	A	-
HCM 95th %tile Q(veh)	0.2	0.6	-	0.3	-

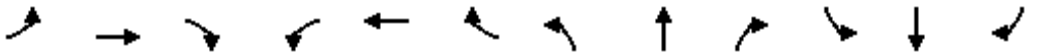
Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	655	20	20	430	30	100
Future Vol, veh/h	655	20	20	430	30	100
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	325	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	744	23	23	489	34	114

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	768	0	1280	745
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	535	-
Critical Hdwy	-	-	4.18	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	820	-	178	404
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	819	-	173	404
Mov Cap-2 Maneuver	-	-	-	-	173	-
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	559	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	20.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	173	404	-	-	819	-
HCM Lane V/C Ratio	0.197	0.281	-	-	0.028	-
HCM Control Delay (s)	30.8	17.4	-	-	9.5	-
HCM Lane LOS	D	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	1.1	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	745	5	20	440	0	5	0	5	0	0	5
Future Volume (veh/h)	5	745	5	20	440	0	5	0	5	0	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	0	1781	1781	1781	1781
Adj Flow Rate, veh/h	6	847	6	23	500	0	6	0	1	0	0	1
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, %	8	8	8	8	8	8	8	0	8	8	8	8
Cap, veh/h	16	1034	7	64	1093	0	19	0	0	0	0	2
Arrive On Green	0.01	0.59	0.59	0.04	0.61	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1697	1767	13	1697	1781	0	1697	6		0	0	1365
Grp Volume(v), veh/h	6	0	853	23	500	0	6	30.3		0	0	1
Grp Sat Flow(s),veh/h/ln	1697	0	1779	1697	1781	0	1697	C		0	0	1365
Q Serve(g_s), s	0.2	0.0	20.9	0.7	8.2	0.0	0.2			0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	20.9	0.7	8.2	0.0	0.2			0.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.00	1.00			0.00		1.00
Lane Grp Cap(c), veh/h	16	0	1042	64	1093	0	19			0	0	2
V/C Ratio(X)	0.37	0.00	0.82	0.36	0.46	0.00	0.32			0.00	0.00	0.40
Avail Cap(c_a), veh/h	652	0	1562	1148	1564	0	1148			0	0	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00			0.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	9.0	25.7	5.7	0.0	26.8			0.0	0.0	27.3
Incr Delay (d2), s/veh	5.1	0.0	2.8	4.8	0.4	0.0	3.5			0.0	0.0	34.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	5.3	0.3	1.7	0.0	0.1			0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	11.8	30.4	6.1	0.0	30.3			0.0	0.0	61.5
LnGrp LOS	C	A	B	C	A	A	C			A	A	E
Approach Vol, veh/h		859			523						1	
Approach Delay, s/veh		12.0			7.2						61.5	
Approach LOS		B			A						E	

Timer - Assigned Phs	1	2	3	4	5	6
Phs Duration (G+Y+Rc), s	6.8	37.8	5.3	4.8	5.2	39.4
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	* 4.7	* 4.7	5.8
Max Green Setting (Gmax), s	* 37	48.0	* 37	* 21	* 21	48.0
Max Q Clear Time (g_c+I1), s	2.7	22.9	2.2	2.0	2.2	10.2
Green Ext Time (p_c), s	0.1	9.1	0.0	0.0	0.0	4.8

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	640	0	0	420	70	0	0	0	120	0	85
Future Volume (veh/h)	85	640	0	0	420	70	0	0	0	120	0	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	0	0	1781	1781	1781	1781	1781	1781	0	1781
Adj Flow Rate, veh/h	97	727	0	0	477	78	0	0	0	136	0	15
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, %	8	8	0	0	8	8	8	8	8	8	0	8
Cap, veh/h	175	1078	0	0	863	141	0	5	0	209	0	0
Arrive On Green	0.10	0.61	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.12	0.00	0.00
Sat Flow, veh/h	1697	1781	0	0	3112	382	0	-81946	0	1697	136	
Grp Volume(v), veh/h	97	727	0	0	206	349	0	0	0	136	16.5	
Grp Sat Flow(s),veh/h/ln	1697	1781	0	0	1015	1713	0	1781	0	1697	B	
Q Serve(g_s), s	2.0	9.9	0.0	0.0	5.9	5.9	0.0	0.0	0.0	2.8		
Cycle Q Clear(g_c), s	2.0	9.9	0.0	0.0	5.9	5.9	0.0	0.0	0.0	2.8		
Prop In Lane	1.00		0.00	0.00		0.22	0.00		0.00	1.00		
Lane Grp Cap(c), veh/h	175	1078	0	0	374	630	0	5	0	209		
V/C Ratio(X)	0.56	0.67	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.65		
Avail Cap(c_a), veh/h	1210	2737	0	0	1560	2631	0	2835	0	1210		
HCM Platoon Ratio	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	0.00	1.00	1.00	0.00	0.00	0.00	1.00		
Uniform Delay (d), s/veh	15.6	4.8	0.0	0.0	9.1	9.1	0.0	0.0	0.0	15.2		
Incr Delay (d2), s/veh	1.0	1.6	0.0	0.0	2.7	1.6	0.0	0.0	0.0	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.6	1.0	0.0	0.0	1.0	1.5	0.0	0.0	0.0	0.9		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	6.4	0.0	0.0	11.8	10.8	0.0	0.0	0.0	16.5		
LnGrp LOS	B	A	A	A	B	B	A	A	A	B		
Approach Vol, veh/h		824			555			0				
Approach Delay, s/veh		7.6			11.2			0.0				
Approach LOS		A			B							

Timer - Assigned Phs	2			5	6	7	8					
Phs Duration (G+Y+Rc), s	27.4			8.7	18.7	9.1	0.0					
Change Period (Y+Rc), s	5.3			4.9	5.3	4.6	4.6					
Max Green Setting (Gmax), s	56.0			26.0	56.0	26.0	58.0					
Max Q Clear Time (g_c+I1), s	11.9			4.0	7.9	4.8	0.0					
Green Ext Time (p_c), s	9.0			0.1	5.5	0.2	0.0					

Intersection Summary												
HCM 6th Ctrl Delay			9.7									
HCM 6th LOS			A									

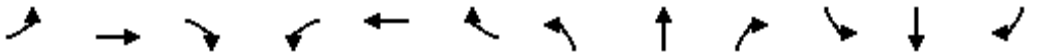
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	430	330	5	400	40	0	0	0	20	0	90
Future Vol, veh/h	0	430	330	5	400	40	0	0	0	20	0	90
Conflicting Peds, #/hr	0	0	1	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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	0	489	375	6	455	45	0	0	0	23	0	102

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	865	0	0	1144	1332	455
Stage 1	-	-	-	-	-	-	467	467	-
Stage 2	-	-	-	-	-	-	677	865	-
Critical Hdwy	-	-	-	4.18	-	-	6.48	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	5.48	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.48	5.58	-
Follow-up Hdwy	-	-	-	2.272	-	-	3.572	4.072	3.372
Pot Cap-1 Maneuver	0	-	-	753	-	0	215	150	593
Stage 1	0	-	-	-	-	0	619	552	-
Stage 2	0	-	-	-	-	0	494	363	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	753	-	-	213	0	593
Mov Cap-2 Maneuver	-	-	-	-	-	-	213	0	-
Stage 1	-	-	-	-	-	-	619	0	-
Stage 2	-	-	-	-	-	-	489	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.1	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	753	-	213	593
HCM Lane V/C Ratio	-	-	0.008	-	0.107	0.172
HCM Control Delay (s)	-	-	9.8	-	23.9	12.3
HCM Lane LOS	-	-	A	-	C	B
HCM 95th %tile Q(veh)	-	-	0	-	0.4	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	395	55	0	275	5	170	0	30	0	0	0
Future Volume (veh/h)	0	395	55	0	275	5	170	0	30	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1781	1781	0	1781	1781	1781	1781	1781			
Adj Flow Rate, veh/h	0	449	0	0	312	4	193	0	9			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	0	8	8	0	8	8	8	8	8			
Cap, veh/h	0	677		0	677	573	327	0	291			
Arrive On Green	0.00	0.38	0.00	0.00	0.38	0.38	0.19	0.00	0.19			
Sat Flow, veh/h	0	1781	0	0	1781	1510	1697	0	1510			
Grp Volume(v), veh/h	0	449	0	0	312	4	193	0	9			
Grp Sat Flow(s),veh/h/ln	0	1781	0	0	1781	1510	1697	0	1510			
Q Serve(g_s), s	0.0	4.6	0.0	0.0	2.9	0.0	2.3	0.0	0.1			
Cycle Q Clear(g_c), s	0.0	4.6	0.0	0.0	2.9	0.0	2.3	0.0	0.1			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	677		0	677	573	327	0	291			
V/C Ratio(X)	0.00	0.66		0.00	0.46	0.01	0.59	0.00	0.03			
Avail Cap(c_a), veh/h	0	3690		0	3690	3127	2750	0	2447			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	5.7	0.0	0.0	5.2	4.3	8.2	0.0	7.3			
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.5	0.0	0.6	0.0	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			
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.0	0.2	0.0	0.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.8	0.0	0.0	5.7	4.3	8.8	0.0	7.3			
LnGrp LOS	A	A		A	A	A	A	A	A			
Approach Vol, veh/h		449	A		316			202				
Approach Delay, s/veh		6.8			5.7			8.7				
Approach LOS		A			A			A				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		13.7				13.7		8.5				
Change Period (Y+Rc), s		5.3				5.3		4.2				
Max Green Setting (Gmax), s		46.0				46.0		36.0				
Max Q Clear Time (g_c+I1), s		6.6				4.9		4.3				
Green Ext Time (p_c), s		1.8				1.2		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	570	35	70	650	30	40
Future Vol, veh/h	570	35	70	650	30	40
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	195	135	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	613	38	75	699	32	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	615	0	1464	615
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	849	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	0	955	-	140	488
Stage 1	-	0	-	-	536	-
Stage 2	-	0	-	-	416	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	953	-	129	487
Mov Cap-2 Maneuver	-	-	-	-	260	-
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	383	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	260	487	-	953	-
HCM Lane V/C Ratio	0.124	0.088	-	0.079	-
HCM Control Delay (s)	20.8	13.1	-	9.1	-
HCM Lane LOS	C	B	-	A	-
HCM 95th %tile Q(veh)	0.4	0.3	-	0.3	-

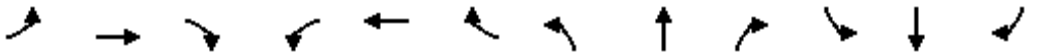
Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	590	20	100	710	10	60
Future Vol, veh/h	590	20	100	710	10	60
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	325	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	634	22	108	763	11	65

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	658	0	1615	636
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	979	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	920	-	113	474
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	361	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	918	-	99	473
Mov Cap-2 Maneuver	-	-	-	-	99	-
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	318	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	18.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	99	473	-	-	918	-
HCM Lane V/C Ratio	0.109	0.136	-	-	0.117	-
HCM Control Delay (s)	45.7	13.8	-	-	9.4	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.5	-	-	0.4	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	640	5	5	800	0	5	0	5	0	0	5
Future Volume (veh/h)	5	640	5	5	800	0	5	0	5	0	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	0	1841	1841	1841	1841
Adj Flow Rate, veh/h	5	688	5	5	860	0	5	0	1	0	0	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, %	4	4	4	4	4	4	4	0	4	4	4	4
Cap, veh/h	14	1072	8	16	1084	0	16	0	0	0	0	3
Arrive On Green	0.01	0.59	0.59	0.01	0.59	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1753	1825	13	1753	1841	0	1753	5		0	0	1311
Grp Volume(v), veh/h	5	0	693	5	860	0	5	28.8		0	0	1
Grp Sat Flow(s),veh/h/ln	1753	0	1838	1753	1841	0	1753	C		0	0	1311
Q Serve(g_s), s	0.1	0.0	12.7	0.1	18.3	0.0	0.1			0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	12.7	0.1	18.3	0.0	0.1			0.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.00	1.00			0.00		1.00
Lane Grp Cap(c), veh/h	14	0	1080	16	1084	0	16			0	0	3
V/C Ratio(X)	0.35	0.00	0.64	0.30	0.79	0.00	0.30			0.00	0.00	0.39
Avail Cap(c_a), veh/h	725	0	1738	1278	1740	0	1278			0	0	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00			0.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	6.9	25.0	8.1	0.0	25.0			0.0	0.0	25.3
Incr Delay (d2), s/veh	5.5	0.0	0.9	14.1	1.9	0.0	3.8			0.0	0.0	31.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.8	0.1	4.2	0.0	0.1			0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	0.0	7.8	39.0	10.0	0.0	28.8			0.0	0.0	57.0
LnGrp LOS	C	A	A	D	A	A	C			A	A	E
Approach Vol, veh/h		698			865						1	
Approach Delay, s/veh		8.0			10.1						57.0	
Approach LOS		A			B						E	

Timer - Assigned Phs	1	2	3	4	5	6
Phs Duration (G+Y+Rc), s	5.2	35.6	5.2	4.8	5.1	35.7
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	* 4.7	* 4.7	5.8
Max Green Setting (Gmax), s	* 37	48.0	* 37	* 21	* 21	48.0
Max Q Clear Time (g_c+I1), s	2.1	14.7	2.1	2.0	2.1	20.3
Green Ext Time (p_c), s	0.0	7.3	0.0	0.0	0.0	9.6

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	560	0	0	680	100	0	0	0	145	0	100
Future Volume (veh/h)	115	560	0	0	680	100	0	0	0	145	0	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	0	0	1841	1841	1841	1841	1841	1841	0	1841
Adj Flow Rate, veh/h	124	602	0	0	731	107	0	0	0	156	0	14
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, %	4	4	0	0	4	4	4	4	4	4	0	4
Cap, veh/h	179	1238	0	0	1148	168	0	4	0	205	0	0
Arrive On Green	0.10	0.67	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.12	0.00	0.00
Sat Flow, veh/h	1753	1841	0	0	3256	361	0	-84673	0	1753	156	
Grp Volume(v), veh/h	124	602	0	0	311	527	0	0	0	156	22.3	
Grp Sat Flow(s),veh/h/ln	1753	1841	0	0	1049	1776	0	1841	0	1753	C	
Q Serve(g_s), s	3.2	7.5	0.0	0.0	10.6	10.6	0.0	0.0	0.0	4.1		
Cycle Q Clear(g_c), s	3.2	7.5	0.0	0.0	10.6	10.6	0.0	0.0	0.0	4.1		
Prop In Lane	1.00		0.00	0.00		0.20	0.00		0.00	1.00		
Lane Grp Cap(c), veh/h	179	1238	0	0	489	827	0	4	0	205		
V/C Ratio(X)	0.69	0.49	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.76		
Avail Cap(c_a), veh/h	969	2191	0	0	1249	2114	0	2270	0	969		
HCM Platoon Ratio	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	0.00	1.00	1.00	0.00	0.00	0.00	1.00		
Uniform Delay (d), s/veh	20.4	3.8	0.0	0.0	9.5	9.5	0.0	0.0	0.0	20.1		
Incr Delay (d2), s/veh	1.8	0.6	0.0	0.0	2.9	1.7	0.0	0.0	0.0	2.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.2	0.9	0.0	0.0	1.9	3.0	0.0	0.0	0.0	1.6		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	4.4	0.0	0.0	12.5	11.3	0.0	0.0	0.0	22.3		
LnGrp LOS	C	A	A	A	B	B	A	A	A	C		
Approach Vol, veh/h		726			838			0				
Approach Delay, s/veh		7.4			11.7			0.0				
Approach LOS		A			B							

Timer - Assigned Phs	2			5	6	7	8					
Phs Duration (G+Y+Rc), s	36.9			9.7	27.2	10.1	0.0					
Change Period (Y+Rc), s	5.3			4.9	5.3	4.6	4.6					
Max Green Setting (Gmax), s	56.0			26.0	56.0	26.0	58.0					
Max Q Clear Time (g_c+I1), s	9.5			5.2	12.6	6.1	0.0					
Green Ext Time (p_c), s	6.7			0.2	9.3	0.3	0.0					

Intersection Summary												
HCM 6th Ctrl Delay			10.9									
HCM 6th LOS			B									

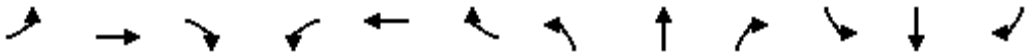
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	495	210	5	680	40	0	0	0	5	5	100
Future Vol, veh/h	0	495	210	5	680	40	0	0	0	5	5	100
Conflicting Peds, #/hr	0	0	2	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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	532	226	5	731	43	0	0	0	5	5	108

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	760	0	0	1386	1501	731
Stage 1	-	-	-	-	-	-	741	741	-
Stage 2	-	-	-	-	-	-	645	760	-
Critical Hdwy	-	-	-	4.14	-	-	6.44	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	5.44	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.44	5.54	-
Follow-up Hdwy	-	-	-	2.236	-	-	3.536	4.036	3.336
Pot Cap-1 Maneuver	0	-	-	843	-	0	156	121	418
Stage 1	0	-	-	-	-	0	468	420	-
Stage 2	0	-	-	-	-	0	519	412	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	843	-	-	154	0	418
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	0	-
Stage 1	-	-	-	-	-	-	468	0	-
Stage 2	-	-	-	-	-	-	514	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.1	17.8
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	843	-	154	418
HCM Lane V/C Ratio	-	-	0.006	-	0.07	0.257
HCM Control Delay (s)	-	-	9.3	-	30.1	16.6
HCM Lane LOS	-	-	A	-	D	C
HCM 95th %tile Q(veh)	-	-	0	-	0.2	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	380	120	0	415	5	310	5	60	0	0	0
Future Volume (veh/h)	0	380	120	0	415	5	310	5	60	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1841	1841	0	1841	1841	1841	1841	1841			
Adj Flow Rate, veh/h	0	409	0	0	446	3	333	5	22			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	0	4	4	0	4	4	4	4	4			
Cap, veh/h	0	658		0	658	558	450	7	406			
Arrive On Green	0.00	0.36	0.00	0.00	0.36	0.36	0.26	0.26	0.26			
Sat Flow, veh/h	0	1841	0	0	1841	1560	1728	26	1560			
Grp Volume(v), veh/h	0	409	0	0	446	3	338	0	22			
Grp Sat Flow(s),veh/h/ln	0	1841	0	0	1841	1560	1754	0	1560			
Q Serve(g_s), s	0.0	4.6	0.0	0.0	5.1	0.0	4.4	0.0	0.3			
Cycle Q Clear(g_c), s	0.0	4.6	0.0	0.0	5.1	0.0	4.4	0.0	0.3			
Prop In Lane	0.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	0	658		0	658	558	457	0	406			
V/C Ratio(X)	0.00	0.62		0.00	0.68	0.01	0.74	0.00	0.05			
Avail Cap(c_a), veh/h	0	3406		0	3406	2886	2540	0	2259			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	6.6	0.0	0.0	6.8	5.1	8.4	0.0	6.9			
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	1.2	0.0	0.9	0.0	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			
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.0	0.0	0.7	0.0	0.6	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.6	0.0	0.0	8.0	5.1	9.3	0.0	6.9			
LnGrp LOS	A	A		A	A	A	A	A	A			
Approach Vol, veh/h		409	A		449			360				
Approach Delay, s/veh		7.6			8.0			9.2				
Approach LOS		A			A			A				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		14.2				14.2		10.7				
Change Period (Y+Rc), s		5.3				5.3		4.2				
Max Green Setting (Gmax), s		46.0				46.0		36.0				
Max Q Clear Time (g_c+I1), s		6.6				7.1		6.4				
Green Ext Time (p_c), s		1.6				1.8		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	615	20	65	415	20	60
Future Vol, veh/h	615	20	65	415	20	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	195	135	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	699	23	74	472	23	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	699	0	1319	699
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	620	-
Critical Hdwy	-	-	4.18	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.372
Pot Cap-1 Maneuver	-	0	870	-	168	430
Stage 1	-	0	-	-	482	-
Stage 2	-	0	-	-	525	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	870	-	154	430
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	480	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	290	430	-	870	-
HCM Lane V/C Ratio	0.078	0.159	-	0.085	-
HCM Control Delay (s)	18.5	14.9	-	9.5	-
HCM Lane LOS	C	B	-	A	-
HCM 95th %tile Q(veh)	0.3	0.6	-	0.3	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	635	40	20	435	45	105
Future Vol, veh/h	635	40	20	435	45	105
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	200	-	55	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	722	45	23	494	51	119

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	768	0	1263	723
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	540	-
Critical Hdwy	-	-	4.18	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	820	-	182	416
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	819	-	177	416
Mov Cap-2 Maneuver	-	-	-	-	177	-
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	556	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	22
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	177	416	-	-	819	-
HCM Lane V/C Ratio	0.289	0.287	-	-	0.028	-
HCM Control Delay (s)	33.4	17.1	-	-	9.5	-
HCM Lane LOS	D	C	-	-	A	-
HCM 95th %tile Q(veh)	1.1	1.2	-	-	0.1	-

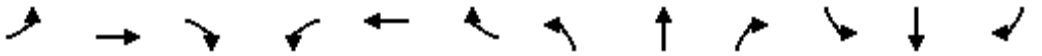
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	735	5	20	450	5	20
Future Vol, veh/h	735	5	20	450	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	835	6	23	511	6	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	841	0	1395	838
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	557	-
Critical Hdwy	-	-	4.18	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	769	-	151	357
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	562	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	769	-	146	357
Mov Cap-2 Maneuver	-	-	-	-	146	-
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	545	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	19.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	277	-	-	769	-
HCM Lane V/C Ratio	0.103	-	-	0.03	-
HCM Control Delay (s)	19.5	-	-	9.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	745	5	20	460	0	5	0	5	0	0	5
Future Volume (veh/h)	5	745	5	20	460	0	5	0	5	0	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	0	1781	1781	1781	1781
Adj Flow Rate, veh/h	6	847	6	23	523	0	6	0	1	0	0	1
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, %	8	8	8	8	8	8	8	0	8	8	8	8
Cap, veh/h	16	1034	7	64	1093	0	19	0	0	0	0	2
Arrive On Green	0.01	0.59	0.59	0.04	0.61	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1697	1767	13	1697	1781	0	1697	6		0	0	1365
Grp Volume(v), veh/h	6	0	853	23	523	0	6	30.3		0	0	1
Grp Sat Flow(s),veh/h/ln	1697	0	1779	1697	1781	0	1697	C		0	0	1365
Q Serve(g_s), s	0.2	0.0	20.9	0.7	8.8	0.0	0.2			0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	20.9	0.7	8.8	0.0	0.2			0.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.00	1.00			0.00		1.00
Lane Grp Cap(c), veh/h	16	0	1042	64	1093	0	19			0	0	2
V/C Ratio(X)	0.37	0.00	0.82	0.36	0.48	0.00	0.32			0.00	0.00	0.40
Avail Cap(c_a), veh/h	652	0	1562	1148	1564	0	1148			0	0	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00			0.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	9.0	25.7	5.8	0.0	26.8			0.0	0.0	27.3
Incr Delay (d2), s/veh	5.1	0.0	2.8	4.8	0.5	0.0	3.5			0.0	0.0	34.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	5.3	0.3	1.9	0.0	0.1			0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	11.8	30.4	6.2	0.0	30.3			0.0	0.0	61.5
LnGrp LOS	C	A	B	C	A	A	C			A	A	E
Approach Vol, veh/h		859			546						1	
Approach Delay, s/veh		12.0			7.3						61.5	
Approach LOS		B			A						E	

Timer - Assigned Phs	1	2	3	4	5	6
Phs Duration (G+Y+Rc), s	6.8	37.8	5.3	4.8	5.2	39.4
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	* 4.7	* 4.7	5.8
Max Green Setting (Gmax), s	* 37	48.0	* 37	* 21	* 21	48.0
Max Q Clear Time (g_c+I1), s	2.7	22.9	2.2	2.0	2.2	10.8
Green Ext Time (p_c), s	0.1	9.1	0.0	0.0	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	640	0	0	440	70	0	0	0	120	0	85
Future Volume (veh/h)	85	640	0	0	440	70	0	0	0	120	0	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	0	0	1781	1781	1781	1781	1781	1781	0	1781
Adj Flow Rate, veh/h	97	727	0	0	500	78	0	0	0	136	0	15
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, %	8	8	0	0	8	8	8	8	8	8	0	8
Cap, veh/h	173	1089	0	0	892	139	0	5	0	207	0	0
Arrive On Green	0.10	0.61	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.12	0.00	0.00
Sat Flow, veh/h	1697	1781	0	0	3129	368	0	-81946	0	1697	136	
Grp Volume(v), veh/h	97	727	0	0	214	364	0	0	0	136	16.9	
Grp Sat Flow(s),veh/h/ln	1697	1781	0	0	1015	1715	0	1781	0	1697	B	
Q Serve(g_s), s	2.0	9.9	0.0	0.0	6.2	6.2	0.0	0.0	0.0	2.8		
Cycle Q Clear(g_c), s	2.0	9.9	0.0	0.0	6.2	6.2	0.0	0.0	0.0	2.8		
Prop In Lane	1.00		0.00	0.00		0.21	0.00		0.00	1.00		
Lane Grp Cap(c), veh/h	173	1089	0	0	383	647	0	5	0	207		
V/C Ratio(X)	0.56	0.67	0.00	0.00	0.56	0.56	0.00	0.00	0.00	0.66		
Avail Cap(c_a), veh/h	1188	2687	0	0	1532	2587	0	2783	0	1188		
HCM Platoon Ratio	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	0.00	1.00	1.00	0.00	0.00	0.00	1.00		
Uniform Delay (d), s/veh	15.9	4.7	0.0	0.0	9.1	9.1	0.0	0.0	0.0	15.6		
Incr Delay (d2), s/veh	1.1	1.5	0.0	0.0	2.7	1.6	0.0	0.0	0.0	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.6	1.0	0.0	0.0	1.1	1.6	0.0	0.0	0.0	1.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	6.3	0.0	0.0	11.8	10.8	0.0	0.0	0.0	16.9		
LnGrp LOS	B	A	A	A	B	B	A	A	A	B		
Approach Vol, veh/h		824			578			0				
Approach Delay, s/veh		7.5			11.2			0.0				
Approach LOS		A			B							

Timer - Assigned Phs	2			5	6	7	8					
Phs Duration (G+Y+Rc), s	28.0			8.7	19.3	9.1	0.0					
Change Period (Y+Rc), s	5.3			4.9	5.3	4.6	4.6					
Max Green Setting (Gmax), s	56.0			26.0	56.0	26.0	58.0					
Max Q Clear Time (g_c+I1), s	11.9			4.0	8.2	4.8	0.0					
Green Ext Time (p_c), s	9.0			0.1	5.8	0.2	0.0					

Intersection Summary												
HCM 6th Ctrl Delay			9.7									
HCM 6th LOS			A									

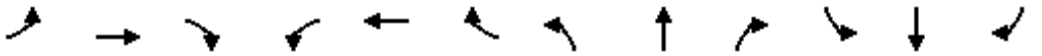
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	430	330	5	415	40	0	0	0	20	0	95
Future Vol, veh/h	0	430	330	5	415	40	0	0	0	20	0	95
Conflicting Peds, #/hr	0	0	1	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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	0	489	375	6	472	45	0	0	0	23	0	108

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	865	0	0	1161	1349	472
Stage 1	-	-	-	-	-	-	484	484	-
Stage 2	-	-	-	-	-	-	677	865	-
Critical Hdwy	-	-	-	4.18	-	-	6.48	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	5.48	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.48	5.58	-
Follow-up Hdwy	-	-	-	2.272	-	-	3.572	4.072	3.372
Pot Cap-1 Maneuver	0	-	-	753	-	0	210	146	580
Stage 1	0	-	-	-	-	0	607	542	-
Stage 2	0	-	-	-	-	0	494	363	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	753	-	-	208	0	580
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	0	-
Stage 1	-	-	-	-	-	-	607	0	-
Stage 2	-	-	-	-	-	-	489	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.1	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	753	-	208	580
HCM Lane V/C Ratio	-	-	0.008	-	0.109	0.186
HCM Control Delay (s)	-	-	9.8	-	24.4	12.6
HCM Lane LOS	-	-	A	-	C	B
HCM 95th %tile Q(veh)	-	-	0	-	0.4	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	395	55	0	290	5	170	0	30	0	0	0
Future Volume (veh/h)	0	395	55	0	290	5	170	0	30	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1781	1781	0	1781	1781	1781	1781	1781			
Adj Flow Rate, veh/h	0	449	0	0	330	4	193	0	9			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	0	8	8	0	8	8	8	8	8			
Cap, veh/h	0	677		0	677	573	327	0	291			
Arrive On Green	0.00	0.38	0.00	0.00	0.38	0.38	0.19	0.00	0.19			
Sat Flow, veh/h	0	1781	0	0	1781	1510	1697	0	1510			
Grp Volume(v), veh/h	0	449	0	0	330	4	193	0	9			
Grp Sat Flow(s),veh/h/ln	0	1781	0	0	1781	1510	1697	0	1510			
Q Serve(g_s), s	0.0	4.6	0.0	0.0	3.1	0.0	2.3	0.0	0.1			
Cycle Q Clear(g_c), s	0.0	4.6	0.0	0.0	3.1	0.0	2.3	0.0	0.1			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	677		0	677	573	327	0	291			
V/C Ratio(X)	0.00	0.66		0.00	0.49	0.01	0.59	0.00	0.03			
Avail Cap(c_a), veh/h	0	3690		0	3690	3127	2750	0	2447			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	5.7	0.0	0.0	5.2	4.3	8.2	0.0	7.3			
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.5	0.0	0.6	0.0	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			
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.0	0.2	0.0	0.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.8	0.0	0.0	5.8	4.3	8.8	0.0	7.3			
LnGrp LOS	A	A		A	A	A	A	A	A			
Approach Vol, veh/h		449	A		334			202				
Approach Delay, s/veh		6.8			5.8			8.7				
Approach LOS		A			A			A				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		13.7				13.7		8.5				
Change Period (Y+Rc), s		5.3				5.3		4.2				
Max Green Setting (Gmax), s		46.0				46.0		36.0				
Max Q Clear Time (g_c+I1), s		6.6				5.1		4.3				
Green Ext Time (p_c), s		1.8				1.3		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	512	330	6	193	34
v/c Ratio	0.58	0.37	0.01	0.46	0.08
Control Delay	10.8	8.2	2.6	16.1	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	8.2	2.6	16.1	5.9
Queue Length 50th (ft)	63	36	0	29	0
Queue Length 95th (ft)	162	95	3	85	14
Internal Link Dist (ft)	1218	678		749	
Turn Bay Length (ft)			50		125
Base Capacity (vph)	1703	1732	1472	1507	1352
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.30	0.19	0.00	0.13	0.03

Intersection Summary

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	15	135	20	20	40
Future Vol, veh/h	5	15	135	20	20	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	40	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	6	17	153	23	23	45

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	256	165	0	0	176	0
Stage 1	165	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.18	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.272	-
Pot Cap-1 Maneuver	720	864	-	-	1365	-
Stage 1	850	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	708	864	-	-	1365	-
Mov Cap-2 Maneuver	708	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	2.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	819	1365	-
HCM Lane V/C Ratio	-	-	0.028	0.017	-
HCM Control Delay (s)	-	-	9.5	7.7	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	590	35	70	665	30	40
Future Vol, veh/h	590	35	70	665	30	40
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	195	135	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	634	38	75	715	32	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	636	0	1501	636
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	865	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	0	938	-	133	474
Stage 1	-	0	-	-	524	-
Stage 2	-	0	-	-	409	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	936	-	122	473
Mov Cap-2 Maneuver	-	-	-	-	253	-
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	376	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	253	473	-	936	-
HCM Lane V/C Ratio	0.128	0.091	-	0.08	-
HCM Control Delay (s)	21.3	13.4	-	9.2	-
HCM Lane LOS	C	B	-	A	-
HCM 95th %tile Q(veh)	0.4	0.3	-	0.3	-

Intersection	
Int Delay, s/veh	7.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	590	40	140	665	70	40
Future Vol, veh/h	590	40	140	665	70	40
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	200	-	55	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	634	43	151	715	75	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	679	0	1653	636
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	1017	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	904	-	107	474
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	346	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	902	-	89	473
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	288	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	93.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	89	473	-	-	902	-
HCM Lane V/C Ratio	0.846	0.091	-	-	0.167	-
HCM Control Delay (s)	139.6	13.4	-	-	9.8	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	4.5	0.3	-	-	0.6	-

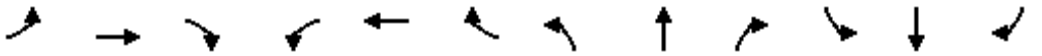
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	625	5	30	800	5	30
Future Vol, veh/h	625	5	30	800	5	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	672	5	32	860	5	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	677	0	1599	675
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	924	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	905	-	116	451
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	383	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	905	-	112	451
Mov Cap-2 Maneuver	-	-	-	-	112	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	370	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	18
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	315	-	-	905	-
HCM Lane V/C Ratio	0.119	-	-	0.036	-
HCM Control Delay (s)	18	-	-	9.1	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	645	5	5	820	0	5	0	5	0	0	5
Future Volume (veh/h)	5	645	5	5	820	0	5	0	5	0	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	0	1841	1841	1841	1841
Adj Flow Rate, veh/h	5	694	5	5	882	0	5	0	2	0	0	4
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, %	4	4	4	4	4	4	4	0	4	4	4	4
Cap, veh/h	14	1086	8	16	1098	0	16	0	0	0	0	10
Arrive On Green	0.01	0.60	0.60	0.01	0.60	0.00	0.01	0.00	0.00	0.00	0.00	0.01
Sat Flow, veh/h	1753	1825	13	1753	1841	0	1753	5		0	0	1560
Grp Volume(v), veh/h	5	0	699	5	882	0	5	29.6		0	0	4
Grp Sat Flow(s),veh/h/ln	1753	0	1838	1753	1841	0	1753	C		0	0	1560
Q Serve(g_s), s	0.1	0.0	13.0	0.1	19.5	0.0	0.1			0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	0.0	13.0	0.1	19.5	0.0	0.1			0.0	0.0	0.1
Prop In Lane	1.00		0.01	1.00		0.00	1.00			0.00		1.00
Lane Grp Cap(c), veh/h	14	0	1094	16	1098	0	16			0	0	10
V/C Ratio(X)	0.35	0.00	0.64	0.30	0.80	0.00	0.30			0.00	0.00	0.40
Avail Cap(c_a), veh/h	702	0	1683	1237	1685	0	1237			0	0	625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00			0.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	6.9	25.8	8.2	0.0	25.8			0.0	0.0	25.9
Incr Delay (d2), s/veh	5.5	0.0	0.9	14.1	2.2	0.0	3.8			0.0	0.0	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.9	0.1	4.6	0.0	0.1			0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	7.8	39.9	10.4	0.0	29.6			0.0	0.0	35.0
LnGrp LOS	C	A	A	D	B	A	C			A	A	D
Approach Vol, veh/h		704			887						4	
Approach Delay, s/veh		8.0			10.6						35.0	
Approach LOS		A			B						D	

Timer - Assigned Phs	1	2	3	4	5	6
Phs Duration (G+Y+Rc), s	5.2	37.0	5.2	5.0	5.1	37.1
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	* 4.7	* 4.7	5.8
Max Green Setting (Gmax), s	* 37	48.0	* 37	* 21	* 21	48.0
Max Q Clear Time (g_c+I1), s	2.1	15.0	2.1	2.1	2.1	21.5
Green Ext Time (p_c), s	0.0	7.4	0.0	0.0	0.0	9.8

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	565	0	0	690	100	0	0	0	145	0	110
Future Volume (veh/h)	115	565	0	0	690	100	0	0	0	145	0	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	0	0	1841	1841	1841	1841	1841	1841	0	1841
Adj Flow Rate, veh/h	124	608	0	0	742	107	0	0	0	156	0	49
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, %	4	4	0	0	4	4	4	4	4	4	0	4
Cap, veh/h	178	1241	0	0	1160	167	0	4	0	205	0	0
Arrive On Green	0.10	0.67	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.12	0.00	0.00
Sat Flow, veh/h	1753	1841	0	0	3261	356	0	-84673	0	1753	156	
Grp Volume(v), veh/h	124	608	0	0	315	534	0	0	0	156	22.5	
Grp Sat Flow(s),veh/h/ln	1753	1841	0	0	1049	1777	0	1841	0	1753	C	
Q Serve(g_s), s	3.2	7.6	0.0	0.0	10.8	10.8	0.0	0.0	0.0	4.1		
Cycle Q Clear(g_c), s	3.2	7.6	0.0	0.0	10.8	10.8	0.0	0.0	0.0	4.1		
Prop In Lane	1.00		0.00	0.00		0.20	0.00		0.00	1.00		
Lane Grp Cap(c), veh/h	178	1241	0	0	493	834	0	4	0	205		
V/C Ratio(X)	0.70	0.49	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.76		
Avail Cap(c_a), veh/h	960	2170	0	0	1237	2095	0	2248	0	960		
HCM Platoon Ratio	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	0.00	1.00	1.00	0.00	0.00	0.00	1.00		
Uniform Delay (d), s/veh	20.6	3.8	0.0	0.0	9.6	9.6	0.0	0.0	0.0	20.3		
Incr Delay (d2), s/veh	1.8	0.6	0.0	0.0	2.9	1.8	0.0	0.0	0.0	2.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.2	0.9	0.0	0.0	2.0	3.0	0.0	0.0	0.0	1.6		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	4.4	0.0	0.0	12.5	11.3	0.0	0.0	0.0	22.5		
LnGrp LOS	C	A	A	A	B	B	A	A	A	C		
Approach Vol, veh/h		732			849			0				
Approach Delay, s/veh		7.5			11.7			0.0				
Approach LOS		A			B							

Timer - Assigned Phs	2			5	6	7	8					
Phs Duration (G+Y+Rc), s	37.3			9.7	27.6	10.2	0.0					
Change Period (Y+Rc), s	5.3			4.9	5.3	4.6	4.6					
Max Green Setting (Gmax), s	56.0			26.0	56.0	26.0	58.0					
Max Q Clear Time (g_c+I1), s	9.6			5.2	12.8	6.1	0.0					
Green Ext Time (p_c), s	6.8			0.2	9.5	0.3	0.0					

Intersection Summary												
HCM 6th Ctrl Delay		10.9										
HCM 6th LOS		B										

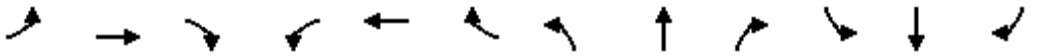
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	500	210	5	690	40	0	0	0	5	5	100
Future Vol, veh/h	0	500	210	5	690	40	0	0	0	5	5	100
Conflicting Peds, #/hr	0	0	2	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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	538	226	5	742	43	0	0	0	5	5	108

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	766	0	0	1403	1518	742
Stage 1	-	-	-	-	-	-	752	752	-
Stage 2	-	-	-	-	-	-	651	766	-
Critical Hdwy	-	-	-	4.14	-	-	6.44	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	5.44	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.44	5.54	-
Follow-up Hdwy	-	-	-	2.236	-	-	3.536	4.036	3.336
Pot Cap-1 Maneuver	0	-	-	838	-	0	152	118	412
Stage 1	0	-	-	-	-	0	462	415	-
Stage 2	0	-	-	-	-	0	515	409	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	838	-	-	150	0	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	150	0	-
Stage 1	-	-	-	-	-	-	462	0	-
Stage 2	-	-	-	-	-	-	510	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.1	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	838	-	150	412
HCM Lane V/C Ratio	-	-	0.006	-	0.072	0.261
HCM Control Delay (s)	-	-	9.3	-	30.8	16.8
HCM Lane LOS	-	-	A	-	D	C
HCM 95th %tile Q(veh)	-	-	0	-	0.2	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	380	125	0	415	5	320	5	60	0	0	0
Future Volume (veh/h)	0	380	125	0	415	5	320	5	60	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1841	1841	0	1841	1841	1841	1841	1841			
Adj Flow Rate, veh/h	0	409	0	0	446	4	344	5	32			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	0	4	4	0	4	4	4	4	4			
Cap, veh/h	0	654		0	654	555	465	7	420			
Arrive On Green	0.00	0.36	0.00	0.00	0.36	0.36	0.27	0.27	0.27			
Sat Flow, veh/h	0	1841	0	0	1841	1560	1729	25	1560			
Grp Volume(v), veh/h	0	409	0	0	446	4	349	0	32			
Grp Sat Flow(s),veh/h/ln	0	1841	0	0	1841	1560	1754	0	1560			
Q Serve(g_s), s	0.0	4.7	0.0	0.0	5.2	0.0	4.6	0.0	0.4			
Cycle Q Clear(g_c), s	0.0	4.7	0.0	0.0	5.2	0.0	4.6	0.0	0.4			
Prop In Lane	0.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	0	654		0	654	555	472	0	420			
V/C Ratio(X)	0.00	0.63		0.00	0.68	0.01	0.74	0.00	0.08			
Avail Cap(c_a), veh/h	0	3345		0	3345	2835	2495	0	2219			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	6.8	0.0	0.0	6.9	5.3	8.4	0.0	6.9			
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	1.3	0.0	0.9	0.0	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			
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	0.0	0.8	0.0	0.6	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.7	0.0	0.0	8.2	5.3	9.3	0.0	6.9			
LnGrp LOS	A	A		A	A	A	A	A	A			
Approach Vol, veh/h		409	A		450			381				
Approach Delay, s/veh		7.7			8.2			9.1				
Approach LOS		A			A			A				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		14.3				14.3		11.0				
Change Period (Y+Rc), s		5.3				5.3		4.2				
Max Green Setting (Gmax), s		46.0				46.0		36.0				
Max Q Clear Time (g_c+I1), s		6.7				7.2		6.6				
Green Ext Time (p_c), s		1.6				1.8		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	543	446	5	349	65
v/c Ratio	0.68	0.55	0.01	0.61	0.12
Control Delay	15.1	12.7	2.4	19.1	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	15.1	12.7	2.4	19.1	4.8
Queue Length 50th (ft)	90	72	0	67	0
Queue Length 95th (ft)	241	189	3	185	22
Internal Link Dist (ft)	1218	678		749	
Turn Bay Length (ft)			50		125
Base Capacity (vph)	1616	1680	1429	1429	1286
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.27	0.00	0.24	0.05

Intersection Summary

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	55	55	30	20	160
Future Vol, veh/h	5	55	55	30	20	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	40	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	5	59	59	32	22	172

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	291	75	0	0	91	0
Stage 1	75	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236	-
Pot Cap-1 Maneuver	696	981	-	-	1491	-
Stage 1	943	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	686	981	-	-	1491	-
Mov Cap-2 Maneuver	686	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	803	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	947	1491	-
HCM Lane V/C Ratio	-	-	0.068	0.014	-
HCM Control Delay (s)	-	-	9.1	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	635	40	40	430	50	105
Future Vol, veh/h	635	40	40	430	50	105
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	200	-	55	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	722	45	45	489	57	119

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	768	0	1302	723
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	-	-	4.18	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	820	-	172	416
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	549	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	819	-	162	416
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	519	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	24.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	162	416	-	-	819	-
HCM Lane V/C Ratio	0.351	0.287	-	-	0.056	-
HCM Control Delay (s)	38.8	17.1	-	-	9.7	-
HCM Lane LOS	E	C	-	-	A	-
HCM 95th %tile Q(veh)	1.5	1.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	735	5	0	470	0	20
Future Vol, veh/h	735	5	0	470	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	835	6	0	534	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	841	0	1372	838
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	534	-
Critical Hdwy	-	-	4.18	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	769	-	156	357
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	576	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	769	-	156	357
Mov Cap-2 Maneuver	-	-	-	-	156	-
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	576	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	357	-	-	769	-
HCM Lane V/C Ratio	0.064	-	-	-	-
HCM Control Delay (s)	15.8	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	20	135	20	40	40
Future Vol, veh/h	5	20	135	20	40	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	40	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	6	23	153	23	45	45

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	300	165	0	0	176	0
Stage 1	165	-	-	-	-	-
Stage 2	135	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.18	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.272	-
Pot Cap-1 Maneuver	679	864	-	-	1365	-
Stage 1	850	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	657	864	-	-	1365	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	3.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	813	1365	-
HCM Lane V/C Ratio	-	-	0.035	0.033	-
HCM Control Delay (s)	-	-	9.6	7.7	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	11.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	590	40	170	660	75	40
Future Vol, veh/h	590	40	170	660	75	40
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	200	-	55	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	634	43	183	710	81	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	679	0	1712	636
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	1076	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	904	-	98	474
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	324	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	902	-	~ 78	473
Mov Cap-2 Maneuver	-	-	-	-	~ 78	-
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	258	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	138.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	78	473	-	-	902	-
HCM Lane V/C Ratio	1.034	0.091	-	-	0.203	-
HCM Control Delay (s)	205.5	13.4	-	-	10	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	5.7	0.3	-	-	0.8	-

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	625	5	0	830	0	30
Future Vol, veh/h	625	5	0	830	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	672	5	0	892	0	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	677	0	1567	675
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	892	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	905	-	121	451
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	397	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	905	-	121	451
Mov Cap-2 Maneuver	-	-	-	-	121	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	397	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	451	-	-	905	-
HCM Lane V/C Ratio	0.072	-	-	-	-
HCM Control Delay (s)	13.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	60	55	30	50	160
Future Vol, veh/h	5	60	55	30	50	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	40	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	5	65	59	32	54	172

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	355	75	0	0	91	0
Stage 1	75	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236	-
Pot Cap-1 Maneuver	639	981	-	-	1491	-
Stage 1	943	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	616	981	-	-	1491	-
Mov Cap-2 Maneuver	616	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	736	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	1.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	938	1491	-
HCM Lane V/C Ratio	-	-	0.075	0.036	-
HCM Control Delay (s)	-	-	9.1	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	635	40	40	430	55	105
Future Vol, veh/h	635	40	40	430	55	105
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	200	-	55	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	722	45	45	489	63	119

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	768	0	1302	723
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	-	-	4.18	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	820	-	172	416
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	549	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	819	-	162	416
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	519	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	25.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	162	416	-	-	819	-
HCM Lane V/C Ratio	0.386	0.287	-	-	0.056	-
HCM Control Delay (s)	40.5	17.1	-	-	9.7	-
HCM Lane LOS	E	C	-	-	A	-
HCM 95th %tile Q(veh)	1.7	1.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	735	5	0	470	0	20
Future Vol, veh/h	735	5	0	470	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	835	6	0	534	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	841	0	1372	838
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	534	-
Critical Hdwy	-	-	4.18	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	769	-	156	357
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	576	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	769	-	156	357
Mov Cap-2 Maneuver	-	-	-	-	156	-
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	576	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	357	-	-	769	-
HCM Lane V/C Ratio	0.064	-	-	-	-
HCM Control Delay (s)	15.8	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	25	135	20	0	80
Future Vol, veh/h	0	25	135	20	0	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	40	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	0	28	153	23	0	91

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	256	165	0	0	176	0
Stage 1	165	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.18	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.272	-
Pot Cap-1 Maneuver	720	864	-	-	1365	-
Stage 1	850	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	720	864	-	-	1365	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	918	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	864	1365	-
HCM Lane V/C Ratio	-	-	0.033	-	-
HCM Control Delay (s)	-	-	9.3	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	12.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	590	40	170	660	80	40
Future Vol, veh/h	590	40	170	660	80	40
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	200	-	55	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	634	43	183	710	86	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	679	0	1712	636
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	1076	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	904	-	98	474
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	324	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	902	-	~ 78	473
Mov Cap-2 Maneuver	-	-	-	-	~ 78	-
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	258	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	156.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	78	473	-	-	902	-
HCM Lane V/C Ratio	1.103	0.091	-	-	0.203	-
HCM Control Delay (s)	227.4	13.4	-	-	10	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	6.2	0.3	-	-	0.8	-

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	625	5	0	830	0	30
Future Vol, veh/h	625	5	0	830	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	672	5	0	892	0	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	677	0	1567	675
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	892	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	905	-	121	451
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	397	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	905	-	121	451
Mov Cap-2 Maneuver	-	-	-	-	121	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	397	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	451	-	-	905	-
HCM Lane V/C Ratio	0.072	-	-	-	-
HCM Control Delay (s)	13.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	65	55	30	0	210
Future Vol, veh/h	0	65	55	30	0	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	40	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	70	59	32	0	226

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	301	75	0	0	91	0
Stage 1	75	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236	-
Pot Cap-1 Maneuver	686	981	-	-	1491	-
Stage 1	943	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	686	981	-	-	1491	-
Mov Cap-2 Maneuver	686	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	807	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	981	1491	-
HCM Lane V/C Ratio	-	-	0.071	-	-
HCM Control Delay (s)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	615	20	50	415	20	60
Future Vol, veh/h	615	20	50	415	20	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	195	135	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	699	23	57	472	23	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	699	0	1285	699
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	586	-
Critical Hdwy	-	-	4.18	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.372
Pot Cap-1 Maneuver	-	0	870	-	176	430
Stage 1	-	0	-	-	482	-
Stage 2	-	0	-	-	545	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	870	-	164	430
Mov Cap-2 Maneuver	-	-	-	-	301	-
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	509	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	301	430	-	870	-
HCM Lane V/C Ratio	0.076	0.159	-	0.065	-
HCM Control Delay (s)	17.9	14.9	-	9.4	-
HCM Lane LOS	C	B	-	A	-
HCM 95th %tile Q(veh)	0.2	0.6	-	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	655	20	20	420	45	65
Future Vol, veh/h	655	20	20	420	45	65
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	200	-	55	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	744	23	23	477	51	74

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	768	0	1268	745
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	-	-	4.18	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	820	-	181	404
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	819	-	176	404
Mov Cap-2 Maneuver	-	-	-	-	176	-
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	567	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	23.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	176	404	-	-	819	-
HCM Lane V/C Ratio	0.291	0.183	-	-	0.028	-
HCM Control Delay (s)	33.6	15.9	-	-	9.5	-
HCM Lane LOS	D	C	-	-	A	-
HCM 95th %tile Q(veh)	1.1	0.7	-	-	0.1	-

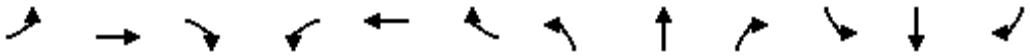
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	700	20	0	440	0	20
Future Vol, veh/h	700	20	0	440	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	795	23	0	500	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	818	0	1307	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	500	-
Critical Hdwy	-	-	4.18	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	785	-	171	372
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	785	-	171	372
Mov Cap-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	597	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	372	-	-	785	-
HCM Lane V/C Ratio	0.061	-	-	-	-
HCM Control Delay (s)	15.3	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	710	5	40	430	0	5	0	40	0	0	5
Future Volume (veh/h)	5	710	5	40	430	0	5	0	40	0	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	0	1781	1781	1781	1781
Adj Flow Rate, veh/h	6	807	6	45	489	0	6	0	3	0	0	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, %	8	8	8	8	8	8	8	0	8	8	8	8
Cap, veh/h	16	1041	8	113	1151	0	19	0	0	0	4	0
Arrive On Green	0.01	0.59	0.59	0.07	0.65	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1697	1766	13	1697	1781	0	1697	6		0	-83728	0
Grp Volume(v), veh/h	6	0	813	45	489	0	6	25.8		0	0	0
Grp Sat Flow(s),veh/h/ln	1697	0	1779	1697	1781	0	1697	C		0	1781	0
Q Serve(g_s), s	0.2	0.0	15.8	1.2	6.1	0.0	0.2			0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	15.8	1.2	6.1	0.0	0.2			0.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.00	1.00			0.00		0.00
Lane Grp Cap(c), veh/h	16	0	1048	113	1151	0	19			0	4	0
V/C Ratio(X)	0.37	0.00	0.78	0.40	0.42	0.00	0.31			0.00	0.00	0.00
Avail Cap(c_a), veh/h	780	0	1870	1375	1872	0	1375			0	819	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00			0.00	0.00	0.00
Uniform Delay (d), s/veh	22.5	0.0	7.1	20.4	3.9	0.0	22.4			0.0	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	1.8	3.2	0.4	0.0	3.4			0.0	0.0	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
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.0	0.5	0.7	0.0	0.1			0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	0.0	8.9	23.6	4.3	0.0	25.8			0.0	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	C			A	A	A
Approach Vol, veh/h		819			534						0	
Approach Delay, s/veh		9.0			5.9						0.0	
Approach LOS		A			A							

Timer - Assigned Phs	1	2	3	4	5	6
Phs Duration (G+Y+Rc), s	7.7	32.7	5.2	0.0	5.1	35.3
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	* 4.7	* 4.7	5.8
Max Green Setting (Gmax), s	* 37	48.0	* 37	* 21	* 21	48.0
Max Q Clear Time (g_c+I1), s	3.2	17.8	2.2	0.0	2.2	8.1
Green Ext Time (p_c), s	0.2	9.1	0.0	0.0	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	640	0	0	430	70	0	0	0	120	0	85
Future Volume (veh/h)	85	640	0	0	430	70	0	0	0	120	0	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	0	0	1781	1781	1781	1781	1781	1781	0	1781
Adj Flow Rate, veh/h	97	727	0	0	489	78	0	0	0	136	0	15
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, %	8	8	0	0	8	8	8	8	8	8	0	8
Cap, veh/h	174	1084	0	0	878	140	0	5	0	208	0	0
Arrive On Green	0.10	0.61	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.12	0.00	0.00
Sat Flow, veh/h	1697	1781	0	0	3121	375	0	-81946	0	1697	136	
Grp Volume(v), veh/h	97	727	0	0	210	357	0	0	0	136	16.7	
Grp Sat Flow(s),veh/h/ln	1697	1781	0	0	1015	1714	0	1781	0	1697	B	
Q Serve(g_s), s	2.0	9.9	0.0	0.0	6.0	6.1	0.0	0.0	0.0	2.8		
Cycle Q Clear(g_c), s	2.0	9.9	0.0	0.0	6.0	6.1	0.0	0.0	0.0	2.8		
Prop In Lane	1.00		0.00	0.00		0.22	0.00		0.00	1.00		
Lane Grp Cap(c), veh/h	174	1084	0	0	379	639	0	5	0	208		
V/C Ratio(X)	0.56	0.67	0.00	0.00	0.55	0.56	0.00	0.00	0.00	0.65		
Avail Cap(c_a), veh/h	1199	2711	0	0	1545	2608	0	2808	0	1199		
HCM Platoon Ratio	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	0.00	1.00	1.00	0.00	0.00	0.00	1.00		
Uniform Delay (d), s/veh	15.7	4.8	0.0	0.0	9.1	9.1	0.0	0.0	0.0	15.4		
Incr Delay (d2), s/veh	1.0	1.5	0.0	0.0	2.7	1.6	0.0	0.0	0.0	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.6	1.0	0.0	0.0	1.0	1.6	0.0	0.0	0.0	0.9		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	6.3	0.0	0.0	11.8	10.8	0.0	0.0	0.0	16.7		
LnGrp LOS	B	A	A	A	B	B	A	A	A	B		
Approach Vol, veh/h		824			567			0				
Approach Delay, s/veh		7.5			11.2			0.0				
Approach LOS		A			B							

Timer - Assigned Phs	2			5	6	7	8					
Phs Duration (G+Y+Rc), s	27.7			8.7	19.0	9.1	0.0					
Change Period (Y+Rc), s	5.3			4.9	5.3	4.6	4.6					
Max Green Setting (Gmax), s	56.0			26.0	56.0	26.0	58.0					
Max Q Clear Time (g_c+I1), s	11.9			4.0	8.1	4.8	0.0					
Green Ext Time (p_c), s	9.0			0.1	5.6	0.2	0.0					

Intersection Summary												
HCM 6th Ctrl Delay			9.7									
HCM 6th LOS			A									

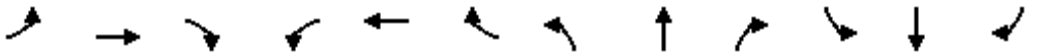
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	430	330	5	410	40	0	0	0	20	0	90
Future Vol, veh/h	0	430	330	5	410	40	0	0	0	20	0	90
Conflicting Peds, #/hr	0	0	1	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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	0	489	375	6	466	45	0	0	0	23	0	102

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	865	0	0	1155	1343	466
Stage 1	-	-	-	-	-	-	478	478	-
Stage 2	-	-	-	-	-	-	677	865	-
Critical Hdwy	-	-	-	4.18	-	-	6.48	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	5.48	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.48	5.58	-
Follow-up Hdwy	-	-	-	2.272	-	-	3.572	4.072	3.372
Pot Cap-1 Maneuver	0	-	-	753	-	0	212	148	584
Stage 1	0	-	-	-	-	0	611	546	-
Stage 2	0	-	-	-	-	0	494	363	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	753	-	-	210	0	584
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	0	-
Stage 1	-	-	-	-	-	-	611	0	-
Stage 2	-	-	-	-	-	-	489	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.1	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	753	-	210	584
HCM Lane V/C Ratio	-	-	0.008	-	0.108	0.175
HCM Control Delay (s)	-	-	9.8	-	24.2	12.5
HCM Lane LOS	-	-	A	-	C	B
HCM 95th %tile Q(veh)	-	-	0	-	0.4	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	395	55	0	285	5	170	0	30	0	0	0
Future Volume (veh/h)	0	395	55	0	285	5	170	0	30	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1781	1781	0	1781	1781	1781	1781	1781			
Adj Flow Rate, veh/h	0	449	0	0	324	4	193	0	9			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	0	8	8	0	8	8	8	8	8			
Cap, veh/h	0	677		0	677	573	327	0	291			
Arrive On Green	0.00	0.38	0.00	0.00	0.38	0.38	0.19	0.00	0.19			
Sat Flow, veh/h	0	1781	0	0	1781	1510	1697	0	1510			
Grp Volume(v), veh/h	0	449	0	0	324	4	193	0	9			
Grp Sat Flow(s),veh/h/ln	0	1781	0	0	1781	1510	1697	0	1510			
Q Serve(g_s), s	0.0	4.6	0.0	0.0	3.1	0.0	2.3	0.0	0.1			
Cycle Q Clear(g_c), s	0.0	4.6	0.0	0.0	3.1	0.0	2.3	0.0	0.1			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	677		0	677	573	327	0	291			
V/C Ratio(X)	0.00	0.66		0.00	0.48	0.01	0.59	0.00	0.03			
Avail Cap(c_a), veh/h	0	3690		0	3690	3127	2750	0	2447			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	5.7	0.0	0.0	5.2	4.3	8.2	0.0	7.3			
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.5	0.0	0.6	0.0	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			
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.0	0.2	0.0	0.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.8	0.0	0.0	5.7	4.3	8.8	0.0	7.3			
LnGrp LOS	A	A		A	A	A	A	A	A			
Approach Vol, veh/h		449	A		328			202				
Approach Delay, s/veh		6.8			5.7			8.7				
Approach LOS		A			A			A				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		13.7				13.7		8.5				
Change Period (Y+Rc), s		5.3				5.3		4.2				
Max Green Setting (Gmax), s		46.0				46.0		36.0				
Max Q Clear Time (g_c+I1), s		6.6				5.1		4.3				
Green Ext Time (p_c), s		1.8				1.2		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	90	20	0	40
Future Vol, veh/h	0	20	90	20	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	40	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	0	23	102	23	0	45

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	159	114	0	0	125	0
Stage 1	114	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.18	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.272	-
Pot Cap-1 Maneuver	818	923	-	-	1425	-
Stage 1	896	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	818	923	-	-	1425	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	923	1425	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	570	45	70	675	30	70
Future Vol, veh/h	570	45	70	675	30	70
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	195	135	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	613	48	75	726	32	75

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	615	0	1491	615
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	876	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	0	955	-	135	488
Stage 1	-	0	-	-	536	-
Stage 2	-	0	-	-	404	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	953	-	124	487
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	372	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	254	487	-	953	-
HCM Lane V/C Ratio	0.127	0.155	-	0.079	-
HCM Control Delay (s)	21.2	13.7	-	9.1	-
HCM Lane LOS	C	B	-	A	-
HCM 95th %tile Q(veh)	0.4	0.5	-	0.3	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	620	20	80	695	50	5
Future Vol, veh/h	620	20	80	695	50	5
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	200	-	55	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	667	22	86	747	54	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	691	0	1588	669
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	919	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	895	-	117	454
Stage 1	-	-	-	-	505	-
Stage 2	-	-	-	-	386	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	893	-	106	453
Mov Cap-2 Maneuver	-	-	-	-	106	-
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	349	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	64.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	106	453	-	-	893	-
HCM Lane V/C Ratio	0.507	0.012	-	-	0.096	-
HCM Control Delay (s)	69.7	13	-	-	9.5	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	2.3	0	-	-	0.3	-

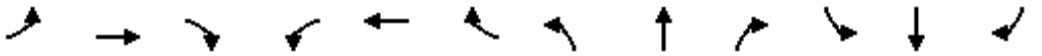
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	620	5	0	775	0	30
Future Vol, veh/h	620	5	0	775	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	667	5	0	833	0	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	672	0	1503	670
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	833	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	909	-	132	454
Stage 1	-	-	-	-	505	-
Stage 2	-	-	-	-	423	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	909	-	132	454
Mov Cap-2 Maneuver	-	-	-	-	132	-
Stage 1	-	-	-	-	505	-
Stage 2	-	-	-	-	423	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	454	-	-	909	-
HCM Lane V/C Ratio	0.071	-	-	-	-
HCM Control Delay (s)	13.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	640	5	60	765	0	5	0	60	0	0	5
Future Volume (veh/h)	5	640	5	60	765	0	5	0	60	0	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	0	1841	1841	1841	1841
Adj Flow Rate, veh/h	5	688	5	65	823	0	5	0	5	0	0	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, %	4	4	4	4	4	4	4	0	4	4	4	4
Cap, veh/h	14	908	7	147	1055	0	16	0	0	0	0	3
Arrive On Green	0.01	0.50	0.50	0.08	0.57	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1753	1825	13	1753	1841	0	1753	5		0	0	1260
Grp Volume(v), veh/h	5	0	693	65	823	0	5	27.8		0	0	1
Grp Sat Flow(s),veh/h/ln	1753	0	1838	1753	1841	0	1753	C		0	0	1261
Q Serve(g_s), s	0.1	0.0	14.8	1.7	16.8	0.0	0.1			0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	14.8	1.7	16.8	0.0	0.1			0.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.00	1.00			0.00		1.00
Lane Grp Cap(c), veh/h	14	0	914	147	1055	0	16			0	0	3
V/C Ratio(X)	0.35	0.00	0.76	0.44	0.78	0.00	0.30			0.00	0.00	0.39
Avail Cap(c_a), veh/h	754	0	1808	1329	1810	0	1329			0	0	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00			0.00	0.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	9.9	21.3	8.0	0.0	24.0			0.0	0.0	24.3
Incr Delay (d2), s/veh	5.5	0.0	1.9	2.9	1.8	0.0	3.8			0.0	0.0	31.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.1	0.7	3.9	0.0	0.1			0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	0.0	11.8	24.2	9.9	0.0	27.8			0.0	0.0	56.0
LnGrp LOS	C	A	B	C	A	A	C			A	A	E
Approach Vol, veh/h		698			888						1	
Approach Delay, s/veh		11.9			10.9						56.0	
Approach LOS		B			B						E	

Timer - Assigned Phs	1	2	3	4	5	6
Phs Duration (G+Y+Rc), s	8.8	30.1	5.2	4.8	5.1	33.8
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	* 4.7	* 4.7	5.8
Max Green Setting (Gmax), s	* 37	48.0	* 37	* 21	* 21	48.0
Max Q Clear Time (g_c+I1), s	3.7	16.8	2.1	2.0	2.1	18.8
Green Ext Time (p_c), s	0.2	7.2	0.0	0.0	0.0	9.1

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	605	0	0	690	100	0	0	0	145	0	110
Future Volume (veh/h)	125	605	0	0	690	100	0	0	0	145	0	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	0	0	1841	1841	1841	1841	1841	1841	0	1841
Adj Flow Rate, veh/h	134	651	0	0	742	107	0	0	0	156	0	17
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, %	4	4	0	0	4	4	4	4	4	4	0	4
Cap, veh/h	183	1244	0	0	1157	167	0	4	0	205	0	0
Arrive On Green	0.10	0.68	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.12	0.00	0.00
Sat Flow, veh/h	1753	1841	0	0	3261	356	0	-84673	0	1753	156	
Grp Volume(v), veh/h	134	651	0	0	315	534	0	0	0	156	22.6	
Grp Sat Flow(s),veh/h/ln	1753	1841	0	0	1049	1777	0	1841	0	1753	C	
Q Serve(g_s), s	3.5	8.5	0.0	0.0	10.9	10.9	0.0	0.0	0.0	4.1		
Cycle Q Clear(g_c), s	3.5	8.5	0.0	0.0	10.9	10.9	0.0	0.0	0.0	4.1		
Prop In Lane	1.00		0.00	0.00		0.20	0.00		0.00	1.00		
Lane Grp Cap(c), veh/h	183	1244	0	0	492	832	0	4	0	205		
V/C Ratio(X)	0.73	0.52	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.76		
Avail Cap(c_a), veh/h	954	2159	0	0	1230	2083	0	2236	0	954		
HCM Platoon Ratio	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	0.00	1.00	1.00	0.00	0.00	0.00	1.00		
Uniform Delay (d), s/veh	20.7	3.9	0.0	0.0	9.6	9.6	0.0	0.0	0.0	20.4		
Incr Delay (d2), s/veh	2.1	0.7	0.0	0.0	3.0	1.8	0.0	0.0	0.0	2.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.3	1.0	0.0	0.0	2.0	3.1	0.0	0.0	0.0	1.6		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	4.6	0.0	0.0	12.6	11.4	0.0	0.0	0.0	22.6		
LnGrp LOS	C	A	A	A	B	B	A	A	A	C		
Approach Vol, veh/h		785			849			0				
Approach Delay, s/veh		7.7			11.9			0.0				
Approach LOS		A			B							

Timer - Assigned Phs	2			5	6	7	8					
Phs Duration (G+Y+Rc), s	37.6			9.9	27.7	10.2	0.0					
Change Period (Y+Rc), s	5.3			4.9	5.3	4.6	4.6					
Max Green Setting (Gmax), s	56.0			26.0	56.0	26.0	58.0					
Max Q Clear Time (g_c+I1), s	10.5			5.5	12.9	6.1	0.0					
Green Ext Time (p_c), s	7.6			0.2	9.5	0.3	0.0					

Intersection Summary												
HCM 6th Ctrl Delay			11.0									
HCM 6th LOS			B									

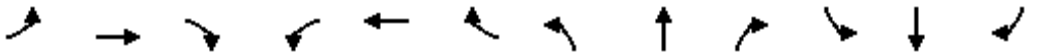
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	525	225	5	690	40	0	0	0	5	5	100
Future Vol, veh/h	0	525	225	5	690	40	0	0	0	5	5	100
Conflicting Peds, #/hr	0	0	2	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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	565	242	5	742	43	0	0	0	5	5	108

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	809	0	0	1438	1561	742
Stage 1	-	-	-	-	-	-	752	752	-
Stage 2	-	-	-	-	-	-	686	809	-
Critical Hdwy	-	-	-	4.14	-	-	6.44	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	5.44	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.44	5.54	-
Follow-up Hdwy	-	-	-	2.236	-	-	3.536	4.036	3.336
Pot Cap-1 Maneuver	0	-	-	808	-	0	145	111	412
Stage 1	0	-	-	-	-	0	462	415	-
Stage 2	0	-	-	-	-	0	496	391	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	808	-	-	143	0	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	0	-
Stage 1	-	-	-	-	-	-	462	0	-
Stage 2	-	-	-	-	-	-	491	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.1	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	808	-	143	412
HCM Lane V/C Ratio	-	-	0.007	-	0.075	0.261
HCM Control Delay (s)	-	-	9.5	-	32.2	16.8
HCM Lane LOS	-	-	A	-	D	C
HCM 95th %tile Q(veh)	-	-	0	-	0.2	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	400	130	0	415	5	320	5	60	0	0	0
Future Volume (veh/h)	0	400	130	0	415	5	320	5	60	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1841	1841	0	1841	1841	1841	1841	1841			
Adj Flow Rate, veh/h	0	430	0	0	446	3	344	5	22			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	0	4	4	0	4	4	4	4	4			
Cap, veh/h	0	655		0	655	555	463	7	417			
Arrive On Green	0.00	0.36	0.00	0.00	0.36	0.36	0.27	0.27	0.27			
Sat Flow, veh/h	0	1841	0	0	1841	1560	1729	25	1560			
Grp Volume(v), veh/h	0	430	0	0	446	3	349	0	22			
Grp Sat Flow(s),veh/h/ln	0	1841	0	0	1841	1560	1754	0	1560			
Q Serve(g_s), s	0.0	5.0	0.0	0.0	5.2	0.0	4.6	0.0	0.3			
Cycle Q Clear(g_c), s	0.0	5.0	0.0	0.0	5.2	0.0	4.6	0.0	0.3			
Prop In Lane	0.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	0	655		0	655	555	469	0	417			
V/C Ratio(X)	0.00	0.66		0.00	0.68	0.01	0.74	0.00	0.05			
Avail Cap(c_a), veh/h	0	3358		0	3358	2846	2504	0	2227			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	6.8	0.0	0.0	6.9	5.2	8.4	0.0	6.9			
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	1.3	0.0	0.9	0.0	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			
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	0.0	0.8	0.0	0.6	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.0	0.0	0.0	8.2	5.2	9.3	0.0	6.9			
LnGrp LOS	A	A		A	A	A	A	A	A			
Approach Vol, veh/h		430	A		449			371				
Approach Delay, s/veh		8.0			8.1			9.2				
Approach LOS		A			A			A				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		14.3				14.3		10.9				
Change Period (Y+Rc), s		5.3				5.3		4.2				
Max Green Setting (Gmax), s		46.0				46.0		36.0				
Max Q Clear Time (g_c+I1), s		7.0				7.2		6.6				
Green Ext Time (p_c), s		1.7				1.8		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	40	15	50	0	100
Future Vol, veh/h	0	40	15	50	0	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	40	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	43	16	54	0	108

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	151	43	0	0	70	0
Stage 1	43	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236	-
Pot Cap-1 Maneuver	836	1022	-	-	1518	-
Stage 1	974	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	836	1022	-	-	1518	-
Mov Cap-2 Maneuver	836	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1022	1518	-
HCM Lane V/C Ratio	-	-	0.042	-	-
HCM Control Delay (s)	-	-	8.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Planning Commission
Staff Report

To: Honorable Members of the Planning Commission

Date: September 27, 2022

From: Kirk Skierski, Acting Community Development Director

Subject: Appeal of Community Development Director's Grand Prince Odeum Legal Nonconforming Use Determination

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Recommendation:
That the Planning Commission conduct a public hearing and provide direction to staff as to how the Planning Commission would like to proceed with the appeals of the Community Development Director's Grand Prince Odeum Legal Nonconforming Use Determination (the "Director's Determination").

Organization of Report
This Staff Report is organized as follows:

1. The Report first provides the background facts that led to the Director's Determination, which is the subject of this appeal.

2. The Report next provides a brief summary of the requirements in the Winters Zoning Code that apply to legal nonconforming uses.

3. The Report then provides a summary of the Director's Determination, and the basis for the conclusions in that determination.

4. The Report next summarizes each of the appeals received with regard to the Director's Determination, and the staff response to those appeals.

5. The Report lastly outlines the Planning Commission's role in considering these appeals, and the options for next steps.

6. Lastly, the Report concludes with City staff recommendation to the Planning Commission with regard to the appeals.

1. Background:

On June 25, 2020, Ms. Rhonda Pope Flores (the "Property Owner") contacted City staff to discuss her interest in possibly purchasing the former church located at 201 Main Street (the "Property") with the intention of converting it to a performing arts center. Although City planning staff informed the Property Owner that a performing arts center was not an allowable use in that location, the Property Owner did purchase the Property, and later contacted City staff again regarding her plans for the Property. From approximately April 2021 through August 2021, there were a series of meetings held between City staff and the Property Owner and her representatives to discuss whether and how the Property could be used as a performing arts center, given that neither "assembly hall/community services" nor "cultural facilities" (the two uses under the City's Zoning Code that are most analogous to a performing arts center) are permitted or conditional uses within the R-1 zoning district where the Property is located. During these discussions, the Property Owner indicated a desire to instead incorporate use of the Property as a spiritual center, so that it would be more in line with the historic use of the property as a church. As the use as a spiritual center (a "religious institution") would still be a conditional use under the zoning in the R-1 district, City staff and Property Owner and her representatives agreed that a conditional use permit should be obtained for the proposed use of the Property. Thus, the applicant submitted a conditional use permit application for the spiritual center project, also referred to as the Grand Prince Odeum, on August 12, 2021.

City staff began processing the conditional use permit application in August 2021, and new Planning staff was hired who eventually took over the processing of the conditional use permit application in early October 2021. In December 2021, staff proposed to take the Grand Prince Odeum Conditional Use Permit to the January 25, 2022 Planning Commission meeting. However in early January 2022, Thatch & Hooper, LLP was retained as new legal counsel for the Property Owner, and at that time, Mr. Ryan Hooper requested staff pause the processing of the application to give them time to become familiar with the application process.

A meeting was scheduled between the Property Owner's legal counsel and City staff on March 7, 2022. During the March 7th meeting, the Property Owner's legal counsel asserted that the Property retained its legal nonconforming status as a religious institution, because the former religious institutional use had not been abandoned for a period of over one year, and that the proposed Grand Prince Odeum project was proposing to host similar services, activities, and events as were conducted by the former church users of the Property, and the project should therefore be allowed to proceed without securing a conditional use permit.

Section 17.104.010.E.2 of the City's Zoning Code provides that "[a] building or structure which has been occupied by a nonconforming use shall not again be used for nonconforming purposes when the use has ceased for a continuous period of twelve (12) months or more." City staff had been under the impression that the Property had not been used for church purposes for more than a 12-month period, which would result in the abandonment of the legal nonconforming status of the property for "religious institution" uses. Based on this new information, City staff requested that the Property Owner's representatives provide the City with documentation or evidence that would

allow the City to determine whether the former religious institutional use had been abandoned or not. Additionally, as discussed in greater detail below, the City's Zoning Code allows for a legal nonconforming use to continue so long as the use is not enlarged, expanded, or intensified. City staff also requested the Property Owner's representatives to provide documentation of the historic use of the Property, so that the Property Owner, City staff, and the public would understand the point at which the Property Owner would need to seek a new conditional use permit if she were to enlarge, expand or intensify the legal nonconforming use.

On May 4, 2022, the Property Owner's representatives provided City staff with approximately 256 pages of documentation including written statements from former neighbors and affiliates of former church users of the Property and social media posts as evidence of events and activities that took place at the Property (see Attachment #4 for Applicant Documentation submitted on May 4, 2022). On May 16, 2022, City staff met with Bill Biasi, who previously attended the church located at the Property, relating to his past experiences with the historic use of the Property. On June 2, 2022, the Property Owner's legal counsel and City staff participated in virtual meetings with George and Jan Elrod, Julie Campbell, and Lisa Jordan, all of whom previously attended and/or worked at churches that previously used the Property. During the June 2nd meetings, staff asked a series of questions to assist in determining the baseline of the historic use of the Property relating to the time, size, frequency and nature of events and activities that were held at the Property. City staff used the information provided to analyze the status of the legal nonconforming use.

2. Nonconforming Uses Under the Winters Zoning Code

Winters Zoning Code Chapter 17.104 specifically addresses nonconforming uses, structures, and lots. The Zoning Code defines a "nonconforming use" as "any use of land, buildings or structures which was lawful when established but which does not conform to subsequently established zoning regulations." (Winters Zoning Code sec. 17.04.140.)

Section 17.104.010(B) addresses continuing land uses that were previously allowable uses but are now conditional uses under the Zoning Code. Specifically, Section 17.104.010(B) reads as follows:

> "Any use lawfully existing at the time of the adoption of these zoning regulations, or a subsequent amendment to this title, which use is listed as a conditional use in the zone in which it is located, shall remain a nonconforming use, and in no case shall the use be enlarged, expanded or intensified in any manner until a use permit has been obtained pursuant to the provisions of this title."

This means that when a continuing land use was previously allowed, but the Zoning Code is later amended to make that land use a conditional use, the property owner can continue to use the property as they have historically without obtaining a new use permit. This historic use is the "legal nonconforming use." However, if they enlarge, expand, or intensify that legal nonconforming use in any manner, the property owner must apply for and receive a new conditional use permit. In the present case, this

means that if the prior use of the Property as a church is a valid legal nonconforming use, then the Property Owner can continue with that same legal nonconforming use as a church. However, before the Property Owner can enlarge, expand, or intensify the legal nonconforming use, the Property Owner must apply for a new conditional use permit so that the City can consider and address any impacts resulting from that enlarged, expanded, or intensified use.

Chapter 17.104 also provides, however, that "[a] building or structure which has been occupied by a nonconforming use shall not again be used for nonconforming purposes when the use has ceased for a continuous period of twelve (12) months or more." This means that even if a legal nonconforming use is valid at the time of the change to the Zoning Code that made it a "nonconforming use", if the user ceases operations for 12 months or more, then the use loses its legal nonconforming status, and in the future the user will need to comply with the applicable requirements of the Zoning Code.

3. Community Development Director's Determination

The Winters Zoning Code provides that "[w]here uncertainty exists regarding the interpretation of a provision of these zoning regulations or their application to a specific site, the community development director shall determine the intent of the provision." (Winters Zoning Code Sec. 17.04.090(F).) In order to clarify the currently allowable use of the Property, the Community Development Director sought (1) to determine whether the prior legal nonconforming use of the Property as a church was abandoned for a period of greater than one year, and (2) if the legal nonconforming use was not abandoned, to determine the extent of the historic use of the Property to provide clarity as to what would constitute an expansion, enlargement or intensification of the legal nonconforming use that would trigger the need for a new use permit.

City staff requested that the Property Owner and her representatives provide evidence that the legal nonconforming use had not been abandoned, and evidence of the extent of the historic use of the Property. City staff requested this information to provide the Community Development Director with a basis for making the determinations described above.

A. Abandonment of Legal Nonconforming Use

The Community Development Director first addressed the threshold question of whether the legal nonconforming use had been abandoned. City records suggest the Property operated as a religious institutional use dating back to 1911, which was before a conditional use permit was required for religious institutional uses. As noted above, Winters Municipal Code Section 17.104.010.E.2 provides that legal nonconforming uses that cease or stop for a period of 12 months or longer lose their legal nonconforming status. As part of their submittal to City staff, the Property Owner's representatives provided online postings for religious services and youth group meetings indicating that church related activities had continued at the Property through the end of 2019. While this did indicate that the Property was not used for religious institutional purposes for a period of greater than 12 months, City staff acknowledged that in March 2020, assembly uses, including churches, were ceased throughout the State and much of the nation, due to the COVID-19 pandemic. City staff believed that it would be unreasonable to treat the religious institutional use as abandoned during a period when that use was

prohibited by statewide directives, and as a result the Community Development Director took the position that so long as the use was not abandoned for a period of 12 months prior to March 2020, the religious institutional use should not be treated as abandoned. Therefore, given this unprecedented situation, the Community Development Director determined based on the documentation provided that the religious institutional use had not been abandoned during the pandemic.

B. Baseline Determination

Based on the determination that the legal nonconforming use could continue, the Community Development Director next turned to the question of the extent of the legal nonconforming use. The purpose of the City's nonconforming use ordinance is to allow property owners to continue with the historic use of their property notwithstanding changes in zoning requirements, provided that the owner does not expand, enlarge, or intensify the nonconforming use. This strikes a balance between allowing the property owner to continue with an existing use and ensuring that the use will not increase or intensify without coming into compliance with the City's Zoning Code. The baseline determination of the historic use of the property is intended to help the City, the Property Owner and the public understand the extent of the legal nonconforming use, so that all interested parties understand when the Property Owner must apply for a new conditional use permit if she wants to expand her use of the Property.

In the case of the use of the Property for "religious institutions", the historic use of Property will be intensified if the Property Owner increases the frequency or size of events at the property beyond historic levels. "Religious institutions" are a conditional use in the R-1 zone so the City can impose conditions that will mitigate the potential impacts that such an assembly use may have on a residential neighborhood, such as impacts to traffic, noise, and parking. An increase in the frequency or size of events at the property will intensify the use of the property and increase the potential impacts to the surrounding area beyond the historic levels associated with the former church uses. Therefore, if the use of the Property expands or intensifies beyond the historic levels of use, it would require a conditional use permit.

The City has minimal records that could help demonstrate the historic levels of use for 201 Main Street. The City only has records relating to remodeling work through building permits. There have been no other City permits or approvals for this Property. In addition, staff contacted the California Department of Alcoholic Beverage Control ("ABC") and was informed that no ABC licenses or permits to allow for the service of alcoholic beverages at the Property have been issued. The Property Owner and her representatives have not provided any documentation on the historic use of the Property dating back to the time the Zoning Code established religious institutions as a conditional use, but instead provided more recent on-line postings regarding religious services and events held at the Property, letters and emails from former members of churches that used the Property, and made available certain members of the community to provide testimony regarding the historic use of the Property.

The Community Development Director used the information provided by the Property Owner as well as the testimony provided by community members with first-hand knowledge of former church operations to make his baseline determination of the

historic use of the Property, focusing on the time, frequency, and size of events. The findings of the Baseline Determination for the previous religious institutional uses of the Property are outlined below.

i. Findings in Support of Determination

The former religious institutions regularly held prayer groups, youth nights, and other smaller activities during the week. Based on the testimony and emails provided, not more than 30 people would attend the regular activities and events that occurred during the week. Occasionally, larger activities and events would take place during the week such as seasonal celebrations, holiday-themed activities, awards ceremonies, etc. According to the testimony provided, these larger weekday activities generally ranged from 50 to not more than 100 people and occurred 1-2 times a month. Activities and events held during the week ended no later than 10:00pm. Larger events and activities occurred on the weekends. According to the individuals providing testimony, the regular religious services (at the church's peak attendance) included two services per weekend of not more than 150 people at each service. There were smaller events that would also be held on the weekends such as meetings, lectures, and smaller concerts. Occasionally, there were larger events such as larger weddings, large concerts and festivals that would attract more than 150 people but not more than 300 people. These events were less frequent, and not more often than once a month at most. The testimony provided included only a handful of examples of these large-scale events over the last decade or so.

It is important to note that the individuals providing testimony indicated that the past events and activities were targeted to youth and younger generations such as dance recitals, high school awards ceremonies, movie nights, and youth nights, or were church and community-oriented events such as seasonal celebrations, potlucks, and performances. After researching the documentation provided by the Property Owner's representatives, staff could find no evidence suggesting that any events or activities that previously took place sold or served alcohol. In addition, staff spoke with the California Department of Beverage Control, Sacramento Office, to see if there have been any ABC licenses or permits issued for 201 Main Street. No licenses or permits were found in ABC records. It may be possible that some past events and activities included alcohol, however, there is no evidence that this should be incorporated into the baseline conditions.

ii. Scope of the Determination

Based upon the documents provided by the Property Owner, the testimony provided by those parishioners and employees of some of the churches that previously used the Property, and review of applicable City records, the Community Development Director made the following determinations:

1. That the legal nonconforming use of the Property as a church has not been abandoned; and

2. That the Grand Prince Odeum is not required to obtain a conditional use permit approval for continued use as a religious institution, provided that the Grand

Prince Odeum operates in a manner consistent with the baseline determination as outlined below:

A. Weekday Events/Activities
   1) No limit on weekday events/activities with 30 individuals or less
   2) Up to two weekday events/activities per month with 100 individuals or less
   3) All events/activities to end by 10:00pm

B. Weekend Events/Activities
   1) No limit on weekend events/activities with 50 individuals or less
   2) Two events/activities per weekend with 150 individuals or less
   3) One additional event/activity per month with 300 individuals or less
   4) Events/activities to end by 12:00am
   5) Events/activities with amplified sound shall comply with the City's noise ordinance

C. No outdoor events or activities are allowed as part of the legal non-conforming use.

The sale or service of alcohol, including beer and wine is not permitted.

4. Discussion/Analysis of Appeals

Following issuance of the Director's Determination, two appeals were filed, one by the project applicant and one by a group of adjacent neighboring property owners. The following sections provide additional information relating to both appeal submittals, overview of the appeal process, and the Planning Commission's role.

A. Property Owner Appeal

Thatch & Hooper, LLP submitted an appeal on behalf of the Property Owner, asserting the following:

> "The use of the property as a church has appropriately been determined to be a legal nonconforming use. A nonconforming use constitutes a vested property right that cannot be taken, diminished, or conditioned. The "baseline" proposed by the Community Development Director is clearly an effort to impose conditions on this vested right. That is not permissible. Additionally, such a "baseline' has not been imposed on any other nonconforming use in the City. To impose these conditions would violate the property owner's constitutional rights. Moreover, even assuming the City had the right to impose these conditions, which it does not, the conditions being proposed do not represent the depth or breadth of the historical use of this church."

It should be noted that the Property Owner's Appeal application includes the following contention (see Attachment #2 for Property Owner Appeal Submittal):

> "On July 15, 2022, the acting Community Development Director, Kirk Skierski, made a determination that the church use at 201 Main Street, is a legal nonconforming use. We do not appeal Mr. Skierski's determination of a legal

> nonconforming use and agree with that determination. However, Mr. Skierski's determination imposed numerous conditions described as a baseline. These conditions are inappropriate in the context of a legal nonconforming use. Such a determination is not a discretionary determination. As such the City lacks the authority to condition the determination. Imposing these conditions is tantamount to treating this determination as though it was a request for Conditional Use Permit, which it clearly is not. Moreover, some of the "conditions" are contrary to the historic use of the church that was identified in the evidence provided. Thus, these conditions are being arbitrarily imposed."

Essentially, the Property Owner Appeal is arguing that the Baseline Determination constitutes conditions on a legal nonconforming use and City does not have the authority to condition a legal nonconforming use. It is the Property Owner's opinion that by imposing the "conditions" of the Baseline Determination, the City is treating the Determination as if it was a Conditional Use Permit. The Property Owner representative has provided a follow up letter that provides additional detail on their position, which is attached to this staff report.

B. Staff Response to Property Owner Appeal

The Community Development Director included the Baseline Determination as part of the Director's Determination so that the Property Owner and public would be aware of the historic levels of use and any enlargement, expansion, or intensification beyond the Baseline Determination would require approval of a conditional use permit. It is the Community Development Director's opinion that the Baseline Determination provides a service and benefit to the Property Owner and public by providing a clear understanding of the nature of the legal nonconforming use, and the point at which the Property Owner would need to seek a conditional use permit, rather than remaining silent and addressing any future issue through the City's Code Enforcement process. By outlining the baseline as part of the Director's Determination, the Property Owner will be aware of how the Property may operate to avoid enforcement issues that may result from expansion, enlargement, or intensification of the historic use.

It is the Community Development Director's opinion that the Baseline Determination represents the historic levels of use and does not impose any "conditions", but instead outlines the objective thresholds of the historic levels of use of the property based on the evidence and testimony provided to the Community Development Director. The Baseline Determination does not restrict the use of the property at all—it simply makes a finding as to the historic use of the property, so as to inform the Property Owner of the point at which she would need to obtain a new conditional use permit to expand or intensify her use of the Property. If the Property Owner would like to expand the religious institutional use of the Property beyond historic levels, she can secure a conditional use permit, in the same manner as any other religious institution that seeks to operate in an R-1 zone. Finally, there has been no evidence, documentation, testimony, or justification provided demonstrating that the Baseline Determination is inconsistent with the historic levels of use of the property. The Property Owner Appeal asserts that "the conditions being proposed do not represent the depth or breadth of the historical use of this church", however, no additional evidence, documentation,

testimony, or justification has been provided to indicate what areas of the Baseline Determination do not represent the depth or breadth of historical use.

The Property Owner Appeal also argues that the City has not issued a Baseline Determination on any other legal nonconforming use in the City and suggests that the Property Owner is not receiving equal treatment as other nonconforming uses in the City. City staff is not aware of other instances where the Community Development Director has issued a determination on the historic extent of a legal nonconforming use, but that is because, to our knowledge, the City has never dealt with this unique set of circumstances. As discussed previously in this staff report, the Property Owner originally indicated that she wanted to operate a performing arts center at the Property. She then applied for a conditional use permit for her planned spiritual center use. While the conditional use permit application was pending, she asserted through her legal counsel that she should be able to continue using the Property as a legal non-conforming use. Given this evolution in the Property Owner's approach, the Community Development Director determined that it was appropriate to provide clear guidance both on whether the Property could continue to be used as a legal nonconforming use, and on the extent of that legal nonconforming use. The Baseline Determination is intended to serve that purpose.

C. Neighbors Appeal

Denise Cottrell and Ed Scianna submitted an appeal on behalf of 15 neighboring property owners (see Attachment #3 for Neighbors Appeal Submittal). The Neighbors Appeal is requesting the Planning Commission amend the Baseline Determination as follows:

A. Weekday Events/Activities
   1) No limit on weekday events/activities with 30 individuals or less
   2) Up to two weekday events/activities per month with 100 individuals or less
   3) All events/activities to end by 10:00pm

B. Weekend Events/Activities
   1) No limit on weekend events/activities with 50 individuals or less
   2) Two events/activities per ~~weekend~~ *month* with 150 individuals or less
   3) ~~One additional event/activity per month~~ *Four additional events/activities per year* with 300 individuals or less
   4) Events/activities to end by ~~12:00am~~ *10:00pm*
   5) Events/activities with amplified sound shall comply with the City's noise ordinance

The Neighbors Appeal states that the hours of operation outlined in the Baseline Determination far exceed those of any church that existed within the 3-block area of 201 Main Street. The neighbors who have lived within the residential neighborhood of the past three churches have historical knowledge and have experienced the impacts of church events on the neighborhood regarding traffic, noise, and parking. The Neighbors Appeal further asserts that there were rarely events that went beyond 10:00pm. Although the church was a presence in the neighborhood, the former congregations did not hold monthly events with 300 people until 12:00am. There were occasional large

weddings or funeral services, however, these did not occur monthly and until 12:00am. The most extensive use of the property was on Sunday mornings.

Following the submittal of the Neighbors Appeal application, an additional eight letters detailing personal experiences and recollections from property owners in proximity to 201 Main Street. The individuals who submitted letters have lived in the area for a significant time but ranging from seven years to over 50 years. Generally, the letters assert that the former religious institutions at 201 Main Street were most active in the 1980s-1990s, and since then, use of 201 Main Street has drastically declined comparatively. During this time, the property was mainly in use Wednesday evenings for smaller activities and services and held two services on Sunday (morning and afternoon). The letters generally state that the mid-week activities and services on Wednesday were typically well under 100 individuals and appeared to average 30 individuals. The two services on Sundays typically averaged 100 individuals. In addition, there were only a few larger activities, events, services, etc. that occurred during a year with over 200 individuals. These larger events/activities included weddings, funerals, seasonal and holiday celebrations, but did not occur more than once a month according to individuals providing testimony. Lastly, the individuals stated that most weekday activities/events ended around 9:00pm-10:00pm, and it was rare for weekend events/activities to go beyond 10:00pm.

D. Staff Response to Neighbors Appeal

The group of adjacent property owners are contesting that as neighbors of the Property who have resided there for the past three religious institutional uses, they have first-hand knowledge and experience as to how the Property has functioned in the past. As noted above, the Property Owner provided no documentary evidence of the historic use of the Property prior to the past few years. As a result, the Community Development Director relied on the testimony and letters from former church employees and parishioners to determine the historic use of the Property. The Planning Commission may also consider the testimony of others with first-hand knowledge of the use of the Property, including neighbors living adjacent to the Property. It appears the Neighbors Appeal is contesting that the former religious institutions located at the Property had the highest intensity of use on Sundays and only occasionally throughout a year held larger events or activities. In addition, the Neighbors Appeal is contesting that the historic attendance at 201 Main Street is significantly less than what was presented to staff and has averaged only 100 individuals per Sunday service during its peak time of usage back in the 1980s and 1990s. Furthermore, the Neighbors Appeal argues that larger events/activities only occurred once a month and was no larger than 200 individuals. Based on their experiences living in proximity to the Property, the Neighbors Appeal requests that the Baseline Determination be amended to allow for no more than four events/activities per year with 300 individuals or less.

5. Overview of Appeal Process

In accordance with Winters Municipal Code Section 17.16.070 (Appeals), any decision or action undertaken pursuant to the Zoning Code is appealable to the City of Winters Planning Commission. Appeals are processed in accordance with Winters Municipal Chapter 2.44 (Hearings and Appeals). At the hearing, the Planning Commission may consider any issue involving the matter being appealed, in addition to the specific

grounds for appeal. The appeal body may, by resolution, affirm, affirm in part, or reverse the action, decision, or determination of the original review authority. When reviewing the appeal, the appeal body may:

(a) Deny the permit, entitlement, or determination even though the appeal only requested relaxation or elimination of one or more of the conditions imposed on the permit or entitlement; or

(b) Impose additional conditions that may address other issues or concerns than the original subject of the appeal.
- In regards to the specific appeals before the Planning Commission, the Planning Commission may add, delete, or revise the thresholds listed in the Baseline Determination

A. Information to be considered by the Planning Commission in Deciding the Appeal

In addition to both appellants' appeals submittals, the Planning Commission staff report includes the following:

- A copy of the Director's Determination Letter dated July 15, 2022;
- The 256 pages of documentation provided by the Applicant Team on May 4, 2022;
- Supporting letter submitted by the Property Owner Appellant dated September 20, 2022; and
- Supporting letters submitted by the Neighbor Appellants on September 21, 2022.

In making its decision, the Planning Commission should consider the content of this staff report and all the attachments, as well as the presentations that will be made by City staff and each appellant at the Planning Commission meeting, the testimony provided during the public hearing, and any additional documentary evidence or correspondence received on or before the Planning Commission hearing on this appeal.

B. Planning Commission's Role

The Planning Commission is being asked to consider the same issues that the Community Development Director addressed in the Director's Determination. This process is called a "de novo" review (Latin for "from the new"). In other words, the Planning Commission will be reviewing the questions related to the legal nonconforming use status of the Property without deference to the Community Development Director's previous action – as if the project is being heard for the first time. Accordingly, the Planning Commission will need to make a decision on the following issues:

1. Legal Nonconforming Use Determination
    a. Whether the legal nonconforming use of the Property has been abandoned or may continue.

2. Baseline Determination
    a. If the Planning Commission determines that the legal nonconforming use has not been abandoned, it should determine whether making a Baseline Determination of the historic use of the Property is appropriate and within the authority of the City;
    b. If the Commission determines that a Baseline Determination is within the authority of the City and appropriate, the Commission should determine the objective thresholds of the Property's historic levels of use. The Planning Commission may add, delete, or revise the thresholds within the Baseline Determination based on the evidence and testimony received as part of this process.

After reviewing and considering all evidence, testimony and analysis provided pursuant to the appeal process, the Planning Commission should discuss the matter and provide City staff with direction on how it wishes to proceed with the appeal. Based on that direction City staff will prepare a resolution consistent with the Planning Commission's direction for consideration at a future meeting.

6. Staff Recommendation

Staff is recommending the Planning Commission conduct a public hearing and provide direction to staff relating to the following determinations:

1. Legal Nonconforming Use Determination
    a. Whether the legal nonconforming use status of the Property has been abandoned or may continue.

2. Baseline Determination
    a. If the Commission determines that the nonconforming use status of the Property has not been abandoned, whether making a Baseline Determination of the historic use of the Property is appropriate and within the authority of the City;
    b. If the Commission determines that a Baseline Determination is within the authority of the City, the Commission will need to determine the objective thresholds of the Property's historic levels of use. The Planning Commission may add, delete, or revise the thresholds within the Baseline Determination based on the testimony and evidence provided as part of the appeal.

Staff will return at a future Planning Commission meeting with a resolution based on the direction provided by the Commission.

7 Alternatives

Actions that the Planning Commission may take as an alternative to the recommended action include the following:

1. Continue the public hearing to a time and date certain.
    a. The Planning Commission may request additional information from either appellant and/or staff (if new information is presented at the next meeting,

the public portion of the hearing must be reopened on the new information submitted).

Attachments

1. Grand Prince Odeum Community Development Director's Determination Letter dated July 15, 2022
2. Property Owner Appeal Submittal
3. Neighbors Appeal Submittal
4. Applicant Documentation submitted May 4, 2022
5. Letter submitted by Property Owner in support of appeal
6. Letter submitted by Neighbors in support of appeal

July 15, 2022

Grand Prince Odeum
Attention: Rhonda Pope Flores
201 Main Street
Winters, CA 95694

Re: Grand Prince Odeum Community Development Director's Determination Letter

Dear Ms. Pope Flores,

This letter serves as the City of Winters Community Development Director's determination regarding the legal nonconforming use status for the property located at 201 Main Street (the "Property"). The Property has historically been used as a church. Although "religious institutions" are currently a conditional use within the R-1 zoning district where the Property is located, the use of the Property as a church predates the City's current zoning code, and therefore constitutes a legal nonconforming use of the Property, as explained in further detail below. However, while the zoning code allows legal nonconforming uses that would otherwise require a use permit in order to continue, "in no case shall the use be *enlarged, expanded or intensified* in any manner until a use permit has been obtained pursuant to the provisions of this title." (Winters Municipal Code §17.104.010(B) (emphasis added).) Section 17.04.090(F) of the Winters Municipal Code provides that "where uncertainty exists regarding the interpretation of a provision of these zoning regulations or their application to a specific site, the community development director shall determine the intent of the provision." The purpose of this letter is to inform you, pursuant to the authority delegated to the community development director pursuant to WMC Section 17.04.090(F) of my determination of the "baseline use" of the Property that is allowed as a legal nonconforming use of the Property without obtaining a use permit, based on the historic use of the Property.

Below is the following: (1) Background facts and information related to the process that has led to this determination; (2) a description of the historic use of the Property based on information that your representatives provided, interviews with community members with historic experience working at or attending the prior church, and staff's review of the historic record related to this Property; (3) a determination of the baseline legal nonconforming use of the property that may continue without securing a new conditional use permit; (4) a discussion of

the steps that would need to be taken in the event that you later wish to intensify, expand or enlarge the historic "religious institutions" use of this Property; and (5) information regarding any potential appeal of this determination.

Background

On June 25, 2020, you contacted City staff to discuss your interest in possibly purchasing the former church located at 201 Main Street with the initial intention of converting it to a performing arts center. From approximately April 2021 through August 2021, there were a series of meetings held between City staff and you and your representatives to discuss whether and how the Property could be used as a performing arts center, given that neither "assembly hall/community services" nor "cultural facilities" (the two uses under the City's zoning code that are most analogous to a performing arts center) are permitted or conditional uses within the R-1 zoning district where the Property is located. During these discussions, you indicated a desire to adjust the intended use of the Property to include a spiritual center, so that it would be more in line with the historic use of the Property as a church. As the use as a spiritual center (a "religious institution") would still be a conditional use under the zoning in the R-1 district, City staff and your team agreed that you would apply for a conditional use permit for your proposed use of the Property. Thus, you submitted a conditional use permit application for the spiritual center project, also referred to as the Grand Prince Odeum, on August 12, 2021.

City staff began processing the Conditional Use Permit in August, and new Planning staff was hired who eventually took over the processing of your Conditional Use Permit in early October 2021. In December 2021, staff proposed to take your Conditional Use Permit to the January 25, 2022 Planning Commission meeting. However in early January 2022, Thatch & Hooper, LLP was retained as legal counsel for the project, and at that time, Mr. Ryan Hooper requested staff pause the processing of the application to give them time to become familiar with the project.

A meeting was scheduled between your legal counsel and City staff on March 7, 2022. During the March 7th meeting, your legal counsel asserted that the legal nonconforming status of the former religious institutional use had not been abandoned and that the proposed Grand Prince Odeum project was proposing to host similar services, activities, and events as were conducted by the former church users of the Property. City staff had been under the impression that the legal nonconforming use of the former church had ceased for more than a 12-month period, which would result in the abandonment of the legal nonconforming status of the property as outlined by Winters Municipal Code Section 17.104.010.E.2. However, if the prior use had not been abandoned for a 12-month period, the Grand Prince Odeum would not need to obtain a new conditional use permit so long as the Grand Prince Odeum did not intensify, expand, or enlarge the historic legal nonconforming use of the Property. At the conclusion of the March 7th meeting, staff informed your representatives that the City would need to review any documentation or evidence to verify whether the former religious institutional use had been abandoned or not, and if it is continuing, the extent of the legal nonconforming use.

On May 4, 2022, the applicant team provided City staff with approximately 256 pages of documentation including written statements from former neighbors and affiliates of the former

church and social media posts demonstrating events and activities that took place at the former church. On May 16, 2022, City staff meet with Bill Biasi, who previously attended the church located at the Property, relating to his past experiences with the former uses. On June 2, 2022, the applicant team's legal counsel and city staff participated in a virtual meeting with George and Jan Elrod, Julie Campbell, and Lisa Jordan, all of whom previously attended and/or worked at churches that previously used the Property. During the June 2nd meeting, staff asked a series of questions to assist in determining the baseline of the historic use of the Property relating to events and activities.

Historic Use of the Property

In ongoing discussions between your representatives and staff, staff acknowledged that due to the ongoing COVID pandemic, in-person meetings, services, and similar assemblies ceased State-wide around March 2020, and still have not fully returned to normal. Given this unprecedented situation, staff felt it is reasonable to treat the legal nonconforming status of the property at 201 Main Street for religious services that were continuing through at least March 2019 as continuing legal nonconforming uses, and not treat those uses as being abandoned during the pandemic. The documentation provided by your representatives demonstrated that religious services regularly occurred at 201 Main Street up to June 2019. Based on that documentation, I have determined that the legal nonconforming "religious institutions" use of the Property has not been abandoned on the Property. It is therefore necessary to determine the extent of the historic nonconforming use of the Property, in order to verify a "baseline" of the use that may continue without securing a new conditional use permit based on expansion, enlargement or intensification of the use.

Based on the information provided and the interviews with members of the community conducted by City staff, the Property has historically been used for traditional religious services and smaller group meetings associated with the prior churches' religious activities, but the prior users also hosted a variety of other community events and activities on the Property, both to engage with the local community and as an extension of their role as a religious institution. The information provided indicated that smaller group meetings occurred fairly regularly during the weekday evenings, with larger religious services held on Sundays. In addition, there were other periodic or one-time events and activities that took place during the week and on the weekends. The types of past events and activities included, but were not limited to, weddings, funerals, seasonal festivals, movie nights, concerts, school and sports ceremonies, youth nights, women's night, dance recitals, potlucks, and various youth activities.

One former church member, Julie Campbell, indicated that at its peak, attendance at the church was near 300 people, broken up between two separate services. Former church members also indicated that there were occasional large events such as weddings, funerals, festivals and concerts would draw up to 300 people. Based on the examples given, these large-scale events were not frequent, occurring no more than one per month. There were more regular meetings of smaller groups, such as youth groups, dance classes and prayer meetings. While the community members providing testimony to the City for the most part did not specify the number of people at these events, they did say the events were small, with the one

firm estimate being 30 people attending dance classes on the Property. The Gen Life Winters Youth Group, which appeared to hold regular meetings through early 2019, had 15 members on its Facebook page. There were occasional events on weekday evenings that attracted more people, such as movie nights, fall festivals, and ceremonies (e.g., sports banquets). However, none of the examples given included more than 100 people, and based on the testimony, these larger events were occasional, and not more frequent than two times per month.

Baseline Determination

The purpose of the City's nonconforming use ordinance is to allow property owners to continue with the historic use of their property notwithstanding changes in zoning requirements, provided that the owner does not expand, enlarge, or intensify the nonconforming use. This strikes a balance between allowing the property owner to continue with an existing use and ensuring that the use will not increase or intensify without coming into compliance with the City's zoning code. In the case of the use of the Property for "religious institutions" use, the historic use of property will be intensified if you increase the frequency or size of events at the property beyond historic levels. "Religious institutions" are a conditional use in the R-1 zone so the City can impose conditions that will mitigate the potential impacts that such an assembly use may have on a residential neighborhood, such as impacts to traffic, noise, and parking. An increase in the frequency or size of events at the Property will intensify the use of the Property, and increase the potential impacts to the surrounding area beyond the historic levels associated with the former church uses. Therefore, if your use intensifies beyond the historic levels of use, it would require a conditional use permit. This letter confirms those historic levels of use, so that you may be aware of what level of use may continue as a legal nonconforming use without securing a new conditional use permit.

Based on the documentation provided by your representatives and the testimony provided by affiliates of the former church users of the Property, the Community Development Director makes the following findings relating to the baseline determination of the previous religious institutional uses located at 201 Main Street. The former religious institutions regularly held prayer groups, youth nights, and other smaller activities during the week. Based on the testimony and emails provided, not more than 30 people would attend the regular activities and events that occurred during the week. Occasionally, larger activities and events would take place during the week such as seasonal celebrations, holiday-themed activities, awards ceremonies, etc. These larger weekday activities generally ranged from 50 to not more than 100 people and occurred 1-2 times a month. Activities and events held during the week ended no later than 10:00pm. Larger events and activities occurred on the weekends. The regular religious services (at the church's peak attendance) included two services per weekend of not more than 150 people at each service. There were smaller events that would also be held on the weekends such as meetings, lectures, and smaller concerts. Occasionally there were larger events such as larger weddings, large concerts and festivals that would attract more than 150 people but not more than 300 people. These events were less frequent, and not more often than once a month at most. The testimony provided included only a handful of examples of these large-scale events over the last decade or so.

It is important to note that the past events and activities were targeted to youth and younger generations such as dance recitals, high school awards ceremonies, movie nights, and youth nights, or were church and community-oriented events such as seasonal celebrations, potlucks, and performances. After researching the documentation provided by your representatives, staff could find no evidence suggesting that any events or activities that previously took place sold or served alcohol. In addition, staff spoke with the California Department of Beverage Control, Sacramento Office, to see if there have been any ABC licenses or permits issued for 201 Main Street. However, no license or permit were found in ABC records. It may be possible that some past events and activities included alcohol, however, there is insufficient evidence to rise to a level to be incorporated into baseline conditions.

Based upon the documents provided by the applicant team, testimony provided by affiliates of the former uses, and the justification provided within this letter, the Community Development Director hereby makes the following determinations:

1. Determines that the legal nonconforming status has not been abandoned based on the documentation provided by the applicant team;

2. Determines that the Grand Prince Odeum is not required to obtain Conditional Use Permit approval provided that the Grand Prince Odeum operates in a manner consistent with the baseline determination as outlined below:

   Extent of Legal Nonconforming Use
   Below provides the quantified baseline determination for the legal nonconforming use of the Property located at 201 Main Street.

   A. Weekday Events/Activities
      1) No limit on weekday events/activities with 30 individuals or less
      2) Up to two weekday events/activities per month with 100 individuals or less
      3) All events/activities to end by 10:00pm

   B. Weekend Events/Activities
      1) No limit on weekend events/activities with 50 individuals or less
      2) Two events/activities per weekend with 150 individuals or less
      3) One additional event/activity per month with 300 individuals or less
      4) Events/activities to end by 12:00am
      5) Events/activities with amplified sound shall comply with the City's noise ordinance

   C. No outdoor events or activities are approved with this determination.

   D. The sale or service of alcohol, including beer and wine is not permitted.

Intensification of Use

Winters Municipal Code Section 17.104.010.B (Continuing Conditional Uses) identifies that any legal nonconforming use that now requires Conditional Use Permit approval may continue to operate, but in no case shall the use be enlarged, expanded, or intensified in any manner until a Conditional Use Permit has been obtained. Due to the Grand Prince Odeum being determined as a continuing legal nonconforming religious institutional use, Conditional Use Permit approval would be required should the Grand Prince Odeum wish to enlarge, expand, or intensify beyond the requirements of the "Extent of Legal Nonconforming Use" section above. Please be advised that a Conditional Use Permit request would require the property and use to be brought into conformity and meet the zoning requirements in place at that time (e.g. parking, landscaping, etc.).

Appeal Information

Pursuant to Winters Municipal Code Section 17.16.070 (Appeals), any decision or action undertaken pursuant to the Zoning Code is appealable to the City of Winters Planning Commission. Any appeal to the Planning Commission shall be conducted pursuant to the provisions of Municipal Code Section 17.16.070 and Chapter 02.44.

The appellant shall file a notice of appeal with the City Clerk within ten days after the decision. A non-refundable filing fee, to be set by resolution, shall accompany such notice of appeal. The appeal period for this Community Development Director's Determination and decision ends at **5:00pm on July 25, 2022.**

If you have any questions regarding this letter, please feel free to contact me at (530) 794-6718 or kirk.skierski@cityofwinters.org.

Sincerely,

Kirk Skierski
Acting Community Development Director

318 First Street
Winters, CA 95694
Phone.530.795.4910
Fax. 530.795.4935

COUNCIL MEMBERS
Harold Anderson
Jesse Loren
Pierre Neu

MAYOR
Wade Cowan

MAYOR PRO TEM
Bill Biasi

CITY MANAGER & CITY CLERK
Kathleen S. Trepa

CITY TREASURER
Cathy Mathews

CITY OF WINTERS

NOTICE OF APPEAL

Date: July 21, 2022

Name of Appellant: Rhonda Pope Flores (Grand Prince Odeum)

Mailing Address: 201 Main Street

Phone Number: 916-396-3272

Property Location: 201 Main Street

Present Zoning: R-1

Requested Action: Modify legal nonconforming use determination to reverse conditions found in the Community Development Director's Determination.

Date of Action: July 15, 2022

Type of Appeal (Check One):

____ Appeal of Planning Commission Action

X Staff/Administration Interpretation

Reason For Appeal (Additional information may be attached.):

See attached.

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

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

Property Owner/Official Representative
Gregory D. Thatch

THIS SECTION FOR CITY USE ONLY:

Date Received (Stamp): received 7/21/22 EB

Date scheduled to be heard by City Council: _____

Date City Council heard: _____

____ **Appeal Approved** ____ **Appeal Denied**



On July 15, 2022, the acting Community Development Director, Kirk Skierski, made a determination that the church use at 201 Main Street, is a legal nonconforming use. We do not appeal Mr. Skierski's determination of a legal nonconforming use and agree with that determination. However, Mr. Skierski's determination imposed numerous conditions described as a baseline. These conditions are inappropriate in the context of a legal nonconforming use. Such a determination is not a discretionary determination. As such the City lacks the authority to condition the determination. Imposing these conditions is tantamount to treating this determination as though it was a request for a Conditional Use Permit, which it clearly is not. Moreover, some of the "conditions" are contrary to the historic use of the church that was identified in the evidence provided. Thus, these conditions are being arbitrarily imposed.

CITY OF WINTERS

NOTICE OF APPEAL

Date: July 24 2022

Name of Appellant: Denise Cottrell & Ed Scianna

Mailing Address: Cottrell/ 210 main St, Winters Scianna/310 2nd St, Winters

Phone Number: [redacted]

Property Location: 201 Main Street

Present Zoning: R-1

Requested Action: Amend: Extent of Legal non-conforming use baseline determination for 201 Main St.

Date of Action: 7/15/2022

Type of Appeal (Check One):

____ Appeal of Planning Commission Action

X Staff/Administration Interpretation

Reason For Appeal (Additional information may be attached.):

please see attached

In order for a Notice of Appeal to be considered, it must be received by the City Clerk's office within ten (10) calendar days of the Date of Action with the $336.00 non-refundable fee. Any Notices of Appeal received after the ten (10) calendar day deadline will not be considered. *Fees are subject to change annually. Please check the City's Planning fee schedule for current fees.

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

Denise Cottrell Ed Scianna

Property Owner/Official Representative

THIS SECTION FOR CITY USE ONLY:

Date Received (Stamp):

RECEIVED JUL 25 2022 BY

Date scheduled to be heard by City Council: _____

Date City Council heard: _____

____ **Appeal Approved** ____ **Appeal Denied**

City of Winters
318 1st Street Winters, CA. 95694

July 25, 2022 Monday 2:32 pm	Register #: FIN	Receipt #: 74107
By: Dianna	Terminal ID: T1	

I.D. Number		Amount Paid
42104	PLAN APPLICATION FEE	336.00
Cmt:	GRAND PRINCE APPEAL ALBERT VALLECILLO	

Check #	Check Amount	Cash	Amt Tendered	Total Paid	Change
001669	336.00	.00	336.00	336.00	.00

Paid By.:

July 24, 2022

Appeal: The City of Winters Director's Determination of the baseline legal nonconforming use of the property located at 201 Main Street, Winters dated July 19, 2022.

As residents of Winters who live within 300 feet or a city block of the Prince Odeum located at 201 Main Street, Winters, we respectfully appeal the Acting Community Development Manager's Determination of the baseline legal nonconforming use.

Background:
The City of Winters staff report dated July 19, 2022, written by Kirk Skierski, Acting Community Development Manager stated the following regarding Grand Prince Odeum located at 201 Main Street:

- The project is proposing to host similar services, activities, and events as the former church
- The project is a religious institutional use
- The nonconforming use has not been abandoned
- Prince Odeum does not need to obtain a Conditional Use Permit approval so long as the owner does not expand, enlarge, or intensify the use compared to baseline conditions of former uses

As religious institutions are a conditional use in the R-1 zone and the City can mitigate potential impacts the use may have on a residential neighborhood such as impacts to traffic noise, and parking, the author of the declaration made no attempt to discuss with neighbors of the Prince Odeum what impact the declared conditional use may have on the neighborhood or request historical data from neighbors. In addition, we do not agree with the staff report regarding the findings of Grand Prince Odeum which states that similar services, activities, and events are like the former church.

Appeal
Our appeal seeks redress of three of the conditions of the Extent of Legal Nonconforming Use under the item B. Weekend Events/Activities. We request amendments to the following:

- Two events/activities with 150 individuals or less
- One additional event/activity per month with 300 individuals or less
- Events/activities to end by 12:00 a.m.

Background
As neighbors of the Prince Odeum, we support the continued use of the building and welcome the effort and expense that was extended to upgrade the Prince Odeum. However, the hours of operation far exceed those of any church that existed withing the 3-block area of 201 Main Street.

Historically there were 3 churches all within one block of each other, which includes the Prince Odeum at 201 Main. The 3 churches were St. Anthony's (now relocated to 511 Main Street), the Pioneer Presbyterian Church, and the Foursquare Church located at 201 Main Street (now Prince Odeum). As neighbors who have lived within the neighborhood of the 3 churches (now 2), we

have historical knowledge and have experience of the impact of church events on the neighborhood regarding traffic, noise, and parking. Events were not held every weekend until 12:00 a.m. as permitted by the Extent of Non-Conforming Use. In fact, there were rarely events that went beyond 10:00 p.m. In addition, although the church was a presence in the neighborhood, the congregation did not hold monthly events with 300 people until 12:00 a.m. There was the occasional large wedding or funeral, however they were not held monthly until midnight. The most extensive use of the facilities was on Sunday mornings. Therefore, if the owner of Prince Odeum, as a spiritual center or religious institution requires use every weekend night till midnight, this is a change of use and not continued use and thus invalidates the non-conforming use.

Regarding the determination of the Community Development Director in the document dated July 19, 2022, the document states "that conditional use is provided given the research baseline determination", however this research and baseline determination does not consider impacts on residents nor was there a sampling of residents of the neighborhood. The Community Development Director's document states that the applicant for the conditional use permit "provided City staff with approximately 256 pages of documentation including written statements from former neighbors…" There is no mention of the names of the residents, where they lived, or how long they lived in proximity to Prince Odeum. Current residents should have been consulted regarding the impact of the hours and times of operation before making the determination of the Extent of Legal Nonconforming Use.

In addition, the declaration also states that the Prince Odeum will hold events, services, and activities similar to the former church. The former church did not operate as a cultural center or performing arts center even at the height of its operation. Yet, the owner of Prince Odeum states on social media *"The Grand Prince Odeum is a performing arts, cultural and spiritual center supporting art, theatre, music, and special events. A beautiful, timeless part of history with an art deco flare and sophisticated experience."* (https://www.facebook.com/GrandPrinceOdeum 7.24.22). These activities did not occur at the former church. It was solely a religious institution and was not a cultural center or performing arts center, thus the permitted hours of the baseline determination far exceed what should occur in a R-1 Zone and impacts residents.

Modification of permit
We request modification of the baseline determination under the heading Weekend Events/ Activities.

Requested Modifications

- Amend item 2 from two events per weekend with 150 individuals or less to the following: ***Two weekend events monthly with 150 individuals or less***
- Amend item 4 from Events activities to end by 12:00 a.m. to the following: ***All evening events end no later than 10:00 p.m.***
- Amend item 3 from one additional event/activity per month with 300 individuals or less to the following: ***Four additional events/activities per year (no more than one per month) with 300 individuals or less.***

f

These proposed modifications of baseline determination for legal nonconforming use will better represent the historical use of 201 Main and provide less of an impact on the residential neighborhood from cars, traffic, and noise. We hope that through the appeal process amendments and modifications to the current determination can be reached that will allow the community to benefit from the use of the Prince Odeum and not impact the residents who live within the neighborhood.

Respectfully submitted,

Name	Address
Ed Scianna	310 2nd St
Carol Scianna	310 2nd St
Denise Cottrell	210 Main St.
[illegible]	210 Main St.
Carol Stone	204 Abbey St
Eleanor Yeatman	209 Abbey St.
Richard Kleeberg	209 Abbey St.
Ronald Figura	311 2ND ST.
[illegible]	204 Main St.
Bill Hinds	201 Abbey St.
[illegible]	205 Abbey St.
Joseph R. Simonton	208 Main St.
Christina Cogdell	206 Main St.



AP [redacted]

Denise Cottrell

DC [redacted]

👍🏽

Today, 9:51 AM

Al Pederson

AP Mary Lou Linvill and Al Pederson at 129 Russell Street support the Odium appeal, but are out of town this week and cannot sign the letter.

👍🏽

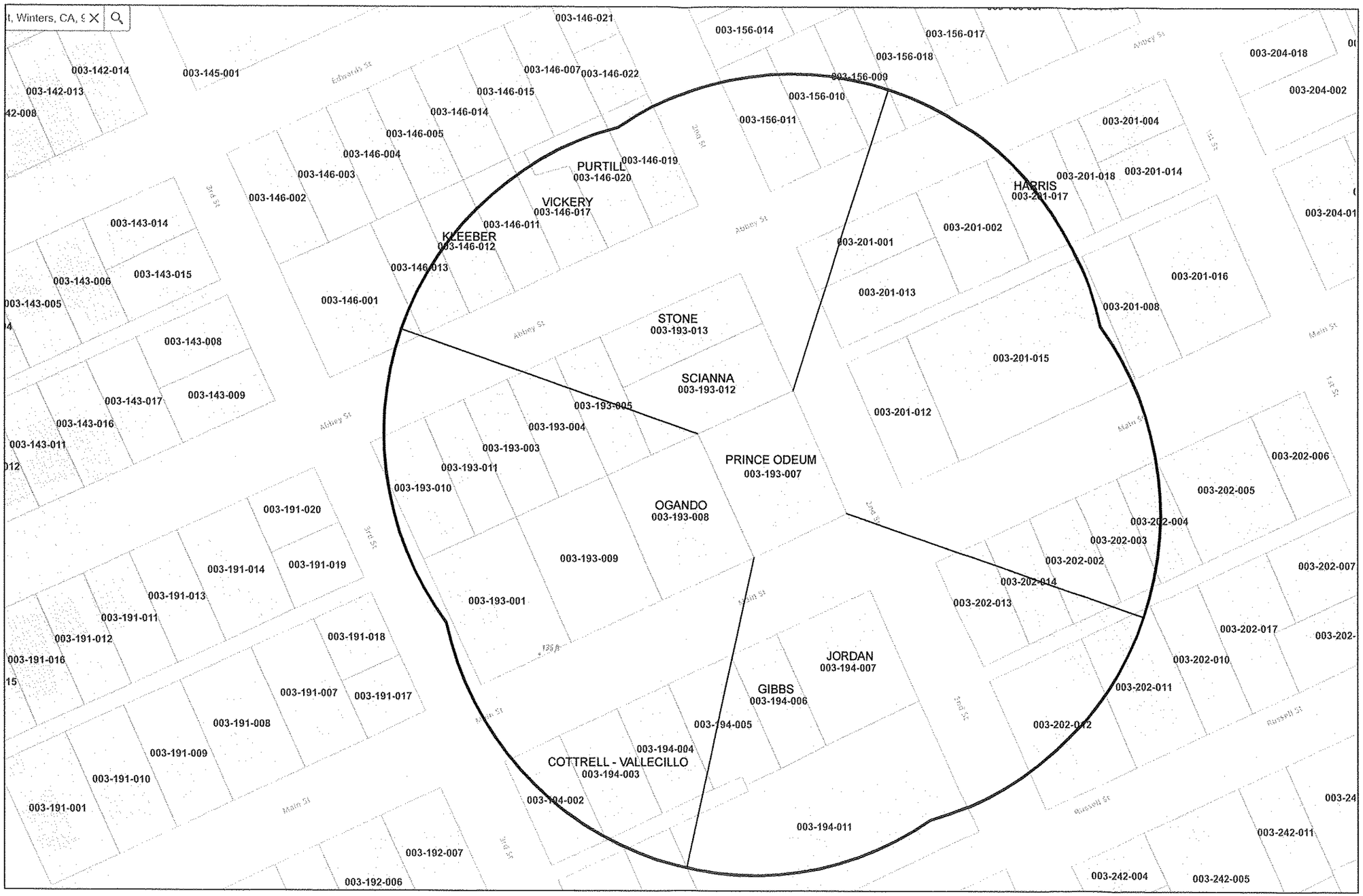
Got it and thanks! Enjoy that sea air and overcast!

APPEAL SIGNERS

NAME	ADDRESS	CITY
Ed Scianna	310 2nd St.	Winters
Carol Scianna	310 2nd St.	Winters
Denise Cottrell	210 Main St.	Winters
Albert Vallecillo	210 Main St.	Winters
Carol Stone	204 Abbey St.	Winters
Eleanor Yeatman	209 Abbey St.	Winters
Richard Kleeberg	209 Abbey St.	Winters
Ronald Lanzano	311 2ndSt.	Winters
Marcia Gibbs	204 Main St.	Winters
Bill Hinds	201 Abbey St.	Winters
Mike & Rita Kovach	205 Abbey St.	Winters
Joseph A.Tramontana	208 Main St.	Winters
Christina Cogdell	206 Main St.	Winters
Al Pederson	209 Russell St.	Winters
Mary Lou Linvill	209 Russell St.	Winters

PRINCE ODEUM POTENTIAL MONTHLY SCHEDULE (based on July 19, determination schedule of operation)

	MON	TUES	WED	THURS	FRI	SAT	SUN
WEEK 1	30 or <: 10pm	30 or <: 10pm	30 or <: 10pm 100 or <; 10pm	30 or <: 10pm	50 or <; 12 Mid	50 or <; 12 Mid 150 or <; 12 Mid	50 or <; 12 Mid 150 or <; 12 Mid
WEEK 2	30 or <: 10pm	30 or <: 10pm	30 or <: 10pm	30 or <: 10pm	50 or <; 12 Mid	50 or <; 12 Mid 150 or <; 12 Mid 300 or <: 12 Mid	50 or <; 12 Mid 150 or <; 12 Mid
WEEK 3	30 or <: 10pm	30 or <: 10pm	30 or <: 10pm 100 or <; 10pm	30 or <: 10pm	50 or <; 12 Mid	50 or <; 12 Mid 150 or <; 12 Mid	50 or <; 12 Mid 150 or <; 12 Mid
WEEK 4	30 or <: 10pm	30 or <: 10pm	30 or <: 10pm	30 or <: 10pm	50 or <; 12 Mid	50 or <; 12 Mid 150 or <; 12 Mid	50 or <; 12 Mid 150 or <; 12 Mid
WEEK 5	30 or <: 10pm	30 or <: 10pm	30 or <: 10pm	30 or <: 10pm	50 or <; 12 Mid	50 or <; 12 Mid 150 or <; 12 Mid	50 or <; 12 Mid 150 or <; 12 Mid



PRINCE ODEUM 300FT. SPHERE OF INFLUENCE



The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

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201 Main St Winters, CA 95694

General

303 people like this

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Church · Religious Center

Hours

Closed now
10:00 AM - 11:30 AM

Additional contact info

http://lifecenter.church/

pastorjoe@lifecenter.church

Typically replies within a day

Send message

More info

Additional information

The Life Center Core Values, Leadership, Integrity, Fellowship and Excellence.



Gen Life Winters Youth Group

Public group · 15 members

Join group

About Discussion Topics People Events Media

Stormi Nicole Norfolk
January 2, 2019 ·

See y'all tonight!❤️❤️🎉🎊🥰




11
Like
Comment
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Submit your first comment...



Gen Life Winters Youth Group

Public group · 15 members

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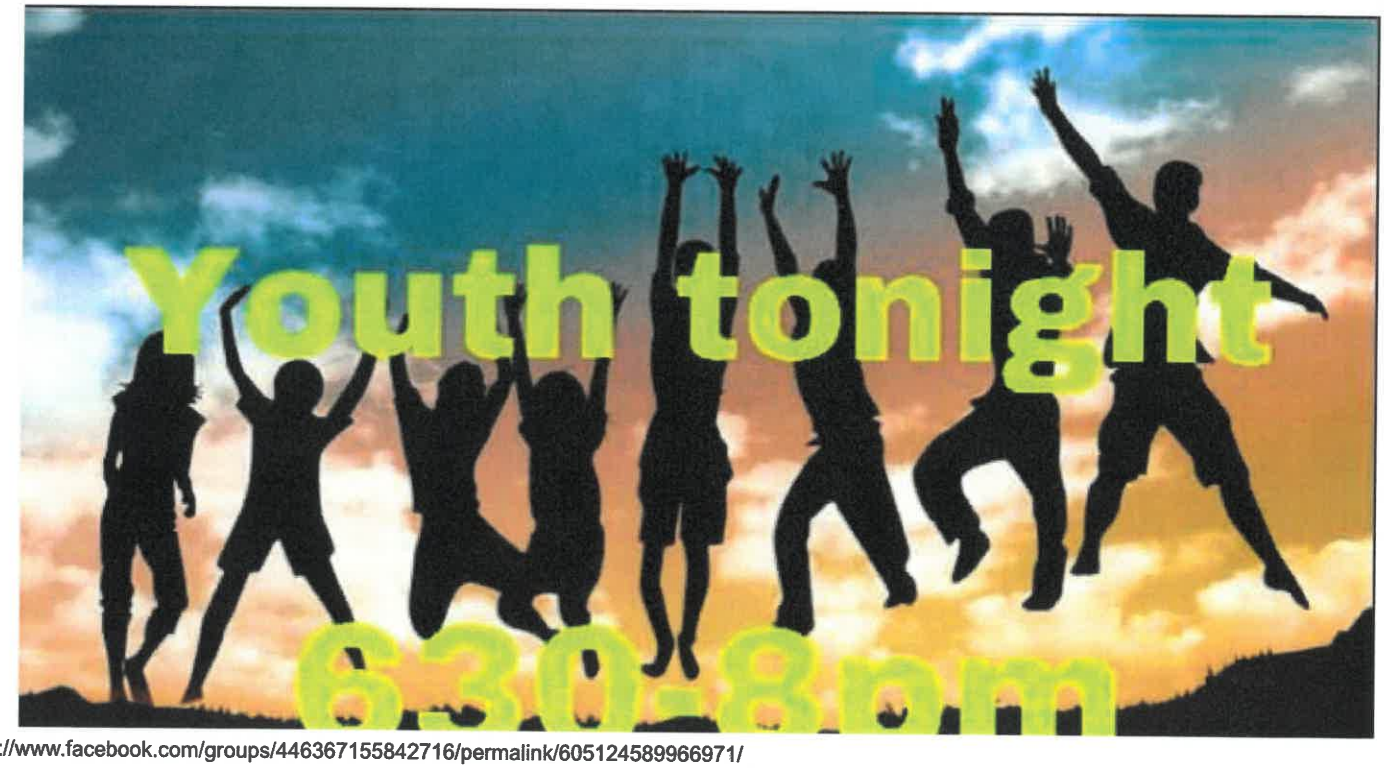
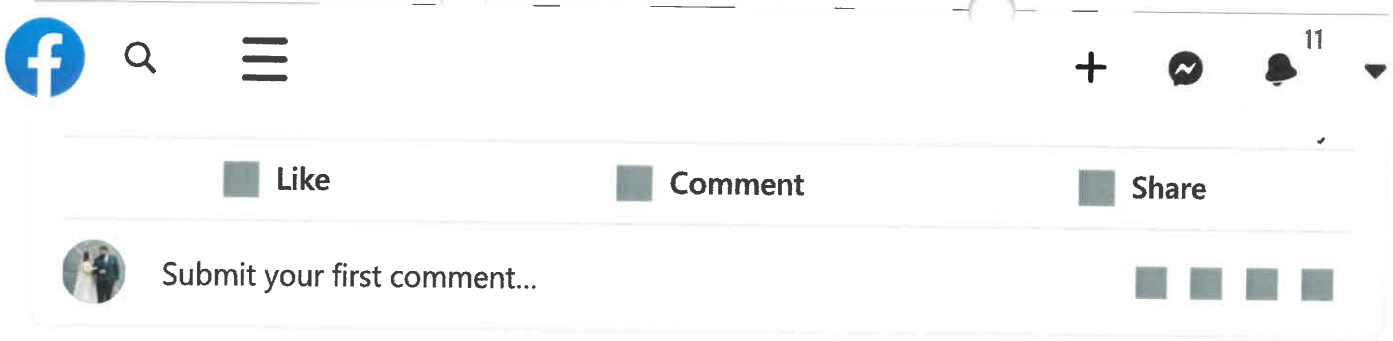
About Discussion Topics People Events Media

Stormi Nicole Norfolk
January 9, 2019 ·




11
Like
Comment
Share
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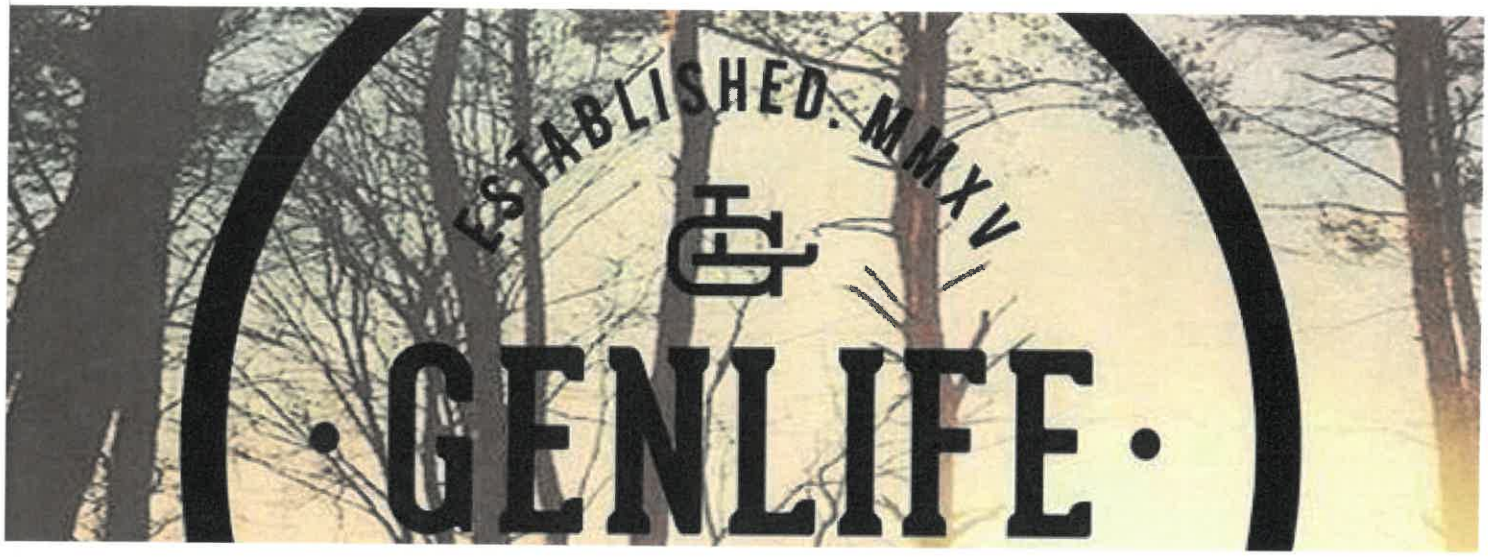

Gen Life Winters Youth Group

Public group · 15 members

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About Discussion Topics People Events Media

Sherry Caskey
January 30, 2019 ·

Come to youth tonight!! Daniel is bringing the word tonight and we have some yummy food being made and some surprises! Be there❤️❤️



2

1 Comment Seen by 3

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Most recent



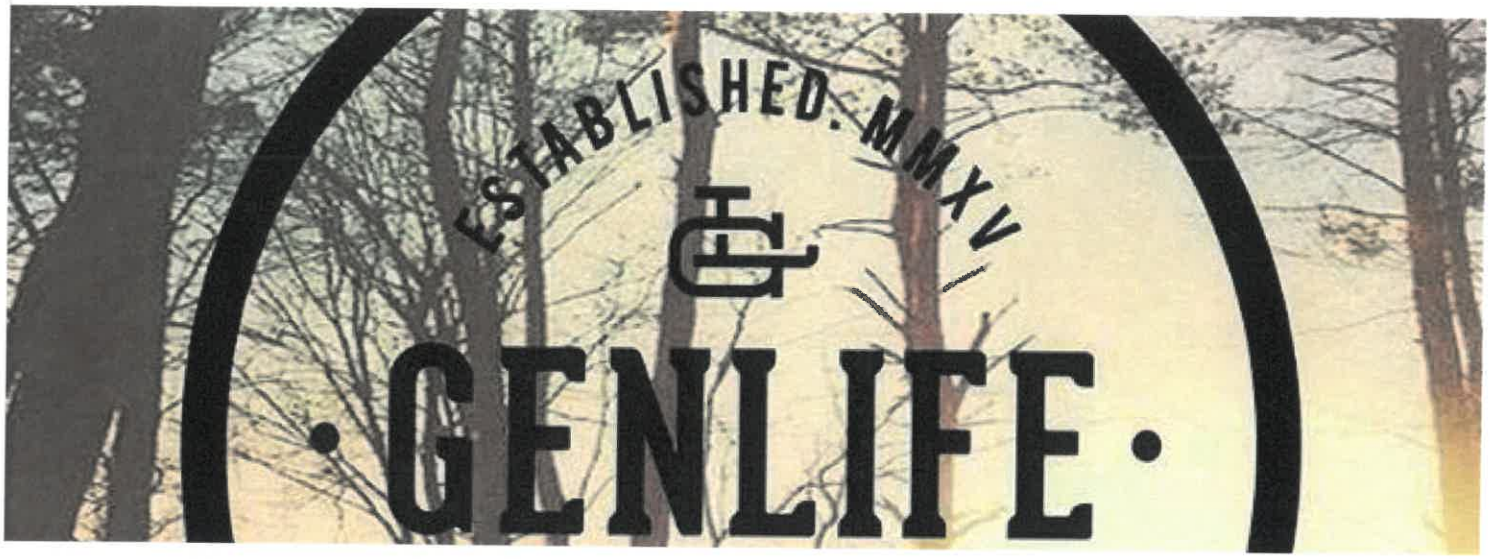
Submit your first comment...



Sherry Caskey Author

630pm-8pm!!!

Like **Reply** **Share** 3y



Gen Life Winters Youth Group

Public group · 15 members

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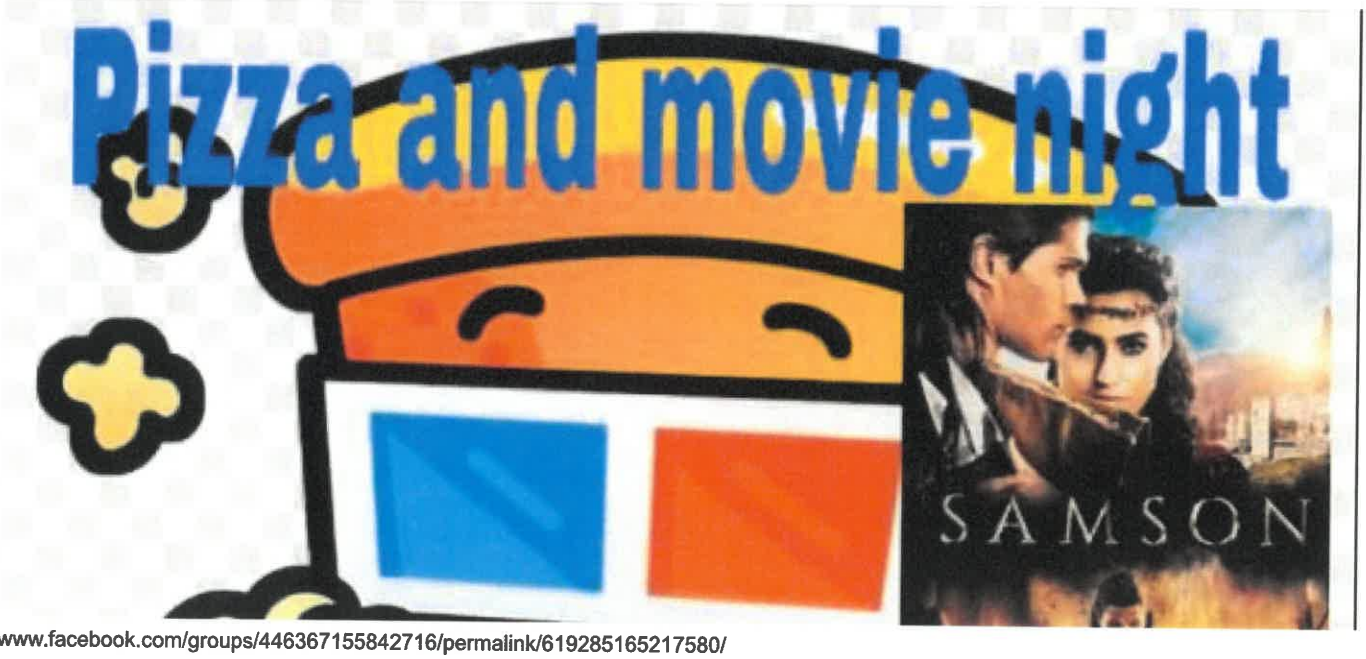
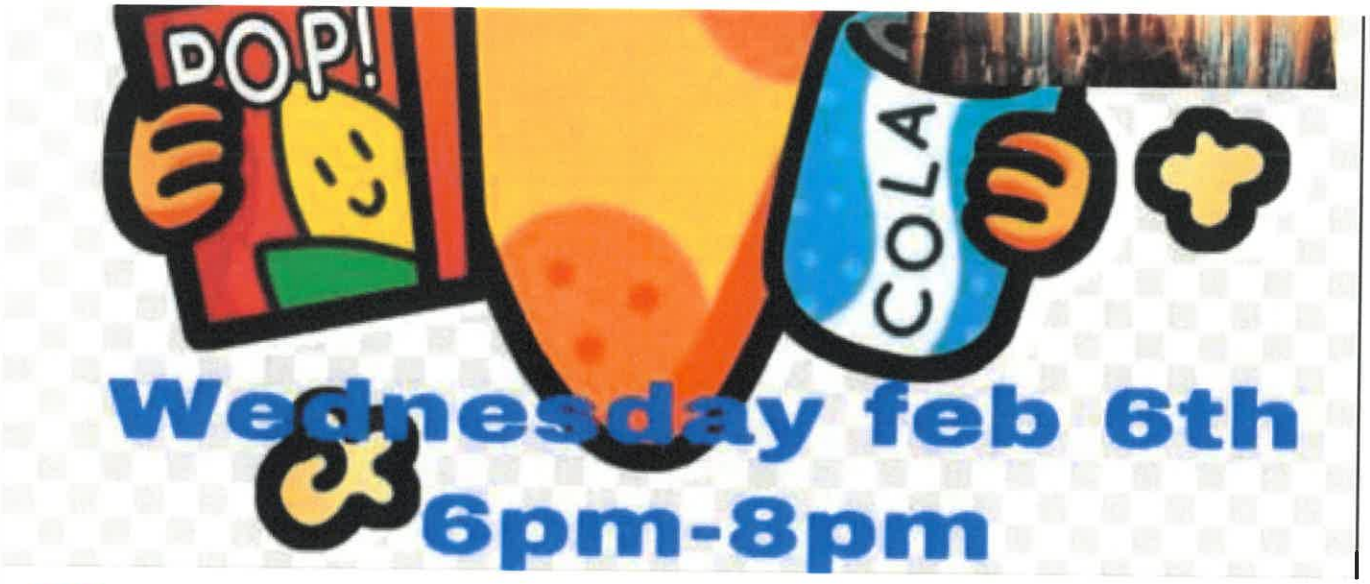
About Discussion Topics People Events Media

Stormi Nicole Norfolk
January 31, 2019 ·

Starting earlier 6pm -8pm wear jammies bring blankets pillows! Be comfy!!! Next Wednesday 2/6/19





3 2 Comments Seen by 7

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Most recent

Submit your first comment...

Sherry Caskey
Alexis **Angela Biasi Joshua Tepley Eli Moore** bring friends for a fun hang out night, free movie and pizza!!

Like **Reply** **Share** 3y

Sherry Caskey
Funtimes!!

Like **Reply** **Share** 3y



Gen Life Winters Youth Group

Public group · 15 members

Join group

Stormi Nicole Norfolk
February 27, 2019 ·

Youth tonight 630pm sherry and I are back!
See you later! ❤️



1

Seen by 5

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Submit your first comment...



Gen Life Winters Youth Group

Public group · 15 members

Join group

About Discussion Topics People Events Media



Stormi Nicole Norfolk
March 27, 2019 ·

Celebrating Joshua Tepley 's birthday tonight at youth! 630-8pm

🎉🎉🎈🎈🎂



1

Seen by 6

Like Comment Share



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Gen Life Winters Youth Group

Public group · 15 members

Join group

About Discussion Topics People Events Media



Sherry Caskey
April 17, 2019 ·

Celebrating Skylers birthday at youth 630-8pm

Seen by 3

Like Comment Share

Submit your first comment...



Gen Life Winters Youth Group

Public group · 15 members

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About Discussion Topics People Events Media

Sherry Caskey
June 5, 2019 ·

See you all at youth tonight!! 630-8pm

3

1 Comment Seen by 6

Like Comment Share

Most recent

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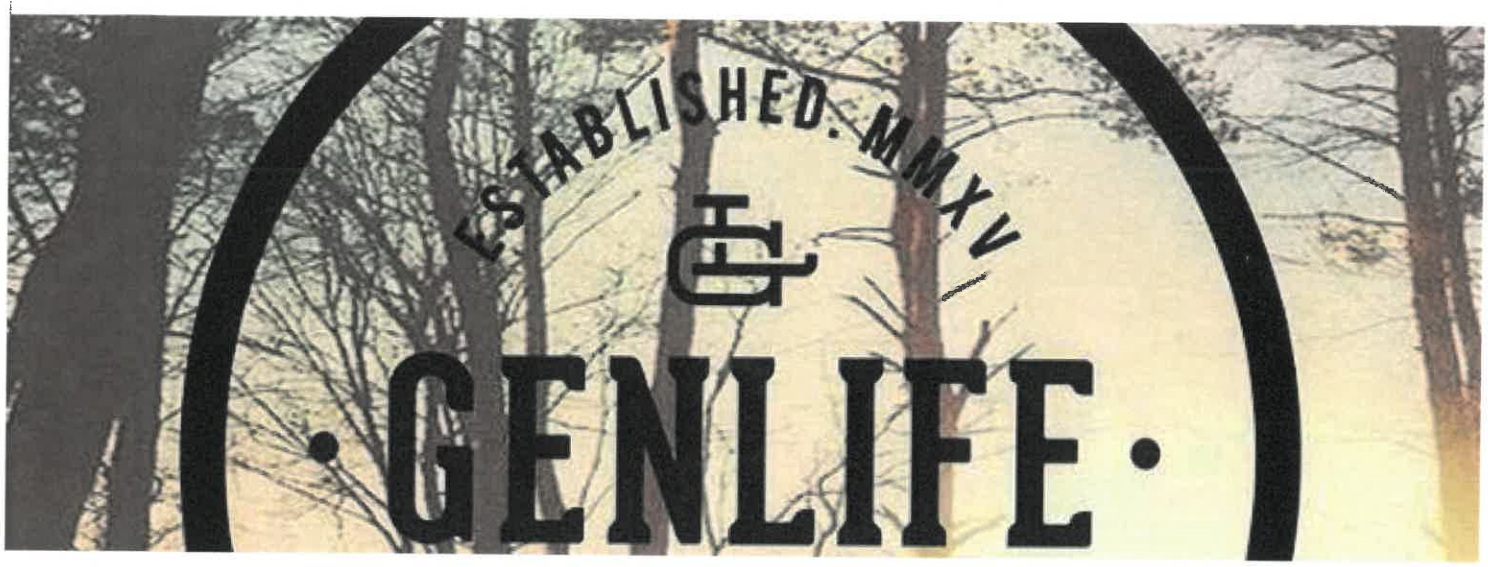
Eli Moore
Have fun guys !! Wish I could be there

Like **Reply** **Share** 2y 2



Gen Life Winters Youth Group

Public group · 15 members

Join group

About Discussion Topics People Events Media

Stormi Nicole Norfolk
June 10, 2019 ·

Wednesday night!
SLIP N' SLIDE and HOT DOGS!! Excited and cant wait to see y'all! Bring a friend! Please wear appropriate swimming suits. Starting @4:30PM
We will celebrate Katie's birthday that day too❤️❤️





2

Seen by 7

Like Comment Share

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The Life Center Winters
June 14, 2019 ·

Hey everyone! I'll be coming this weekend to share this Sunday's message and worship with you! Looking forward to having great day with you

2

4 Comments

Share

Most relevant

Tinia Nelson Oops sorry I thought it was posting from my page!!!! Tinia Nelson from Orangevale Life Center Campus! I'm on staff as one of the directors! Pastor Joe has asked me to come with with our Winters campus this week.

2y · Edited

Tammy Caldwell Ruiz I would like more info please

2y

Tinia Nelson Tammy Ruiz how can I help? Tinia Nelson

2y

Tom Patterson Who are you!

2y

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The Life Center Winters is feeling optimistic at The Foursquare Church.
June 28, 2019 · Los Angeles ·

It's gonna be a great day at church this Sunday! Don't miss it! God is up to BIG things at The Life Center!
#VerticalPrayer
#MeetMeAtTheLifeCenter #OneChurch4Locations

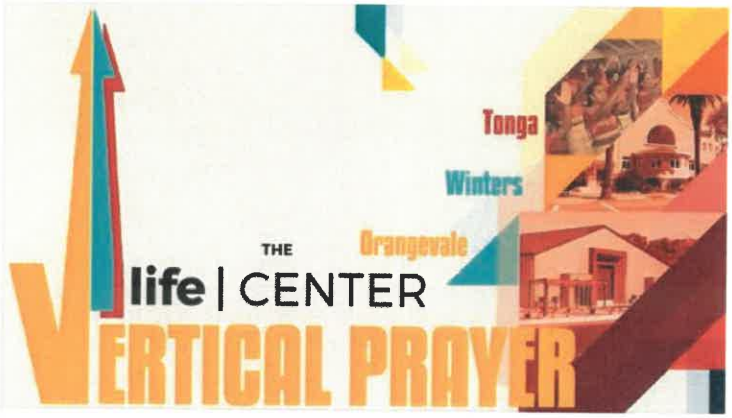
Service Times:

Winters Campus:
10:00 am
Raul Caneles, speaking

Orangevale Campus
9&11 am
Pastor Don Roberts, speaking

Tonga Campus:
6:00 pm
Pastor Illispeta Tuitupou, speaking

Online Campus:
9&11 am
www.lifecenterlive.com



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Gen Life Winters Youth Group | See y'all at youth tonight · 15 members

Join group

Sherry Caskey
July 24, 2019 ·

See y'all at youth tonight! 630-8pm

1

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Other Posts

Joe Patterson shared a **live video.**
February 27 ·



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The Life Center was live.
February 27 ·

9am Service

We exist to equip you for real life! The Life Center is based in Orangevale, CA in the Sacramento area!

To support and give to the house and reach our people all over the world, click here: https://lifecenter.church/giving/

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The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

Send message

Hi! Please let us know how we can help.

Home Ab

The Life Center Winters
February 7, 2018 ·

Hey everyone- I hope you'll join me this Sunday for service! We are looking forward to an amazing time of worship with our very own Jon Quezon! I personally can't wait to share with you from the Word about our heart to reach the city of Winters! "The BEST is certainly yet to come!"
See you all at 10am
Donuts & coffee will be served prior to service so get there early!!!
Pastor Joe
#InviteFriendsAndFamily
The Life Center Winters





27 2 Comments 5 Shares

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Most relevant

Write a comment...

Author
The Life Center Winters
Hey **Belinda Fletcher**- I hope you will join us on Sunday! Let me know if you have any questions! Pastor **Joe Patterson**

Like Reply 4y

Mari Silva DToledo
Praise God!!!!❤️

Like Reply 4y

Other posts

The Life Center Winters is feeling optimistic at **The Foursquare Church.**
June 28, 2019 · Los Angeles ·

It's gonna be a great day at church this Sunday! Don't miss it! God is up to BIG things at The Life Center!
#VerticalPrayer
#MeetMeAtTheLifeCenter #OneChurch4Locations

Service Times:... **See more**





The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

Send message

Hi! Please let us know how we can help.

Home Ab

The Life Center Winters
February 11, 2018 ·

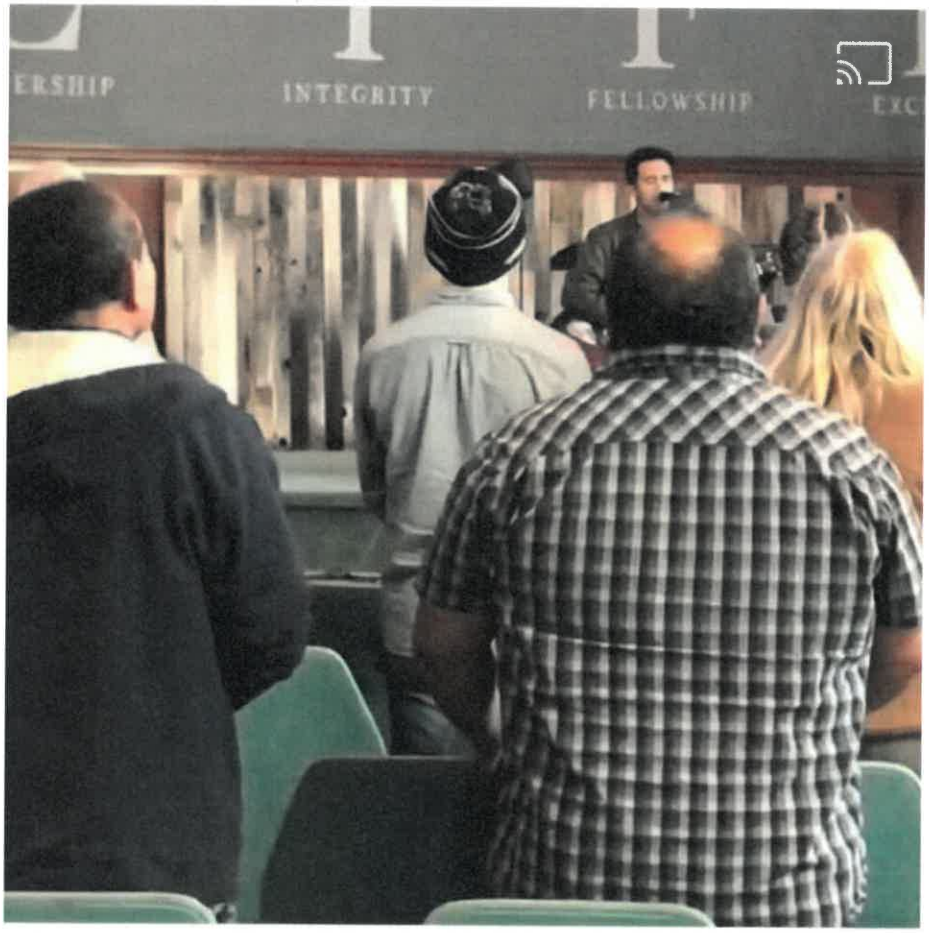
What a day in the House of the Lord at TLCWinters! WOW!! Canting the days down till next Sunday! Can't wait! Love you all!
Pastor Joe Patterson

Sherry Caskey is at **The Life Center Winters**.
February 11, 2018 · Winters ·

Awesome service today! Great message given through Pastor Joe Patterson! Thank you to all the youth that were there today! Fun hanging out with y'all and the pizza was good too!!
#goodtimes#GodIsGood#THEBESTISYETTOCOME❤️💕

The Life Center Winters
Feb 11, 2018 ·

It was a great day today at The Life Center in Winters! Amazing to see the sanctuary so full & 7 people raised their hands to receive the Lord into their hearts! Super proud of all of our Life Center family and your partnership! We are definitely #BetterTogether! #TheBestIsYetToCome. Can't wait till next week! #BeABringer #SpreadTheWord #MovingForward
Love you all!
Pastor Joe Patterson — 😅 feeling energized.



Sherry Caskey ▸ **The Life Center Winters**
Feb 13, 2018 ·

Youth Group starts again tomorrow, Wednesday 6:30-8:00pm at The Life Center Winters!! Bring a friend, get a Prize!! Get there! We miss your Face!🙏❤️💕 - with **Stormi Nicole Norfolk**.



2

2 2

No comments yet
Be the first to comment.

Write a comment...



The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

Send message

Hi! Please let us know how we can help.

The Life Center Winters is feeling fantastic with **Chris Collins** and **9 others**.
February 16, 2018 ·

Home Ab

Join us this Sunday at The Life Center in Winters, Ca. BIG things are happening! Last Sunday, we were packed and 7 people gave their hearts to Christ during the Altar Call! Join us at 10am on Sunday! We have FREE Breakfast Burritos, Coffee, Donuts & O.J. I Can't wait to be with all of you!
Pastor Joe
#BeABringer #TheBestIsYetToCome #InviteFriendsAndFamily
#MeetMeAtTheLifeCenter #SuccessBeginsOnSunday





SUN, FEB 18, 2018

The Life Center Winters

Winters

2 people interested

Interested

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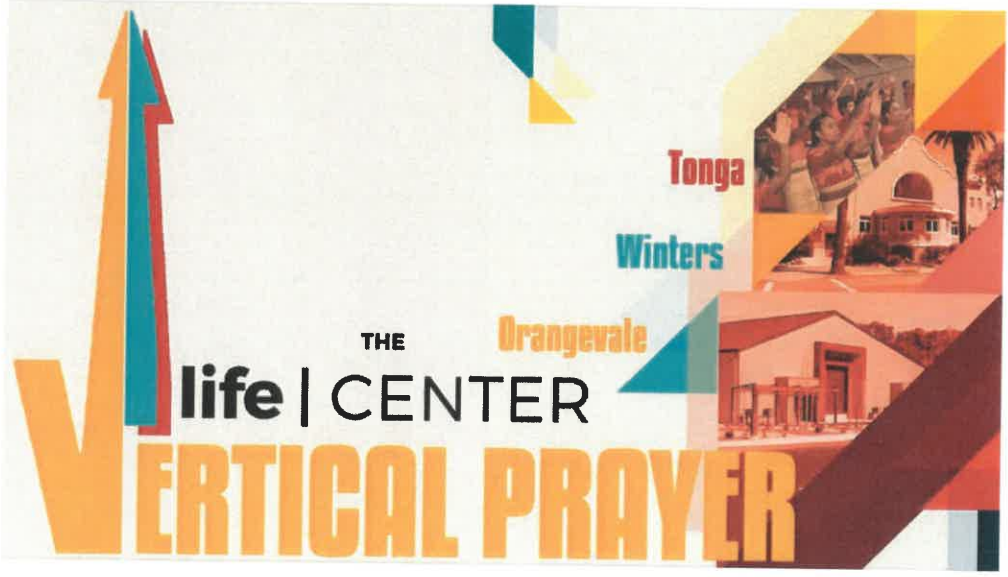
Other posts

The Life Center Winters is feeling optimistic at **The Foursquare Church.**

June 28, 2019 · Los Angeles ·

It's gonna be a great day at church this Sunday! Don't miss it! God is up to BIG things at The Life Center!
#VerticalPrayer
#MeetMeAtTheLifeCenter #OneChurch4Locations

Service Times:... **See more**



5

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The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

Send message

Hi! Please let us know how we can help.

Home Ab

The Life Center Winters
February 23, 2018 ·

This Sunday, our Lead Pastor, Don Roberts will be speaking!

You won't want to miss out on this opportunity to meet and hear an encouraging word from our leader.

Invite your friends and family that maybe haven't been to the church in awhile, and enjoy free coffee and donuts.

See you Sunday at 10am!





The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

Send message

Hi! Please let us know how we can help.

Home Ab

The Life Center Winters
March 10, 2018 ·

Don't forget - tonight we spring forward! Most smart devices do this automatically for you, but for those that use a wall clock, set it an hour ahead. See you tomorrow for service at 10am with pastries and coffee!



Events

Search Events

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Recommended Events

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Thursday at 9 PM – 2 AM
GRAND OPENING - Tangerine Thursday's inside The Bungalow

Today at 7 PM – 10 PM
Pelicans vs. Kings

Thursday at 5 PM – 8 PM
Classic Cars & Food Truck Mania

Categories

- Classics
- Comedy
- Crafts
- Dance
- Drinks



SUNDAY, APRIL 1, 2018 AT 10 AM

The Life Center Winters

The Life Center Winters

Details

- 4 people responded
- Event by **The Life Center Winters**
- **The Life Center Winters**
- Public · Anyone on or off Facebook

We are excited to celebrate Easter with all of you! Join us on Sunday at 10am for an incredible Easter Service with free coffee and pastries, and an Easter Egg Hunt for kids! Invit... **See more**



The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

Send message

Hi! Please let us know how we can help.

The Life Center Winters
May 26, 2018 ·

Home Ab





Joe Patterson is feeling blessed with **George Jan Elrod** and **20 others** at **The Life Center Winters**.
May 26, 2018 · Winters ·

Join us tomorrow for another amazing service filled with great worship and the Word! FREE Breakfast sandwiches & coffee! Kids Club is offered for all children! #BringAFriend
#MeetMeAtTheLifeCenter
Pastor Joe & Carole

2

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Write a comment...

Other posts

The Life Center Winters is feeling optimistic at **The Foursquare Church**.
June 28, 2019 · Los Angeles ·

It's gonna be a great day at church this Sunday! Don't miss it! God is up to BIG things at The Life Center!
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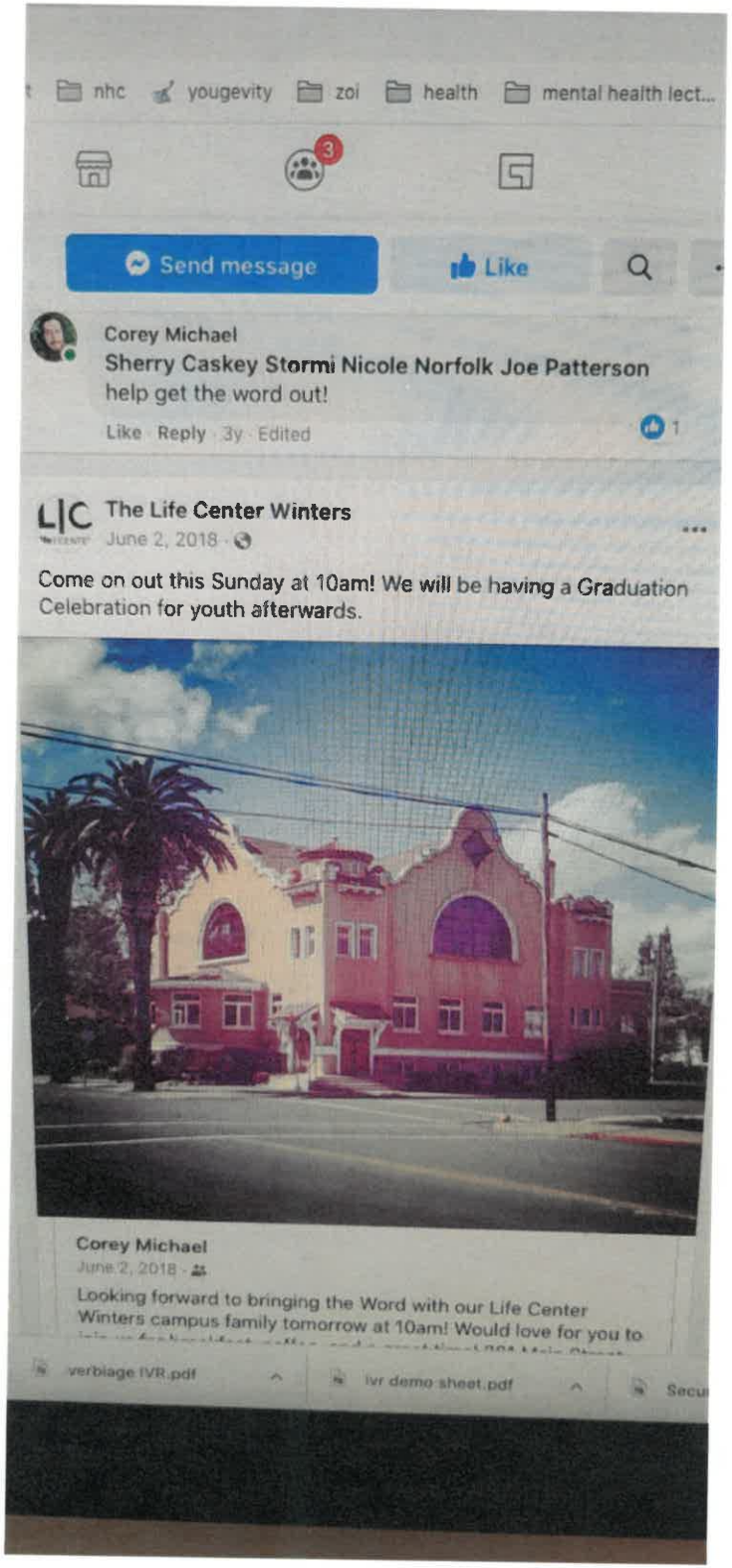
Service Times:... **See more**

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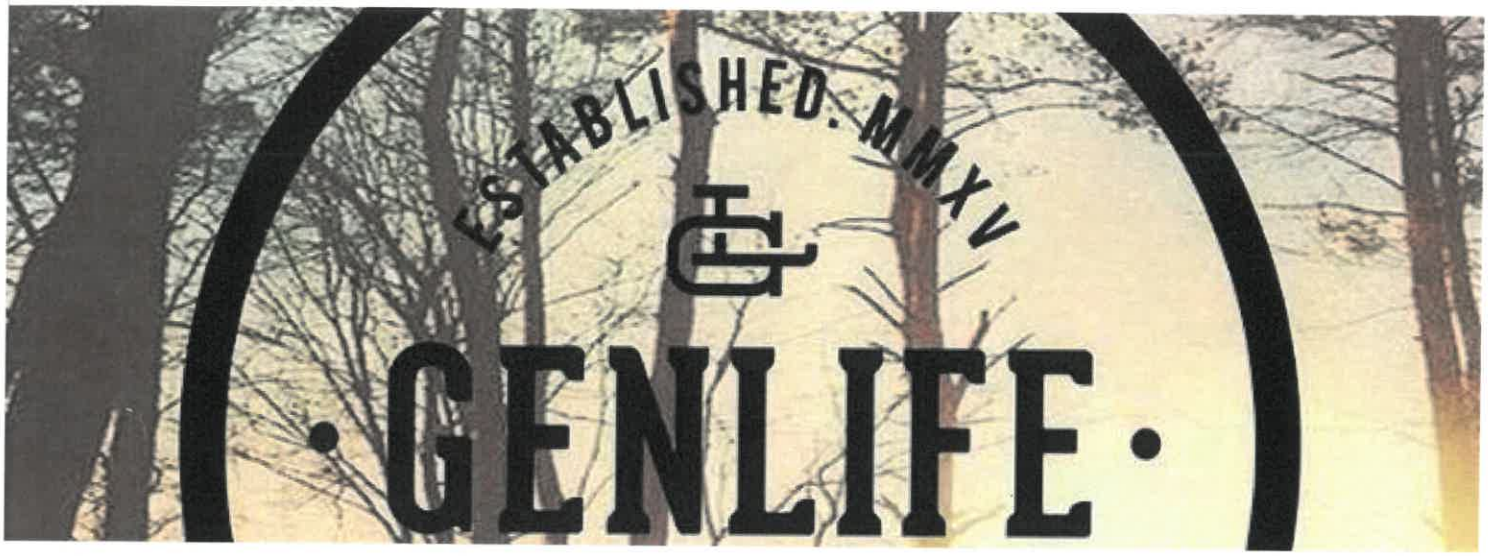
3
Send message
Like
Corey Michael
Sherry Caskey Stormi Nicole Norfolk Joe Patterson
help get the word out!
Like · Reply · 3y · Edited
1
LIC
The Life Center Winters
June 2, 2018 ·
Come on out this Sunday at 10am! We will be having a Graduation Celebration for youth afterwards.
Corey Michael
June 2, 2018 ·
Looking forward to bringing the Word with our Life Center Winters campus family tomorrow at 10am! Would love for you to
verbiage IVR.pdf
ivr demo sheet.pdf



Gen Life Winters Youth Group

Public group · 15 members

Join group

About Discussion Topics People Events Media

Stormi Nicole Norfolk
June 2, 2018 ·

generationlifeyouth_winters





generationlifeyouth_winters Don't forget! Let this be a priority to celebrate our graduates!

1

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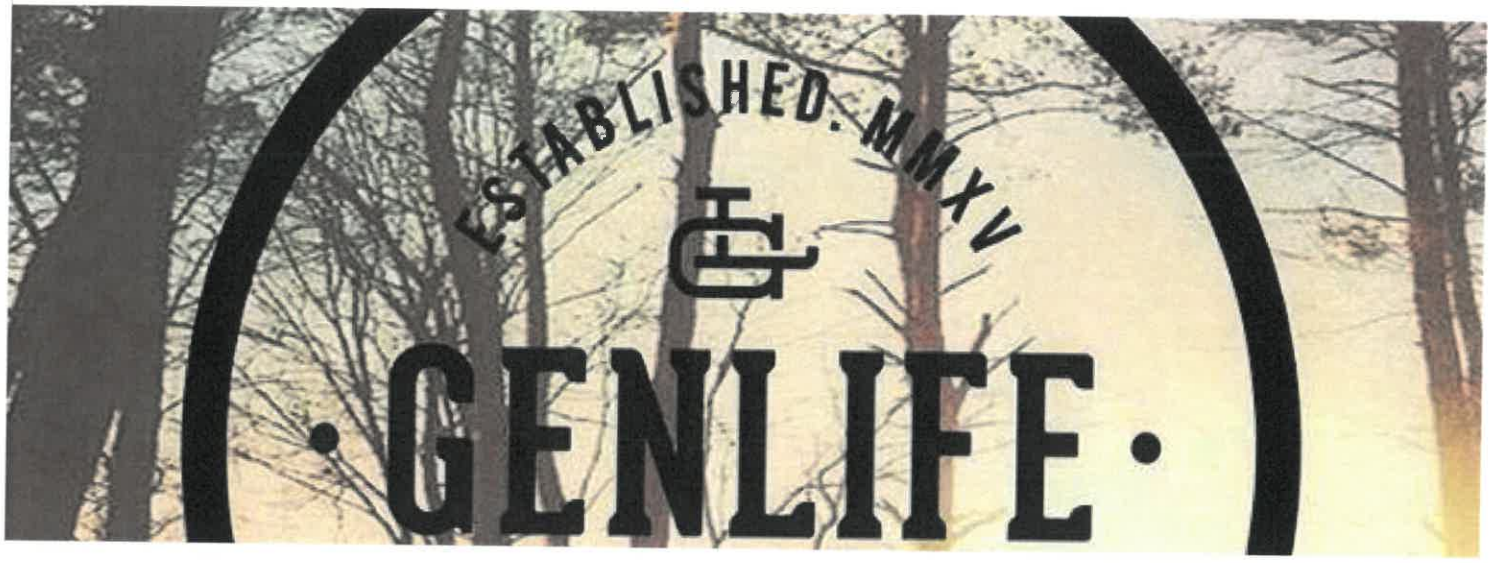


Gen Life Winters Youth Group

Public group · 15 members

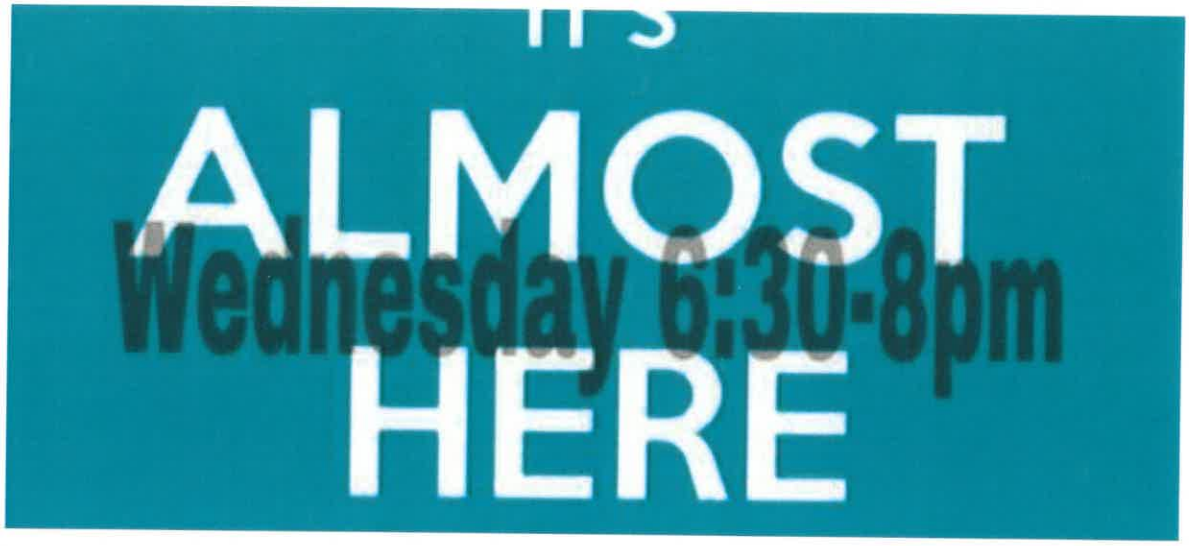
Stormi Nicole Norfolk is with **Sherry Caskey**.
July 10, 2018 ·

Tomorrow night! See you there 6:30pm



About Discussion Topics People Events Media





3 1 Comment Seen by 3

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Joe Patterson
I love it!!! Gonna be a great night!!!
Like Reply Share 3y 2

Events

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Create new event

Recommended Events

See All

Thursday at 9 PM – 2 AM
GRAND OPENING - Tangerine Thursday's inside The Bungalow

Today at 7 PM – 10 PM
Pelicans vs. Kings

Thursday at 5 PM – 8 PM
Classic Cars & Food Truck Mania

Categories

- Classics
- Comedy
- Crafts
- Dance
- Drinks



SUNDAY, JULY 15, 2018 AT 10 AM

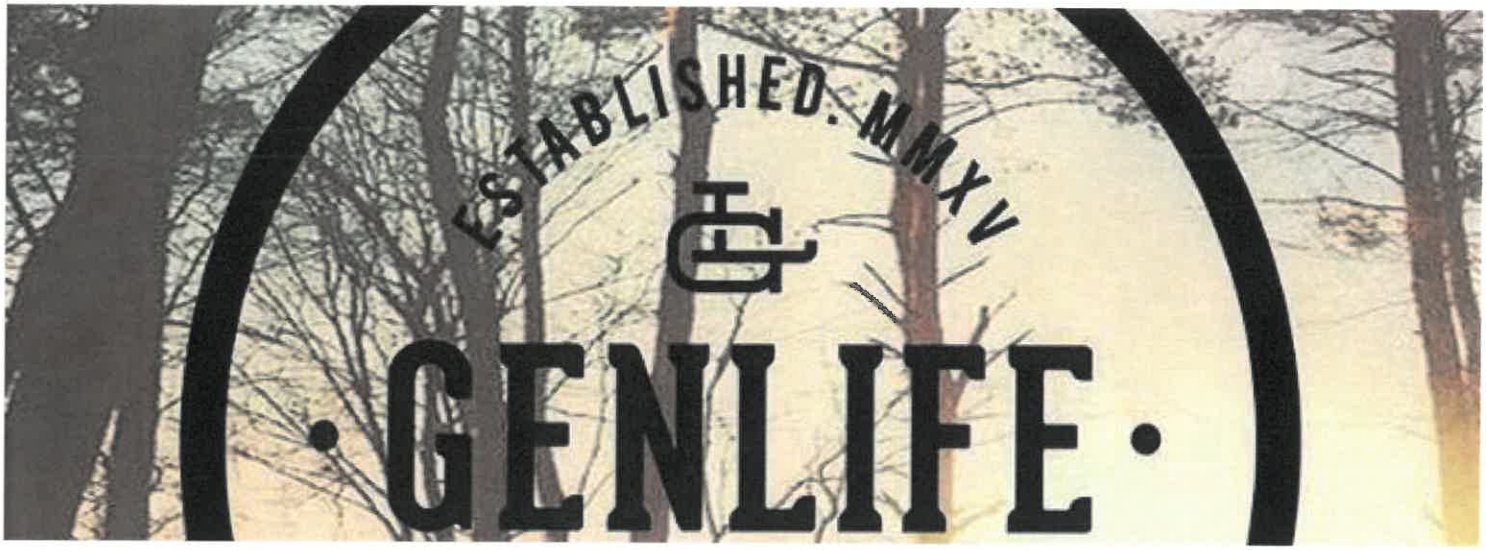
The Life Center Winters

The Life Center Winters

Details

- 1 person responded
- Event by **The Life Center Winters**
- **The Life Center Winters**
- Public · Anyone on or off Facebook

Join us this morning at The Life Center in Winters. Great worship & the Word starts at 10am. This morning we have breakfast burritos, cold fruit, muffins, coffee & mango water! ... **See more**



Gen Life Winters Youth Group

Public group · 15 members

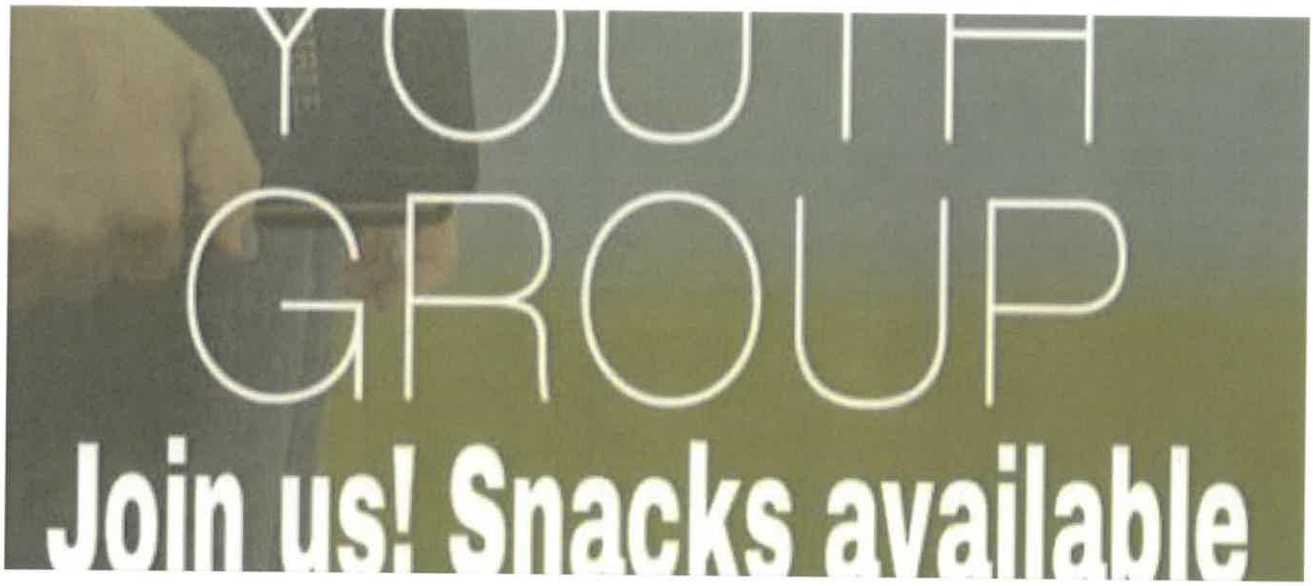
Stormi Nicole Norfolk
July 17, 2018 ·

Tomorrow night Wednesday July 18th
6:30pm 🙏😍❤️❤️❤️❤️😀😀😇



About Discussion Topics People Events Media





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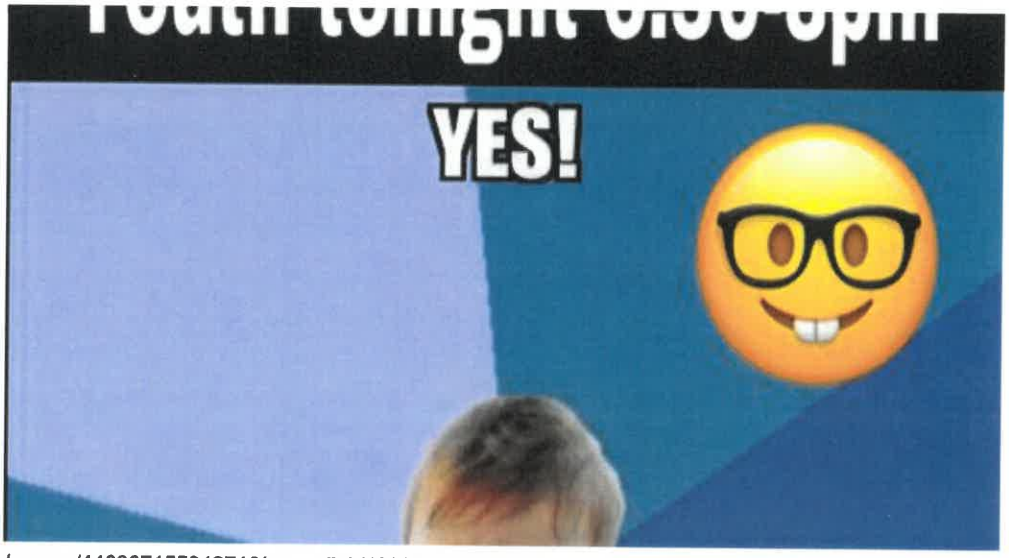
Gen Life Winters Youth Group

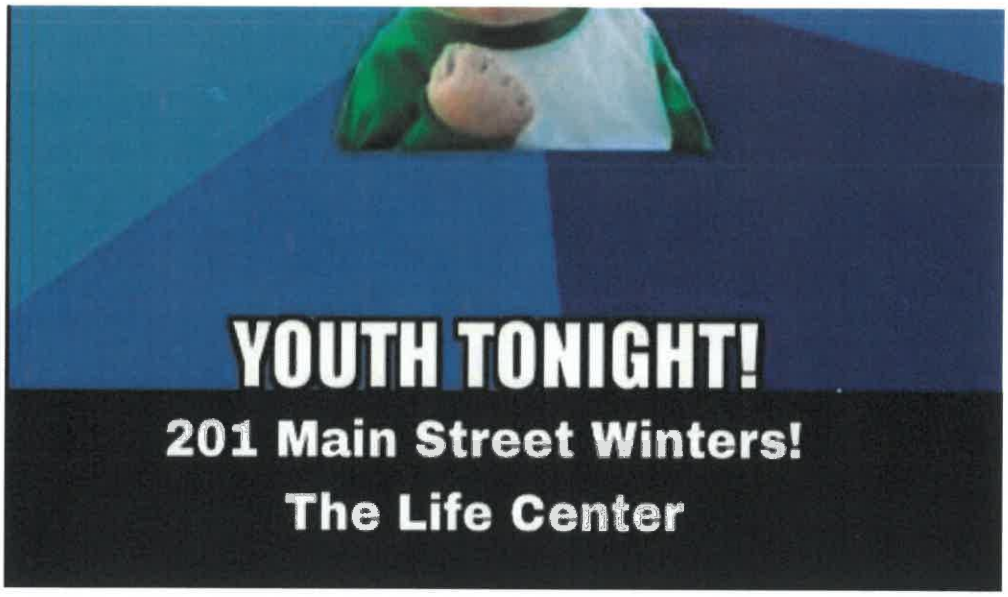
Public group · 15 members

Stormi Nicole Norfolk is with **Sherry Caskey**.
July 25, 2018 ·

See ya there

About Discussion Topics People Events Media





2 2 Comments Seen by 3

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Stormi Nicole Norfolk Author
Eli Moore Joshua Tepley Jasmine Bagwell Jasmine Moore Jorgeluis Fernandez Angela Biasi

Like Reply Share 3y Edited

Stormi Nicole Norfolk replied · 1 Reply



Gen Life Winters Youth Group

Public group · 15 members

Sherry Caskey
August 1, 2018 ·

Don't forget to wear your crazy hat to youth group Wednesday August 1st!! There will be a prize for the wackiest hat! Bring your friends!! You won't want to miss the fun!!



About Discussion Topics People Events Media





1 Comment Seen by 3

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Sherry Caskey Author
Eli Moore, Joshua Tepley, Jasmine Bagwell, Jasmine Moore, **Angela Biasi** Alexis Biasi **Stormi Nicole Norfolk**

Like **Reply** **Share** 3y Edited



Gen Life Winters Youth Group

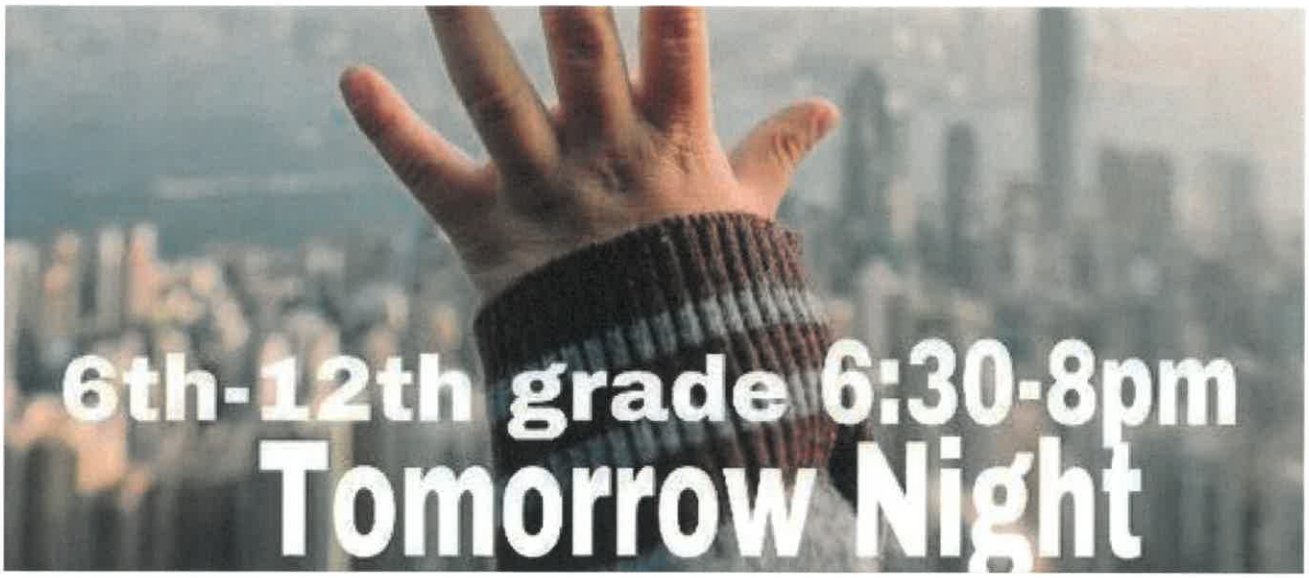
Public group · 15 members

Join group

Stormi Nicole Norfolk is with **Sherry Caskey**.
August 7, 2018 ·

Come out to The Life Center for youth tomorrow night! Be there or be [ ] ❤️😆🙌🏽👏🏽🎉🎊🙏🏽❓😂😜😁





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Gen Life Winters Youth Group

Public group · 15 members

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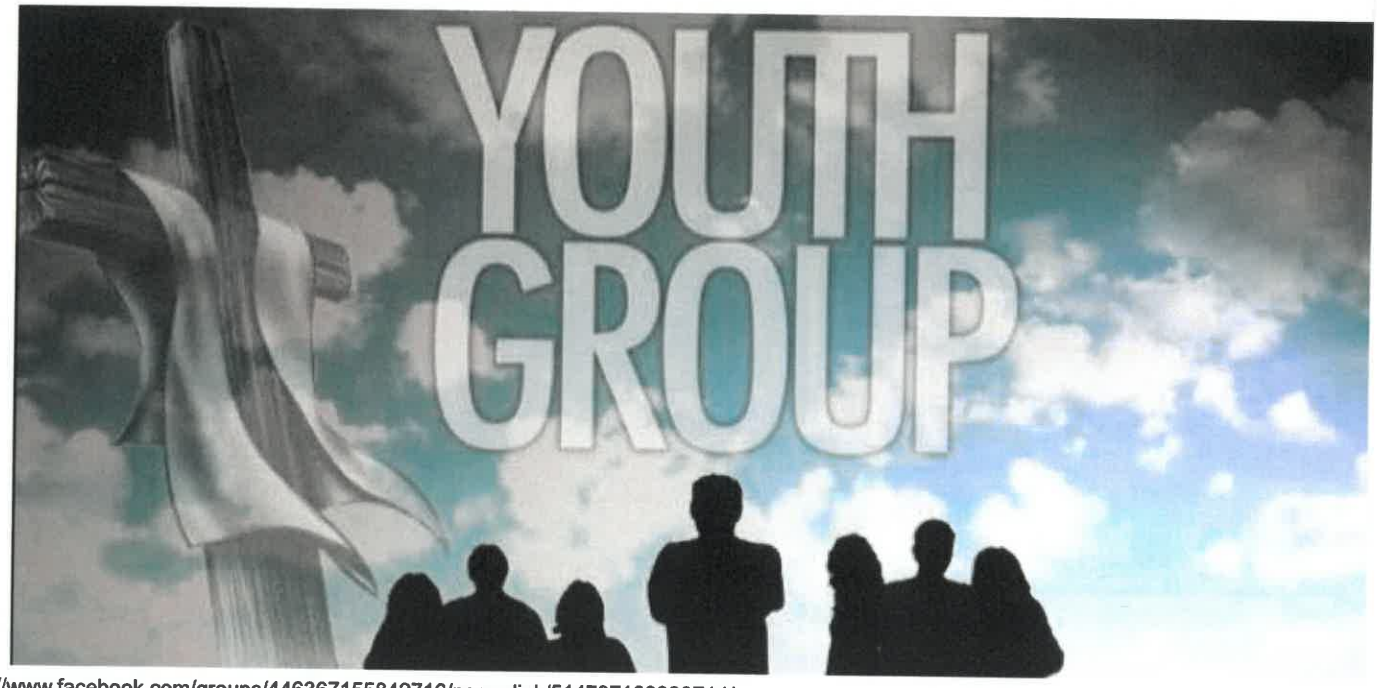
About Discussion Topics People Events Media

Stormi Nicole Norfolk is with **Sherry Caskey**.
August 14, 2018 ·

The Life Center 201 Main Street youth group 6:30-8pm TOMORROW 8/15





2

11 Comments Seen by 8

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Angela Biasi
Alexis has Volleyball practice till 7 or 7:30 this evening

Like Reply Share 3y

Angela Biasi replied · 2 Replies

Sherry Caskey
Eli Moore, **Jasmine Bagwell**, Jasmine Moore, Alexis Biasi/**Angela Biasi**, **Jorgeluis Fernandez**, Jasmine Jimenez, **Joshua Tepley**, Joanne **Joann Van Horn**, Jaina Van Horn, Skylar Goforth, Daniel Zendejas, Sarahi Mendez and Serafin / **Mary Ramirez** Bring a friend t... **See more**

Like Reply Share 3y Edited 2

Joann Van Horn replied · 5 Replies

Sherry Caskey
Hanna M Vernon, you need to come surprise visit us at youth sometime soon! We miss u and love you too❤️💕

Like Reply Share 3y

Stormi Nicole Norfolk replied · 1 Reply



Gen Life Winters Youth Group

Public group · 15 members

Join group

About Discussion Topics People Events Media

Stormi Nicole Norfolk is with **Sherry Caskey.**
August 21, 2018 ·





Gen Life Winters Youth Group

Public group · 15 members

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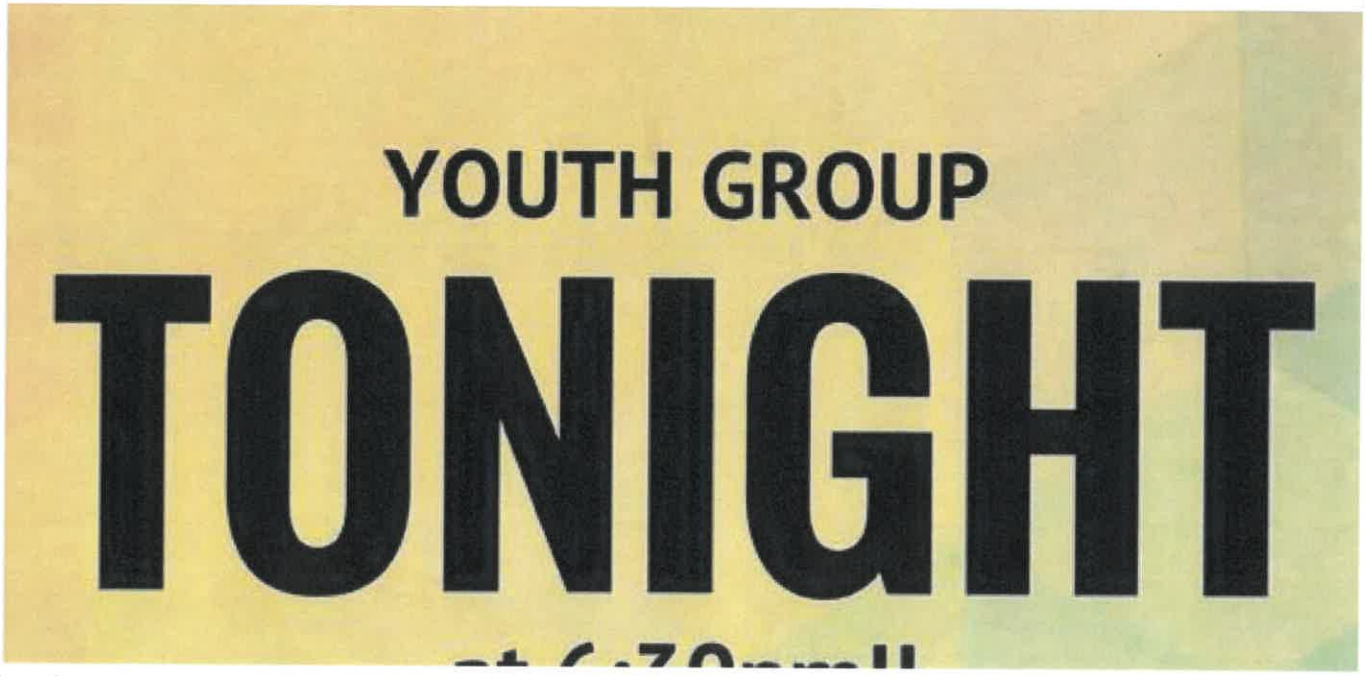
About Discussion Topics People Events Media



Stormi Nicole Norfolk
August 29, 2018 ·

Almost time! Come out to youth group tonight!! 201 Main Street! Hope to see y'all there!🙏





Seen by 2

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Gen Life Winters Youth Group

Public group · 15 members

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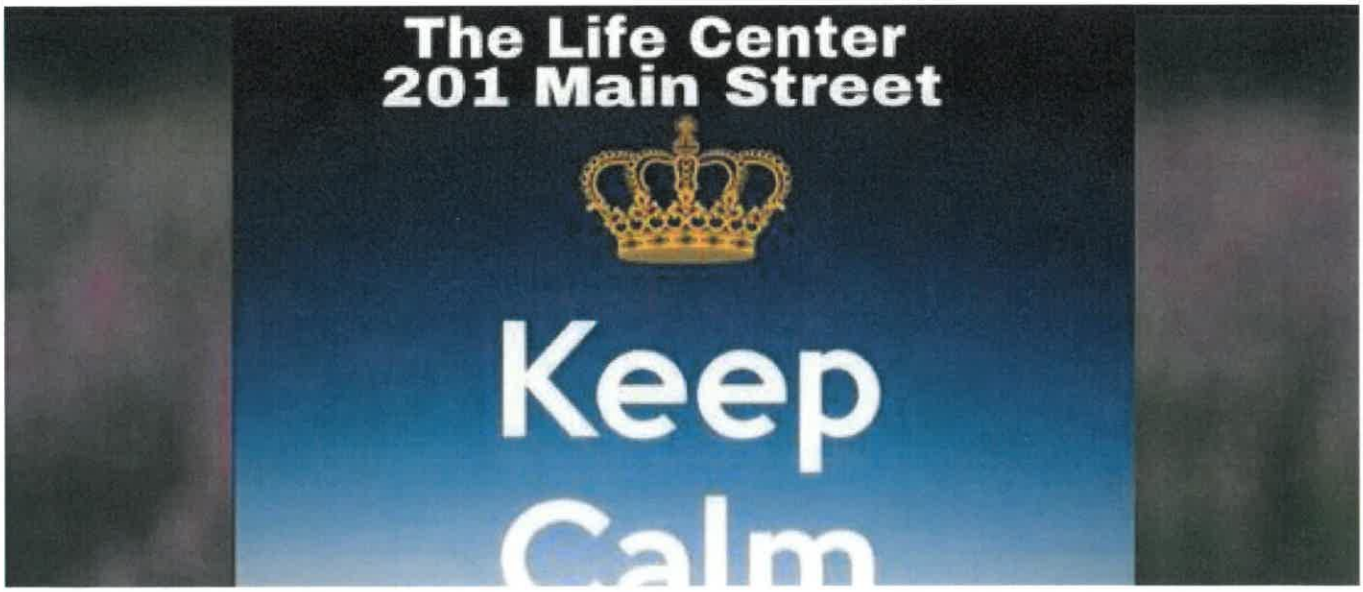
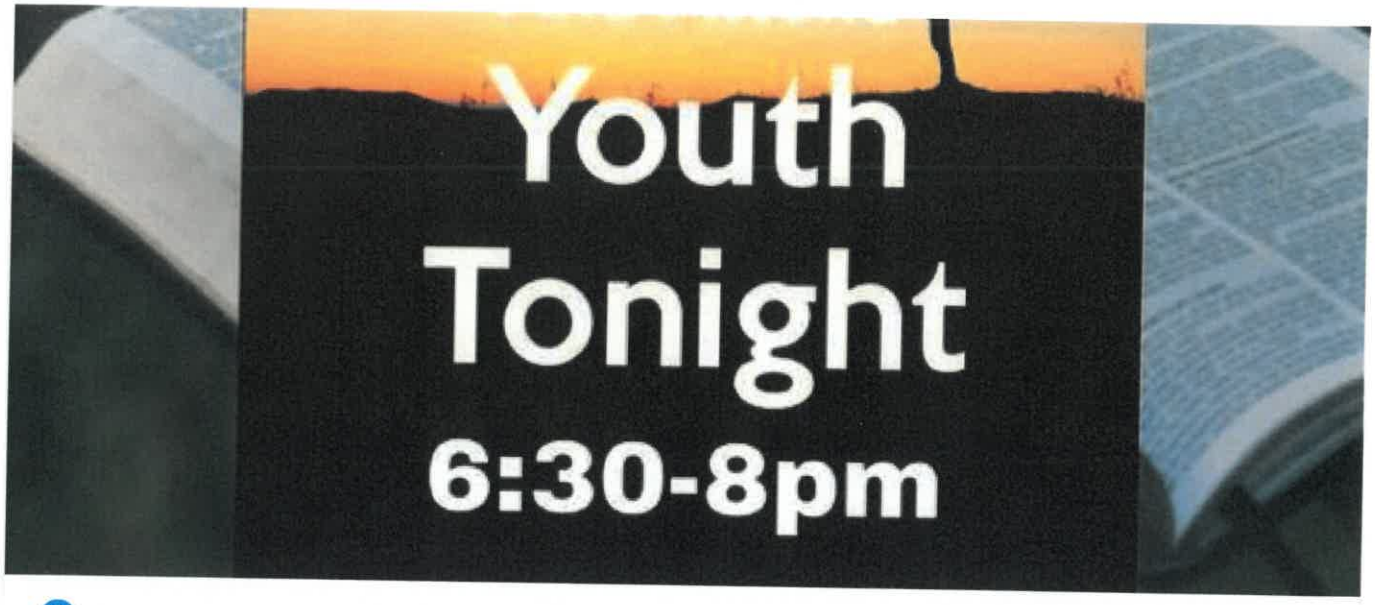
About Discussion Topics People Events Media

Stormi Nicole Norfolk
September 5, 2018 ·

Tonight!! Wednesday 9/5
We look forward to seeing y'all there! Let's make learning about God and fellowshipping a priority in our busy schedules! He deserves it 🙌🏽🙌🏽🙏🤓❤️🌹





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The Life Center Winters
July 20, 2018 ·

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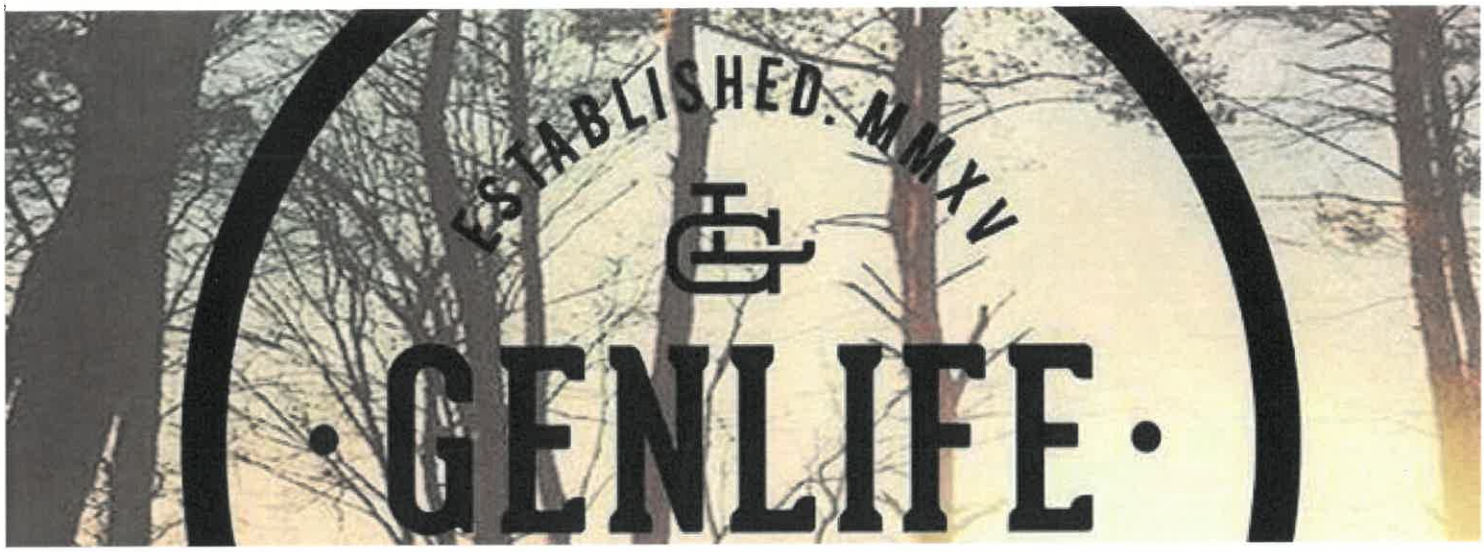

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About Discussion Topics People Events Media

Stormi Nicole Norfolk
September 12, 2018 ·





Gen Life Winters Youth Group

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About Discussion Topics People Events Media



Stormi Nicole Norfolk
September 19, 2018 ·

Youth group tonight! Hang out night snacks and drinks, music, pool table! Priscilla will Be opening the door 6 or sooner!



Gen Life Winters Youth Group

Public group · 15 members

Join group

Stormi Nicole Norfolk is with **Jasmine Bagwell** and **6 others**.
October 10, 2018 ·

Come early to help with wonkalicious crafts. We will be at the church at 5pm! Come any time! Also bingo will be fun with some fun lil prizes! ❤️ it'll be a great night!!





1

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Stormi Nicole Norfolk Author
Jasmine Moore

Like **Reply** **Share** 3y



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About Discussion Topics People Events Media

Stormi Nicole Norfolk is with **Sherry Caskey**.
October 16, 2018 ·





2

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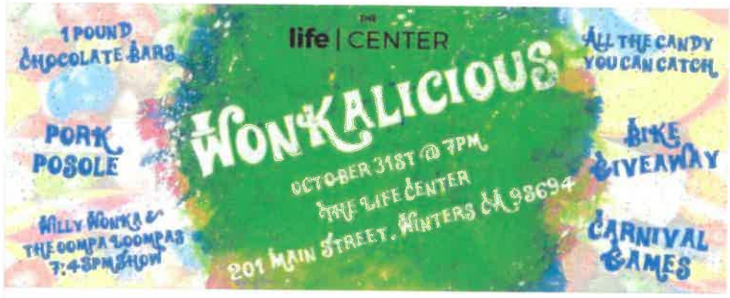
The Life Center Winters
October 19, 2018 ·

Looking for something to do with your kids on Halloween? Join us at The Life Center for a fun, safe environment with our Wonkalicious event! Your kids will get to play games, interact with Willy Wonka, win 1 pound chocolate bars, AND get entered into a drawing for a bike giveaway! It all starts at 7:00 PM, with a fun Willy Wonka & Oompa Loompa show at 7:45! Hope to see you here 🙂



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Gen Life Winters Youth Group

Public group · 15 members

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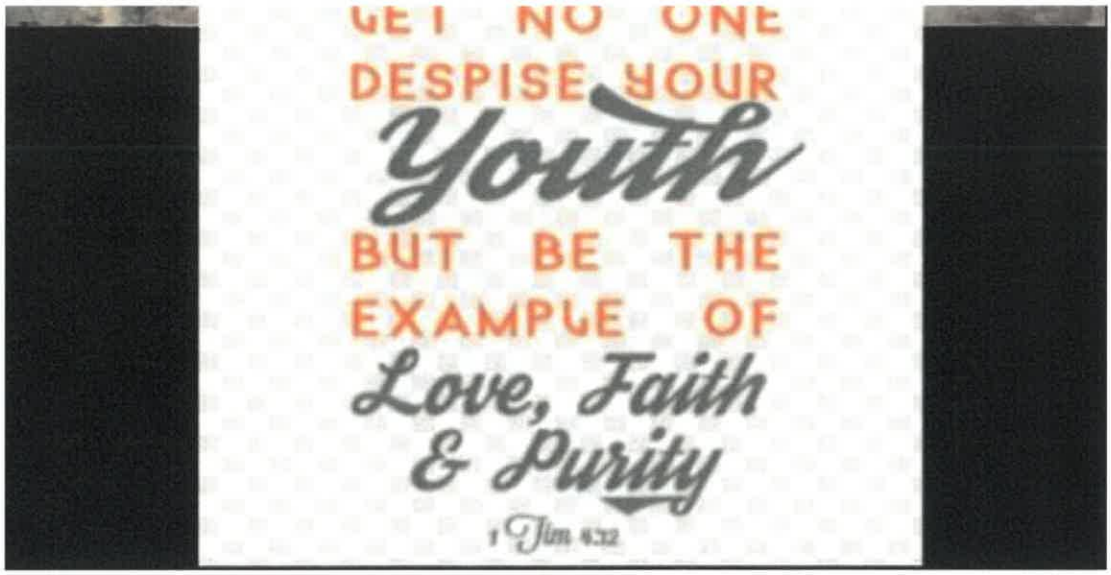
About Discussion Topics People Events Media

Stormi Nicole Norfolk
November 1, 2018 ·

Sunday service on November 11th is going to be taken over by our youth! With a message by Sherry! 10am everyone is invited. Invite friends and family!





2 1 Comment 3 Shares Seen by 3

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Stormi Nicole Norfolk Author
Eli Moore Joshua Tepley Cameron Richardson Jasmine Bagwell Angela Biasi Sherry Caskey Joann Van Horn Jaina Van Horn

Like Reply Share 3y



The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

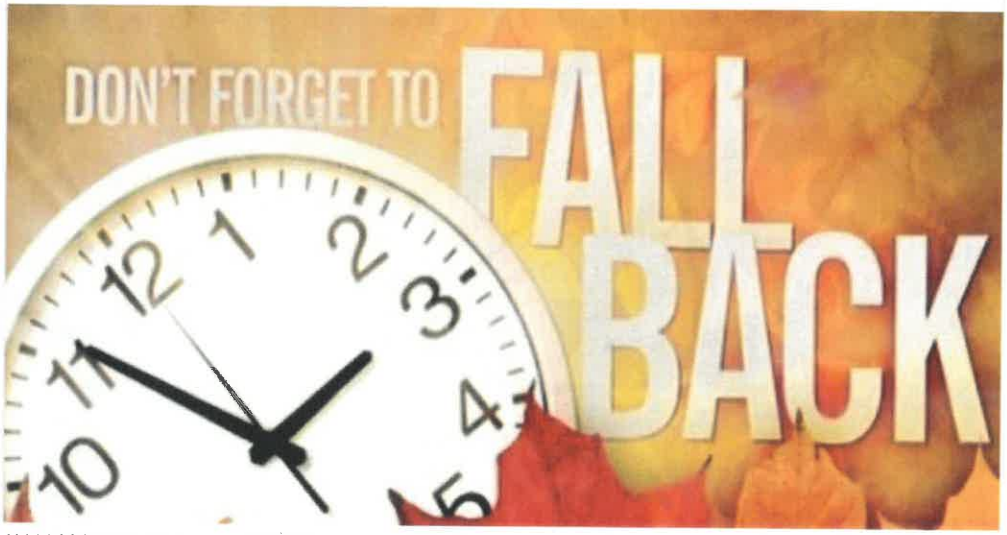
Send message

Hi! Please let us know how we can help.

Home Ab

The Life Center Winters
November 3, 2018 ·

Don't forget to set your clocks back an hour for an extra hour of sleep!
We will see you in the morning for our 10am service.





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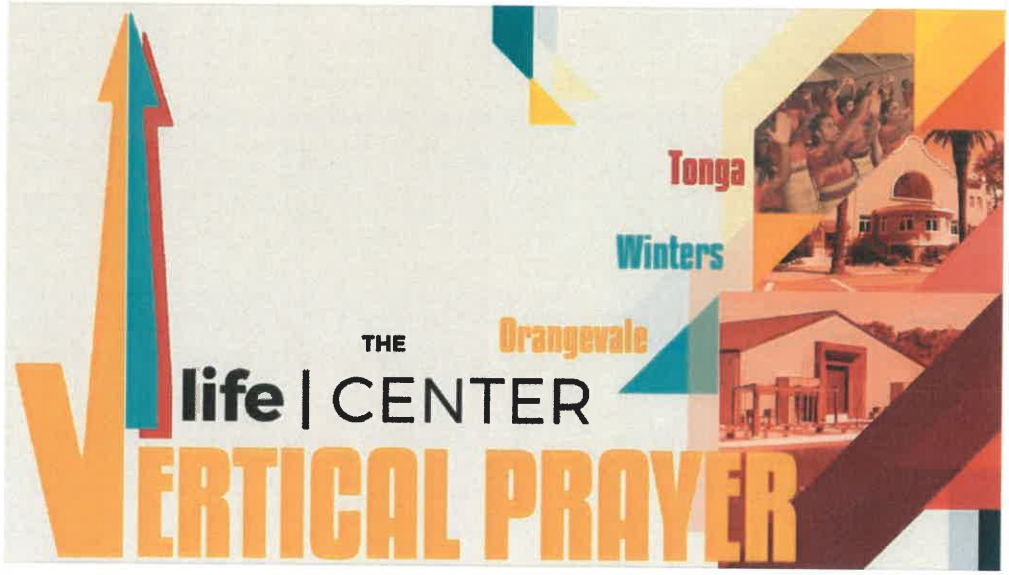
The Life Center Winters is feeling optimistic at **The Foursquare Church.**
June 28, 2019 · Los Angeles ·

It's gonna be a great day at church this Sunday! Don't miss it! God is up to BIG things at The Life Center!
#VerticalPrayer
#MeetMeAtTheLifeCenter #OneChurch4Locations

Service Times:... **See more**



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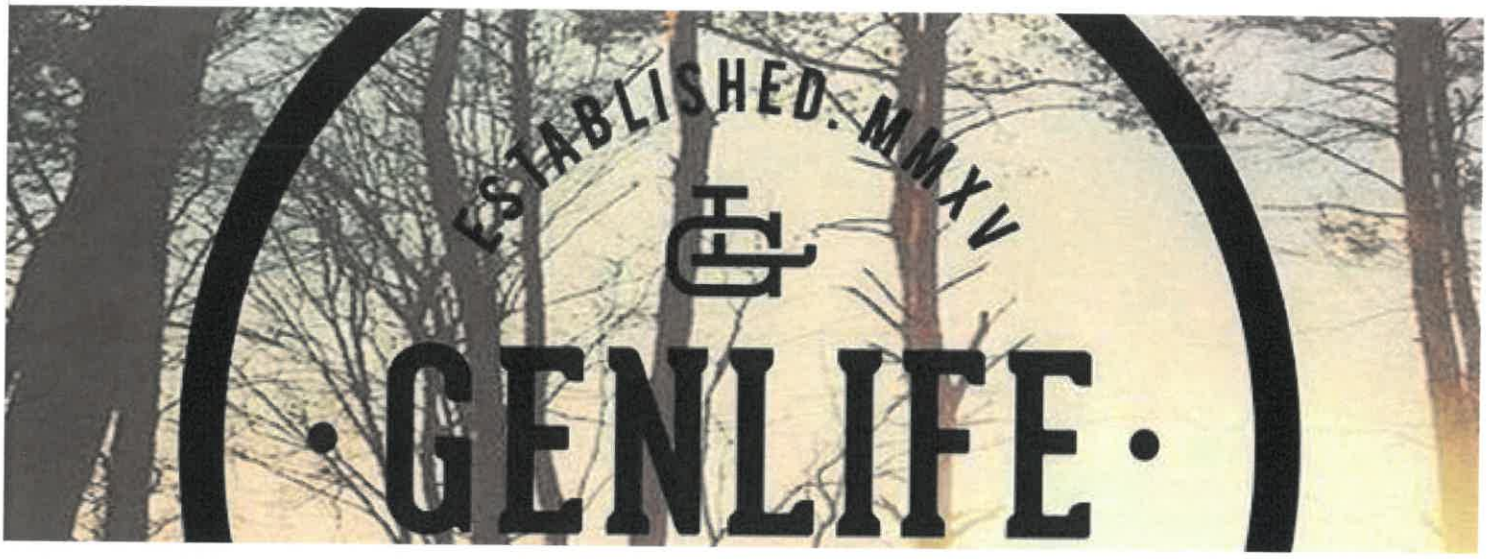
The Life Center Winters
June 14, 2019 ·

Hey everyone! I'll be coming this weekend to share this Sunday's



Gen Life Winters Youth Group

Public group · 15 members

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About Discussion Topics People Events Media

Stormi Nicole Norfolk
November 7, 2018 ·

Youth at 6:30pm!!



Gen Life Winters Youth Group

Public group · 15 members

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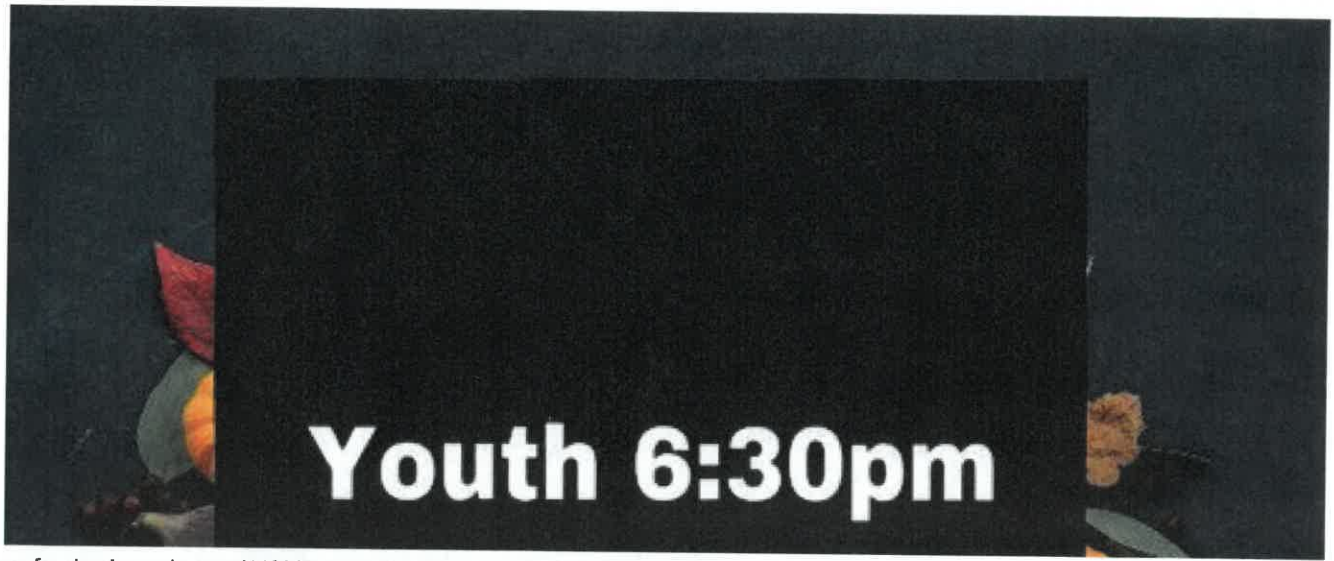
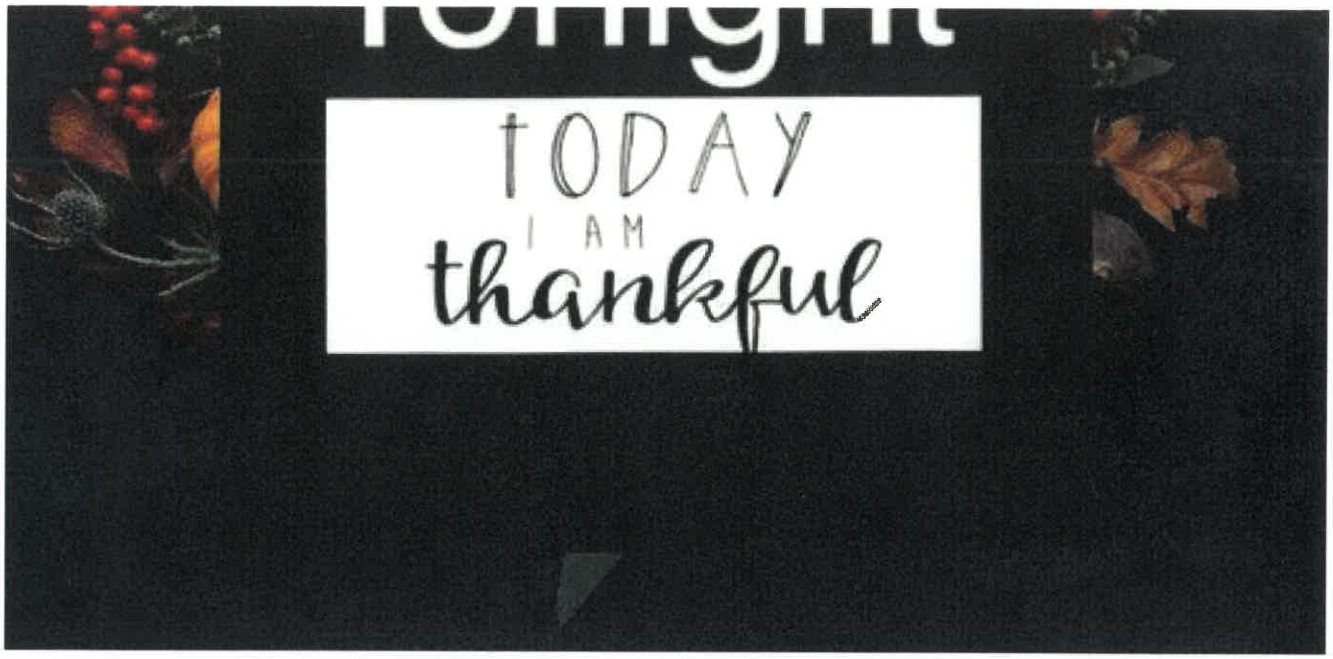
About Discussion Topics People Events Media

Stormi Nicole Norfolk
November 20, 2018 ·

Posting this at midnight! Y'all tonight!! Wednesday nov 21st youth!! Yay Pricilla and I will be there and we will be talking about thankfulness! Sherry is down due to her surgery and not feeling well! Prayers for her! Come and Let's have fun!! 201 Main Street In Winters Ca. 😊😊 at The Life Center!





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Gen Life Winters Youth Group

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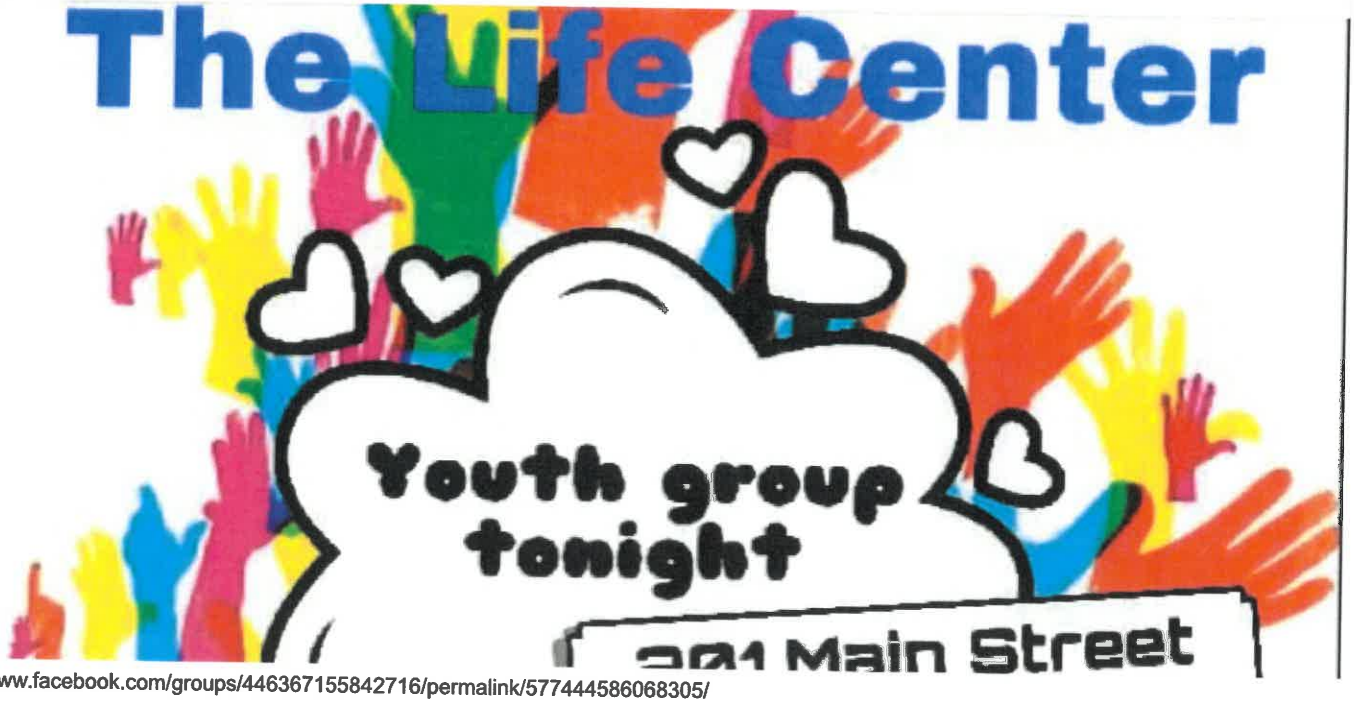
Stormi Nicole Norfolk
November 28, 2018 ·

See y'all tonight! Wear your jammies or bring a blanket!!!





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Gen Life Winters Youth Group

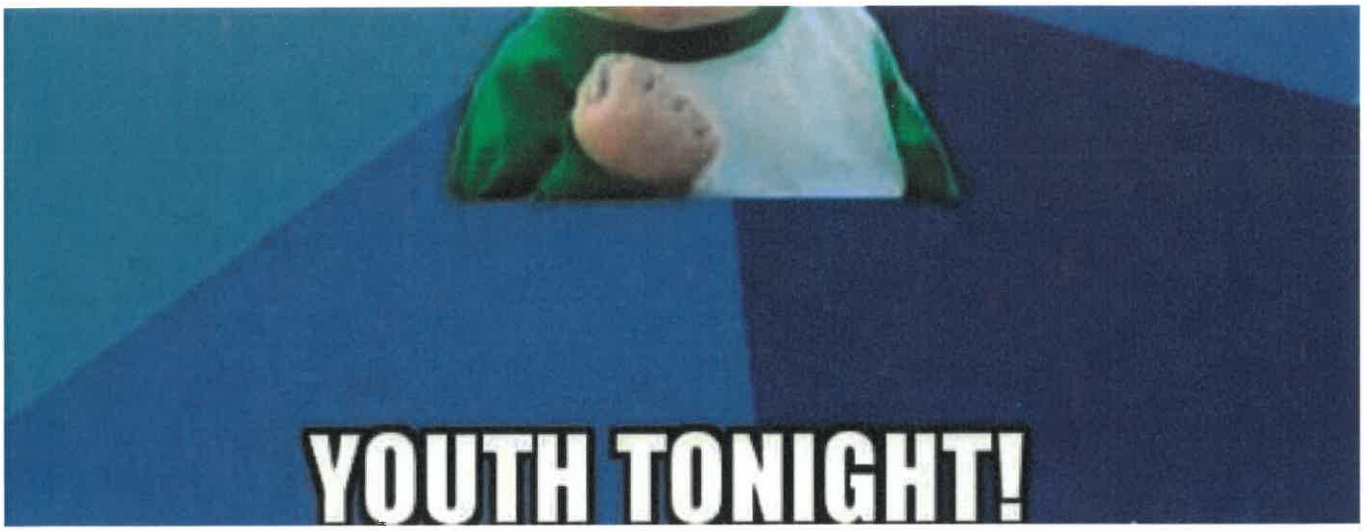
Public group · 15 members

Stormi Nicole Norfolk
December 12, 2018 ·

630-8pm

About Discussion Topics People Events Media





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The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

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The Life Center Winters
December 22, 2018 ·

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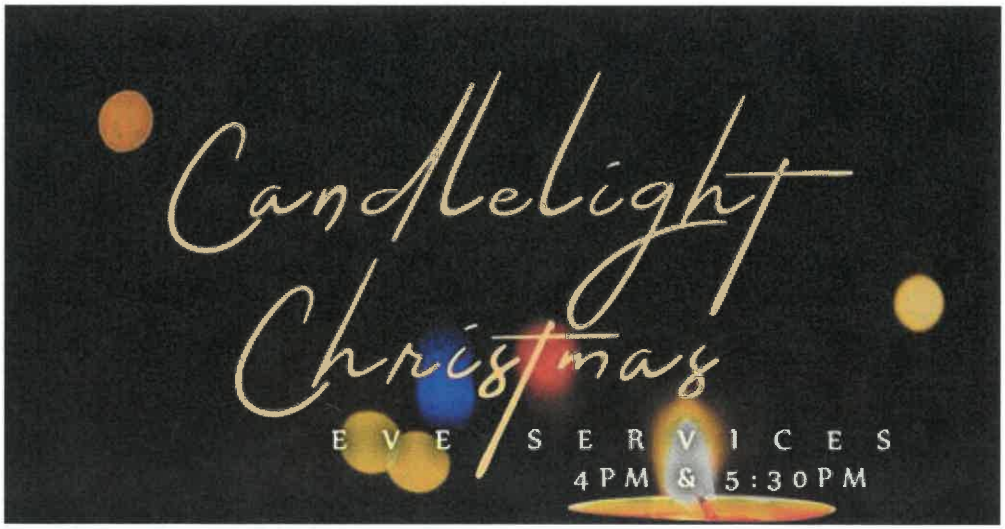

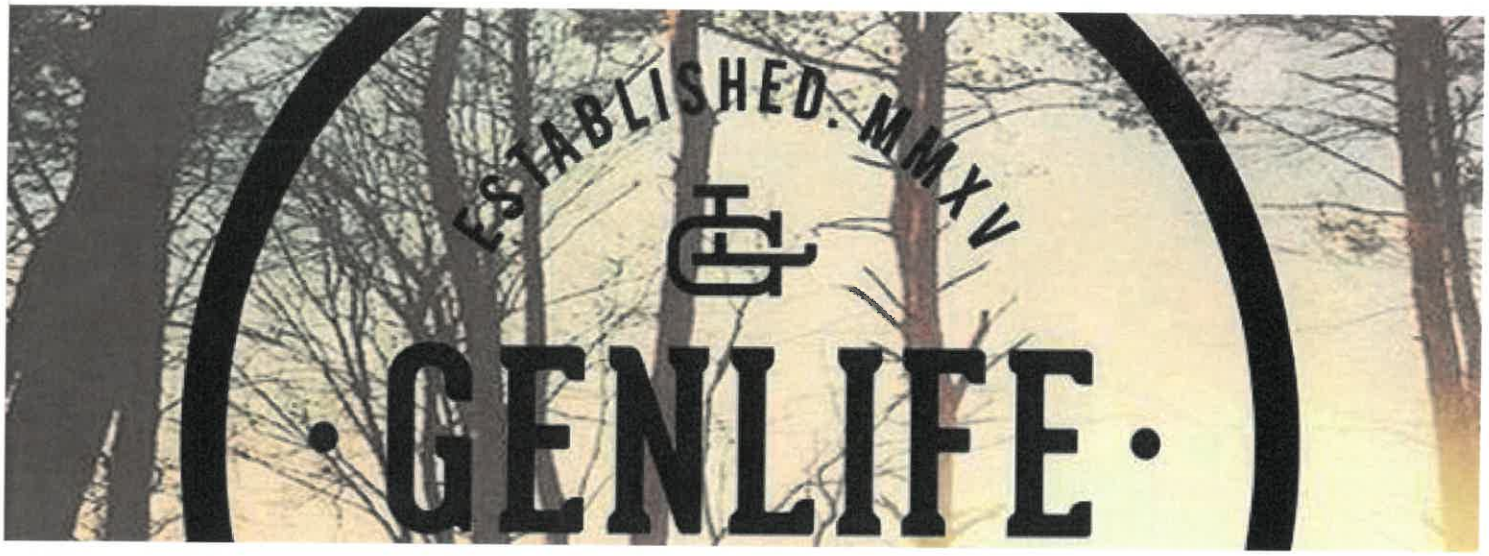

Gen Life Winters Youth Group

Public group · 15 members

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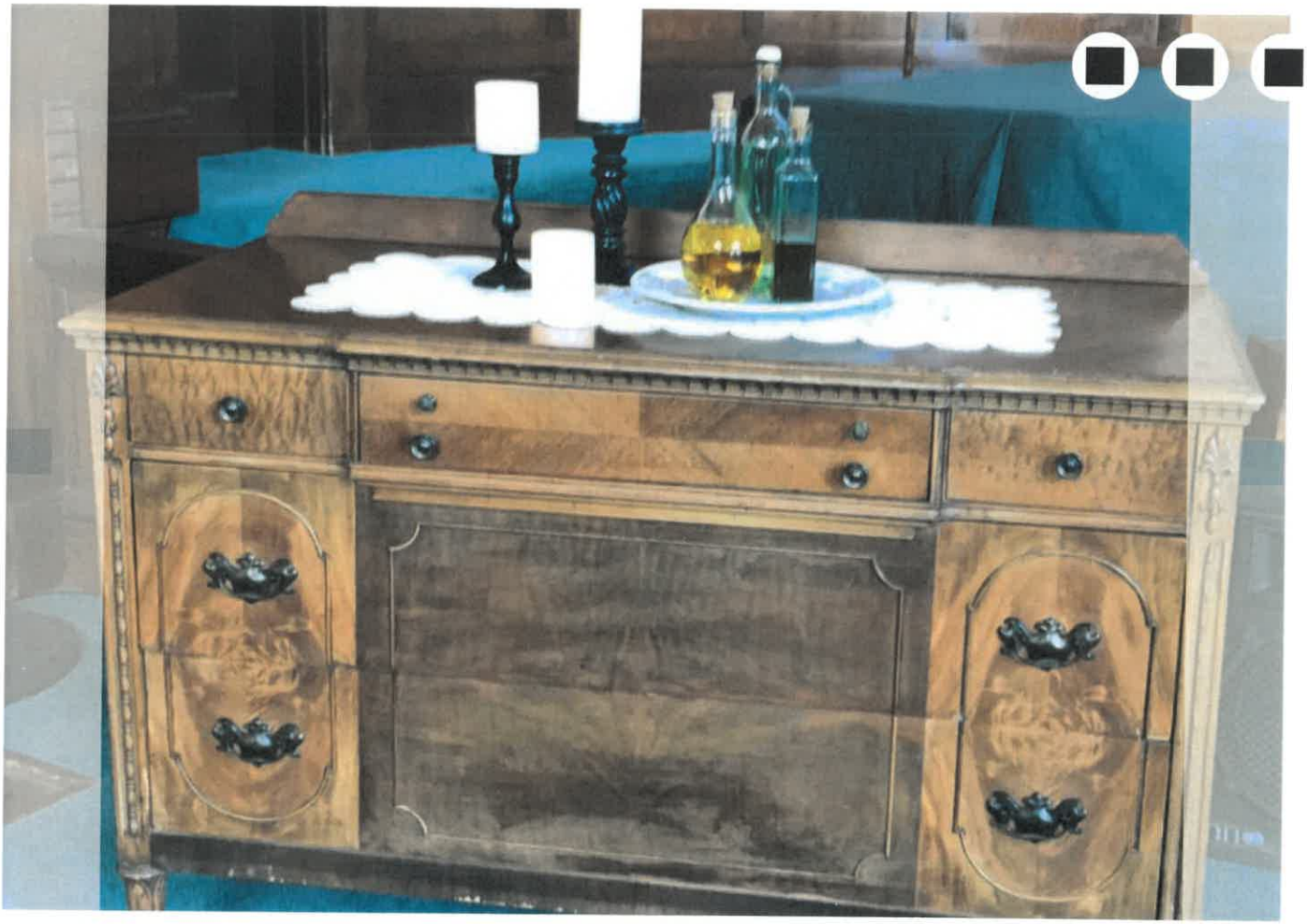
Stormi Nicole Norfolk
December 26, 2018 ·

We are open for youth tonight! 12/26 at 630pm hope to see y'all there!!🎄🎁🥰❤️
201 main street @the_lifecenter



The Life Center Winters
May 11, 2017 ·

We are here to pray for you!! Services Sundays @10am

1

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The Life Center Winters
May 22, 2017 ·

Come join us!!!

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The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

Send message

Hi! Please let us know how we can help.

Home Ab

The Life Center Winters
June 1, 2017 · Folsom ·

Come one, come all!!! This Saturday, June 3rd, 8:00 to noon!! CHURCH WORK DAY! We have lots and lots to get taken care of, all hands on deck!! Let's make God's house beautiful 😁

3

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Corey Michael
The Life Center Winters
Glenda Simmons

Other posts

The Life Center Winters is 😊 feeling optimistic at **The Foursquare Church.**



The Life Center Winters

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The Life Center Winters
June 8, 2017 · Folsom ·

Bible Study tonight at 7pm. Don't miss it!

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The Life Center Winters is feeling optimistic at **The Foursquare Church.**
June 28, 2019 · Los Angeles ·

It's gonna be a great day at church this Sunday! Don't miss it! God is up to BIG things at The Life Center!

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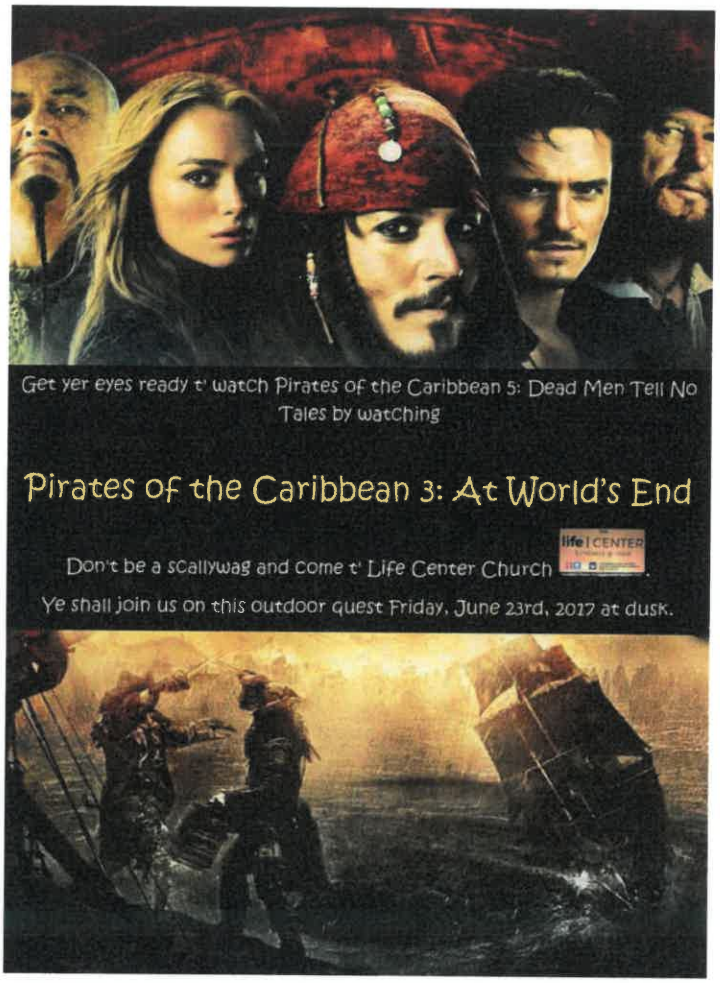

The Life Center Winters
June 21, 2017 ·

Come join us!

2

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The Life Center Winters
June 25, 2017 ·

We are here to pray for you this morning! 10:00, 201 Main Street, or leave us a message. All things are possible with God!

6 1 Comment

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John Higgins
May God bless the ministry He has placed you over! Miss you guys!

Like Reply 4y

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The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

Send message

Hi! Please let us know how we can help.

Home Ab

The Life Center Winters
June 30, 2017 · Folsom ·

Heading into a holiday weekend!! Everyone be safe out there and we will see you Sunday at 10:00!!

3

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The Life Center Winters is feeling optimistic at **The Foursquare Church.**
June 28, 2019 · Los Angeles ·



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The Life Center Winters
July 13, 2017 · Folsom ·

This Saturday!!! 8:00 to noon!!! WORK DAY!! The purging is over, every single room, closet, cabinet and nook has been cleaned out!! Next- demo!!!!! T- bar ceilings are coming down, old booths, and a wall or so!! Painting will be going on in one of the prayer towers and that room will be put together and dedicated to the Lord ❤️! Soooo many exciting things going on here!!! Come be apart!! We have something for everyone to help with!!! It's our joy and honor to restore the Lord's house!!

2 1 Comment

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The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

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The Life Center Winters
July 21, 2017 · Sacramento ·

Saturday prayer starts tomorrow at 6pm! Come join us!

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The Life Center Winters is feeling optimistic at **The Foursquare Church**.



The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

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The Life Center Winters
August 11, 2017 · Sacramento ·

Join us Saturday from 9am to 11am for graffiti removal around our beautiful city! Meet at the church!

1

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The Life Center Winters is feeling optimistic at **The Foursquare Church.**
June 28, 2019 · Los Angeles ·

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The Life Center Winters
August 12, 2017 · Sacramento ·

Graffiti removal this morning and youth BBQ this afternoon!! Life Center you are killing it!! Keep loving on people and changing a community!! We get to end the day with Saturday Night Prayer, see you there at 6:00 pm!!



+10

4 1 Comment

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The Life Center Winters
August 13, 2017 · Sacramento ·

Home Ab

6AM prayer each morning this week! (8/14 to 8/20).
Join us before work or school.

5

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The Life Center Winters is feeling optimistic at **The**



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@lifecenterwinters · 4.5 (24 reviews) · Church

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Hi! Please let us know how we can help.

Home Ab

The Life Center Winters
August 26, 2017 · Sacramento ·

See you at prayer tonight (Saturday), 6PM! God is moving!! Come Expecting!!

1 1 Comment

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Most relevant

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Author
The Life Center Winters
What an evening last night! God is restoring, healing and filling people up with His love, Grace and Mercy!!



The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

Send message

Hi! Please let us know how we can help.

Home Ab

The Life Center Winters
August 27, 2017 · Sacramento ·

See you for this mornings Sunday service at 10! Come expecting great things from God! Bring your broken pieces for He is a loving, caring Father who will make you new! Whole, healed, delivered and restored!!

5

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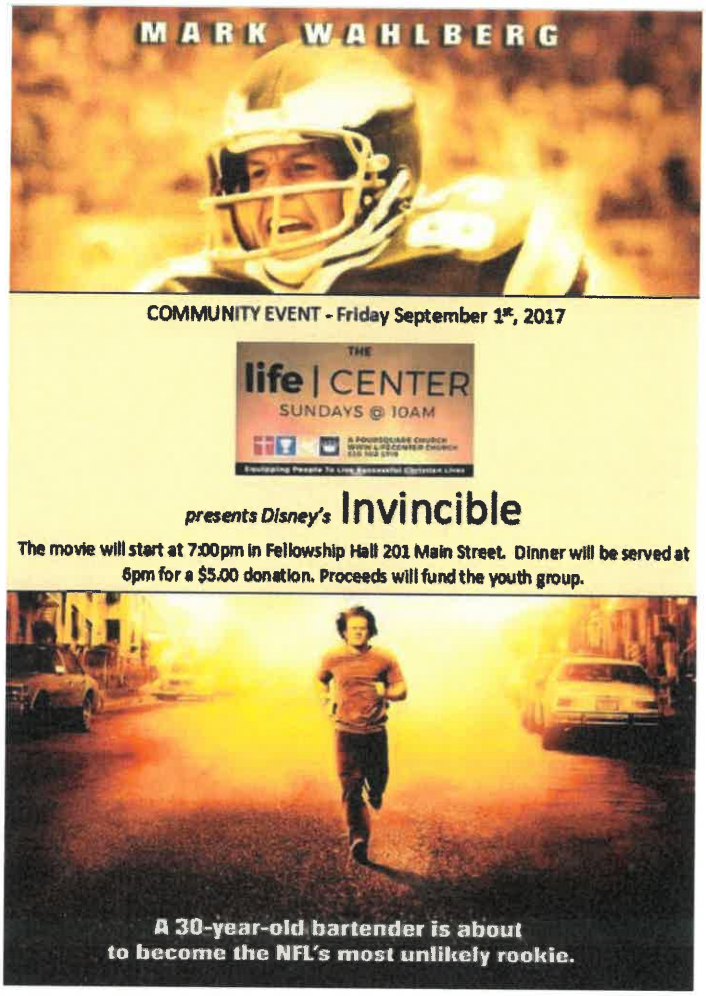
The Life Center Winters is feeling optimistic at **The Foursquare Church.**



The Life Center Winters
August 21, 2017 ·

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The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

Send message

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Home Ab

The Life Center Winters
September 2, 2017 · Sacramento ·

What a great weekend has already started at The Life Center Winters!! Started nice and early with lawns and yard work, then graffiti removal down at the creek, onto refurbishing at the church for our new Kids Club area, then this evening Worship Practice, and ending it today at 6:00 pm with Saturday Night Prayer! Tomorrow Sunday at 9:30 am Prayer and our Sunday Morning Service at 10:00! What an honor and privilege it is to serve the One True God!! ❤️😁

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The Bad Flick Show - Live Stream Event!

Today at 6 PM – 8 PM
District 3 Candidate Forum

Categories

- Classics
- Comedy
- Crafts
- Dance
- Drinks



FRIDAY, SEPTEMBER 8, 2017 AT 6:30 PM

Ladies Dessert Night

The Life Center Winters

Details

- 3 people responded
- Event by **The Life Center Winters**
- **The Life Center Winters**
- Public · Anyone on or off Facebook

Come join us in Winters as we join together with ladies from our Orangevale Life Center campus! Tinia Nelson will be sharing and we will have a lovey night of fellowship!



The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

Send message

Hi! Please let us know how we can help.

The Life Center Winters updated their status.
September 15, 2017 · Sacramento ·

Home Ab

Another weekend upon us and so many great opportunities at The Life Center Winters! Tomorrow bright and early, 7:00 am the church lawn will be mowed and weeds pulled, at 9:00 am meeting at the gazebo for Putah Creek Clean Up Day!! Then 6:00 pm Saturday night prayer! Sunday 9:30 am Pre-service prayer and 10:00 am service! Come be apart!! With so many working really hard this week, we have made many beautiful improvements to the sanctuary!! We can't wait for you to see all that's going on!

6 1 Share

Like Comment Share

Write a comment...

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The Life Center Winters
September 30, 2017 · Sacramento ·

See you at 9:00 this morning- meet at the church- graffiti removal today!! We will be going to the last places we haven't reached yet, touching up a few areas that have been retagged, then we have covered all of Winters!! The Life Center you are some incredible people with devoted hearts and a huge love for community!!

4 1 Comment

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1:23 • 88%

life center in winters

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The Life Center Winters
Oct 18, 2017 · Sacramento, California ·

What an incredible opportunity The Life Center Winters had to be apart of this monumental project!! The New Winters Wood Playground!!! It turned out fabulous and what a pleasure it was to work hand and hand with the thousands of volunteers who turned out!! This is community!!❤️



10 2 comments

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The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

Send message

Hi! Please let us know how we can help.

Home Ab

The Life Center Winters
October 19, 2017 · Sacramento ·

We are starting a new Thursday Night Bible Study series tonight! BODY, SOUL, SPIRIT!! So much to learn and put in action!! We invite you to come be apart of it with us as we learn what it is to live victorious, thriving Christian lives that make a positive influence in our culture!

1

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The Life Center Winters
September 29, 2017 ·

See you there!!! #TLCBash2017

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The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

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Hi! Please let us know how we can help.

Home Ab

The Life Center Winters
November 6, 2017 · Sacramento ·

We will be having a prayer vigil Thursday, November 9th at 7:00 pm for the families of the victims involved in the Sutherland Springs shooting in Texas. Please join us in supporting our brothers and sister in Christ and the community.

1

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The Life Center Winters is feeling optimistic at **The**

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Thursday at 9 PM – 2 AM
GRAND OPENING - Tangerine Thursday's inside The Bungalow

Today at 7 PM – 10 PM
Pelicans vs. Kings

Thursday at 5 PM – 8 PM
Classic Cars & Food Truck Mania

Categories

- Classics
- Comedy
- Crafts
- Dance
- Drinks



THURSDAY, NOVEMBER 9, 2017 AT 7 PM

Prayer Vigil

The Life Center Winters

Details

2 people responded

Event by **The Life Center Winters**

The Life Center Winters

Public · Anyone on or off Facebook

Please join us as we pray for the victims and their families of the Sutherland Springs TX shooting. Please help get the word out to the community.

The Life Center Winters

Nov 19, 2017 · Sacramento, California ·

The Life Center Winters will be blessing the Winters First Responders Thanksgiving morning with a delicious meal!! We appreciate all they do for the community and all they and their families sacrifice to keep us safe!! Thank you!!! Happy Thanksgiving!! We are very thankful for you and pray God's safety over you! Please join us and reach out this week to them and show them your appreciation! ❤️

6 5 comments

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the life center winters posts



The Life Center Winters

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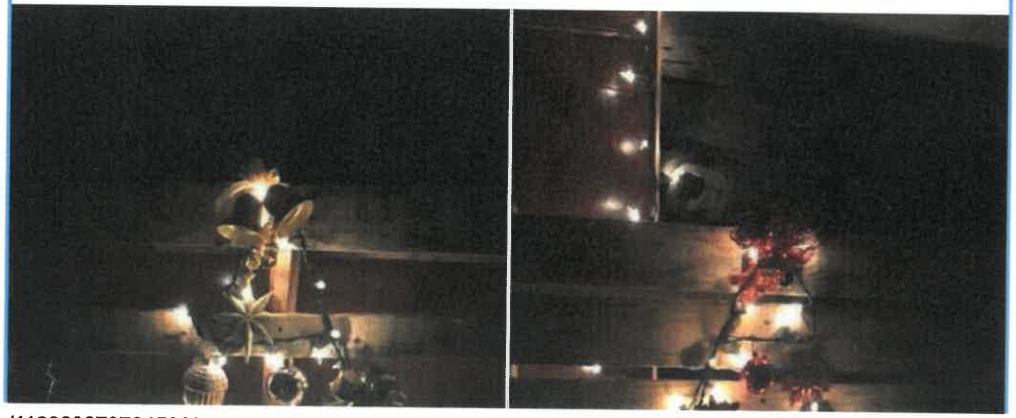
The Life Center Winters
December 2, 2017 · Sacramento ·

What a great weekend ahead!! All the Christmas festivities today in Winters with Santa at the Community Center, then the Tractor Parade and Tree Lighting!! What an incredible community we get to serve!! THEN we get to end the weekend tomorrow at 10:00 am in church worshipping our Lord and SaviorJesus Christ!! See you there!! ❤️✨





7 3 Comments

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Most relevant

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Author
The Life Center Winters
Got to help make beeswax candles in Santa's work shop today at the community center! So much fun, the kids were so cute!! If you missed it, make sure next year you don't!



Like Reply 4y

Author
The Life Center Winters
This tractor with the triangle tires was cool!!



The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

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The Life Center Winters
December 23, 2017 ·

Home Ab

Can't wait for service tomorrow 10:00 am!! See you here!! Then tomorrow evening 5:30 pm Candlelight Service!! Merry Christmas!!
#TheBestIsYetToCome





3 1 Comment

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Most relevant

Write a comment...

Belinda Fletcher
Cool

Like **Reply** 4y

Other posts

The Life Center Winters is feeling optimistic at **The Foursquare Church.**
June 28, 2019 · Los Angeles ·

It's gonna be a great day at church this Sunday! Don't miss it! God is up to BIG things at The Life Center!
#VerticalPrayer
#MeetMeAtTheLifeCenter #OneChurch4Locations

Service Times:... **See more**



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The Life Center Winters is at **The Life Center Winters.**
December 30, 2017 · Winters ·

What a great way to close out 2017, spending it at church worshipping the One True Savior!! See you here at 10:00 am tomorrow!! We love you Jesus ❤️! #endingitright

CHURCH
The Life Center Winters



The Life Center Winters

@lifecenterwinters · 4.5 (24 reviews) · Church

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Hi! Please let us know how we can help.

Home Ab

The Life Center Winters
January 2, 2016 ·

As we step into the New Year, let's begin by going to the house of the Lord ... bringing our gifts of praise and our commitment of surrendering our will to His

Message Title: Make It Count !

Look forward to seeing our Life Center Family and Friends @ 10 AM -- 201 Main Street

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The Life Center Winters
January 9, 2016 ·

Don't Be A Worry Warrior - Philippians 4:6-7
Sunday January 10, 2016 @ 10 AM

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The Life Center Winters is feeling optimistic at **The Foursquare Church.**
June 28, 2019 · Los Angeles ·



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The Life Center Winters updated their status.
January 23, 2016 ·

Dr Joyce Hightower will be our guest tomorrow morning at 10 AM ... Come and hear what God is doing in the Continent of Africa and especially the progress of the Dixon Hightower Foundation work being done in the Congo...You will be blessed, inspired and challenged in your walk with God as Dr Hightower shares how God has taught and lead her in TRUSTING Him!

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The Life Center Winters updated their status.
February 5, 2016 ·

THE CALIFORNIA MELODY BOYS will be Ministry Musical guests .. This Sunday February 7th 10 AM @ Main Street Church 201 Main Street Winters California ... invite your friends and enjoyed being uplifted and encouraged in your Faith!

4 Shares

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The Life Center Winters is feeling optimistic at **The**

Julie Skaggs-Campbell

Feb 7, 2016 · Winters, California ·

It was great fun to see Dave Crandall with the California Melody Boys today at Main Street Church. Their blend was awesome and the music was beyond great! I knew Dave way back in the day when he sang with his brothers in The Crandall Brothers Quartet and they came to our little church about once a year. Thanks... See more





12

4 comments

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Home Ab

The Life Center Winters
April 2, 2016 · Folsom ·

THE LIFE THAT PLEASES GOD - Colossians 1:9-14
Join us Sunday, April 3, 2016 @ 10 AM
It's not about trying harder, it's about drawing closer

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June 28, 2019 · Los Angeles ·



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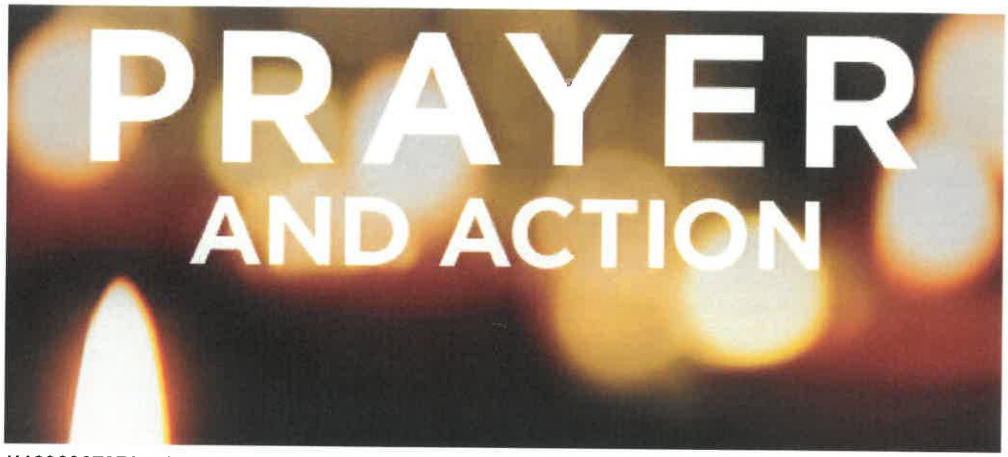
The Life Center Winters
July 9, 2016 · Winters ·

Home Ab

In light of recent shootings and tragedies across the U.S., President Glenn Burris Jr. is asking all Foursquare churches to join him for a Call to Prayer & Action, this Sunday, July 10. If you want injustice everywhere to end, read on and share: 4sq.ca/prayeraction16.



4SQ.CA

Call to Prayer and Action | Central Office Updates | The Foursquare Church

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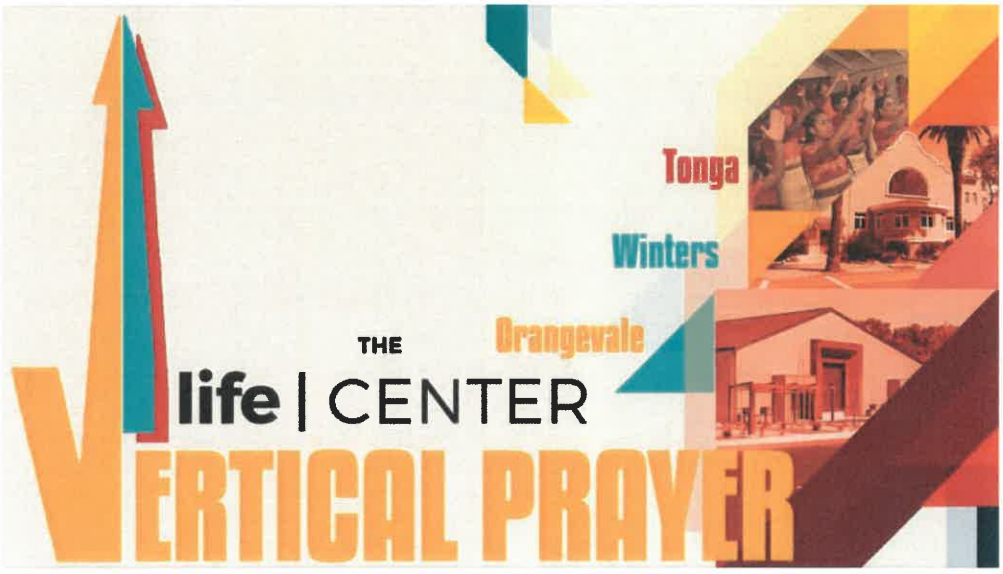
June 28, 2019 · Los Angeles ·

It's gonna be a great day at church this Sunday! Don't miss it! God is up to BIG things at The Life Center!
#VerticalPrayer
#MeetMeAtTheLifeCenter #OneChurch4Locations

Service Times:... **See more**



5

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The Life Center Winters
June 14, 2019 ·

Hey everyone! I'll be coming this weekend to share this Sunday's



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Hi! Please let us know how we can help.

Home Ab

The Life Center Winters
January 3, 2015 ·

Tomorrow morning we gather once again to declare Jesus as Lord over all, in word and in song .... Message: Where Will You Build An Altar? .... 10 AM Join us as we share Holy Communion and a challenge for the New Year, an Open Door!

2

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The Life Center Winters
January 10, 2015 ·

WHAT ARE YOU WAITING FOR? Joshua 18:1-4 ... Have you forgotten the Promises of God are for NOW. God is calling us to Possess the Promises and Inheritance that is ours in Christ Jesus ....
Join us Sunday Morning @ 10 AM and be Blessed, Encouraged and Challenged to live up to all God has called you to ....

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The Life Center Winters
January 17, 2015 ·

"You Aren't There Yet, So Don't Stop Now" -- Philippians 3:13-14 Join us tomorrow as we gather to lift up the Name of Jesus and Proclaim Him Savior and Lord .... God has Purposed Plans for your life ... We would love to encourage you on your journey and mission to Glorify God !!! Morning Worship begins @ 10 AM -- 201 Main Street Winters California

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The Life Center Winters
January 24, 2015 ·

"THE COST OF A CHRIST-CENTERED LIFE" ... Come Worship and Be Challenged and Blessed with us at The Life Center - 10 AM 201 Main St. Winters Ca ..... Worth Everything to Follow Jesus

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The Life Center Winters
March 22, 2015 ·

LIVING LAST SUPPER drama presentation based on Leonardo Da Vinci's famous painting which depicts the reaction of the disciples as Jesus informs them that one of them will betray him ... Come and see Sunday March 29th @ 7 pm and again on Friday April 3rd @ 7 pm .... Admission is FREE ... 201 Main Street Winters Ca

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The Life Center Winters
April 4, 2015 ·

Join us this Sunday as we celebrate the Resurrection of our Lord @ 10:00 AM - Worship, Special music and a message entitled, The Power of The Cross ....

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The Life Center Winters
April 25, 2015 ·

The Life Center - Tomorrow @ 10 AM -- DETERMINED TO WIN

Determination is acting in faith when we temporarily lose sight of where we are going

Proverbs 4:23-27 "Keep your heart with all diligence, for out of it springs the issues of life. Put away from you a deceitful mouth, and put perverse lips far from you. Let your eyes look straight ahead, and your eyelids look right before you. Ponder the path of your feet, and let all your ways be established. Do not turn to the right or the left; remove your foot from evil" ---

Come Worship Together with us ... You will be welcomed and loved

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The Life Center Winters
May 2, 2015 ·

The Life Center - May 3rd 10 AM --- POSSESS THE LAND Deuteronomy 12:1-14 ... The Cross, the Grave and the Ressurrection of Jesus removed the obstacle of Judgement that now allows us to "Possess the Land" ... Don't look at God's promises from across the River, Come into the Land of PROMISE ..... Worship with us

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The Life Center Winters
May 4, 2015 ·

We will have the Sanctuary open at The Life Center from Noon - 5:00 pm this Thursday National Day of Prayer ..... Pray for God to Heal and Restore America to Righteousness as we Cry out to God and Repent of our wicked ways

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The Life Center Winters
June 6, 2015 ·

Looking forward to an amazing day at The Life Center in Winters tomorrow...Cyndie Facciolla and friends will be sharing about their upcoming Missions Trip to Uganda and we will be honoring our High School Graduates, Briar Anderson and Stormee Norfolk & our Middle School Graduates Lydia Anderson and Colby Shaw --- message tomorrow Our Mission, The Great Commission Matthew 28:19-20 ... It all begins with worship and prayer @ 10 AM .... SEE YOU ALL THEN

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The Life Center Winters
July 16, 2015 ·

BIBLE Study tonight @ 6:30 pm for Dinner and 7:00 pm for Study .... Join us !! We are studying the Book of Revelation and we are currently in the 13th Chapter!

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June 28, 2019 · Los Angeles ·



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The Life Center Winters
August 22, 2015 ·

Join us Sunday @ 10 AM as we take a look at BLESSED ARE THE DESPERATE ... The Life Center - 205 Main Street Winters Ca 95694

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The Life Center Winters
August 29, 2015 ·

Sunday August 30 @ 10 AM --- BLESSED ARE THE HUNGRY ... Only Jesus can satisfy your soul .... Join us in praise, worship & God's transforming Word!

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The Life Center Winters
September 13, 2015 ·

Come discover Seven Simple Life Changing Words -- Join us this morning at 10:00 AM .... The Life Center - 201 Main Street Winters, Ca

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June 28, 2019 · Los Angeles ·

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The Life Center Winters
September 16, 2015 ·

ALL CHURCH PRAYER TONIGHT 7:00-8:00 PM ... Join us as we bring our offerings of Praise to the God of this universe and as we bring our petitions for healing, restoration, deliverance, return of prodigals, wisdom and blessing to those who lead our homes, cities, state and nation ..... Here Our Prayers LORD!

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The Life Center Winters
September 19, 2015 ·

Since God Knows Everything, Why should We Pray? Come and hear what God has to say about this important and often troubling topic ..... 10 AM 201 Main Street

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June 28, 2019 · Los Angeles ·



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The Life Center Winters
September 24, 2015 ·

Bible Study Tonight starting with Dinner @ 6:30 pm and Bible Study @ 7:00 pm ... Revelation Chapter 22 final chapter ...
Dinner tonight is Spaghetti, Salad, homemade bread sticks, Pumpkin bread and Peanut butter cheesecake bars for dessert

1

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The Life Center Winters
September 26, 2015 ·

Revival preacher Leonard Ravenhill wrote, "There was a time when people came to church to meet with God. Now they come to sing songs about Him" ... Meet God with us at The Life Center each Sunday morning at 10:00 AM ... we do sing songs about Him, to Him ... Hope to see you tomorrow

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The Life Center Winters
October 3, 2015 ·

Join us tomorrow as we take a look BEHIND THE CURTAIN of what happens when we PRAY .... Prayer isn't preparation for the Battle .... Prayer IS the Battle .... Worship begins at 10 am

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The Life Center Winters
October 24, 2015 ·

Exciting service this Sunday as we get a report from those who recently returned from Uganda .... Hope to see you all at 10 AM

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June 28, 2019 · Los Angeles ·

It's gonna be a great day at church this Sunday! Don't miss it! God is



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The Life Center Winters
December 8, 2015 ·

December 13th: Still The Greatest Story Ever Told, musical presentation .... join us @ 10 AM this coming Sunday!

December 20th: Youth Drama Presentation of the Nativity ... bring your family and friends as we celebrate together the Story of Christmas ... 10 AM

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The Life Center Winters
December 27, 2015 · Winters ·

Sunday December 27th @ 10 AM we will be taking a quick look back over 2015 and take somethings with us into 2016 and leave most of them behind .... Join us as we look at New Year New Focus ...

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June 28, 2019 · Los Angeles ·



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The Life Center Winters
January 8, 2014 ·

Fundamentals of Faith resumes tomorrow night at 6:30 pm for dinner and 7:00 pm for Bible Study .... Join us if you can

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The Life Center Winters
February 23, 2014 ·

Eager To Hear the Word of God ... Sunday Morning February 23, 2014 10 AM ... Acts 17:11

Come worship together with us ...

1

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The Life Center Winters
March 8, 2014 ·

Church begins at 10 am (9 am old time) with Great Praise & Worship, followed by an update from Dr Joyce Hightower on the progress of the Orphanage in the Congo.

Pastors message will be BELIEVE IT OR NOT ... God's Word gives life ... Deuteronomy 8:3 & Matthew 4:4
Come join us as we make His Name GLORIOUS !!

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The Life Center Winters
March 15, 2014 ·

This Sunday we are blessed to have Rod & Jenni Carlson as our Special Ministry Guests as they show us the power of commiting to memory the life changing Word of God...join us @ 10 AM -- 201 Main Street Winters Ca

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The Life Center Winters
March 22, 2014 ·

This Sunday, 'That Your People May Rejoice In You" 2 Chronicles 7:13,14 & Psalm 85 .... Be a vital part in ushering in a Great Revival in your own life, church, community and Nation ..... 10 AM 201 Main Street Winters Ca

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The Life Center Winters
April 6, 2014 ·

Sunday 10 AM - The Power of the CROSS 1 Corinthians 1:18, The Cross of Jesus Christ still has the power to change lives TODAY !!! I Believe In A Hill Called Mount Calvary .... Worship with us and let the love of Christ fill your heart and soul

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The Life Center Winters
April 6, 2014 ·

the LIVING LAST SUPPER will be presented again on two special nights this year ... Saturday April 12th @ 7:00 pm and Good Friday April 18th @ 7:00 pm ... this is fast becoming an annual celebration in Winters and performed by Christian believers from several local churches at The Life Center 201 Main Street .... There is NO CHARGE so bring your family and friends and be blessed

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The Life Center Winters
May 3, 2014 ·

Sunday 10 AM ... THE GOSPEL IS ... Acts 2:22-41
Everything God is you will find in the Gospel
Worship & Celebrate with us Tomorrow !!!

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The Life Center Winters
May 4, 2014 ·

Prayer For Revival Sunday Night @ 6:00 pm - 7:30 pm .... The Life Center - 201 Main Street ..... Come pray with us for the City of Winters to be Won for Christ ...

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The Life Center Winters
May 10, 2014 ·

Join us Mothers Day as we celebrate "A Pure and Genuine Faith" 2 Timothy 1:5 ... We have a gift for all moms are n attendance .... See you all 10 AM 201 Main Street Winters Ca

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May 25, 2014 ·

Will Hausler, Youth Pastor will be sharing a powerful message of Hope at The Life Center, Winters CA - 10am

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June 28, 2019 · Los Angeles ·



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The Life Center Winters
June 15, 2014 ·

Come on out WINTERS ... Exciting, explosive, extraordinary move of God under the Tent tonight !!!!!! 6:00 PM

2 1 Comment

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Casey Orndorf
An old fashioned tent revival! Yay!

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The Life Center Winters
June 21, 2014 ·

Sundays message: The Gospel According to You ... 10 AM 201 Main Street Winters Ca ... Be our guest

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Jacquline Gail Mcleod
I want to hear that one

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The Life Center Winters
July 19, 2014 ·

Message Sunday July 20, 2014 10 AM IT'S IMPORTANT TO REMEMBER AND BE REMINDED 2 PETER 1:12-13

Join us this Sunday ... be blessed, challenged, reminded and refreshed in God

3

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Hi! Please let us know how we can help.

Home Ab

The Life Center Winters
July 22, 2014 ·

If you would like to take a break from your routine and take a few minutes or an hour to just worship Jesus ... that's exactly what we do at The Life Center in Winters on Tuesdays from 11:30 am - 12:30 pm ..... Come Worship with Us for 10 minutes, 30 minutes or the entire hour .... Make His Name Glorious !!!!!

1

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The Life Center Winters
August 31, 2014 ·

Does it matter what we bring to the Lord, and does it matter HOW we bring it .... Tomorrow: Attitude of the Sacrifice ... Join us at 10 AM 201 Main Street corners of 2nd & Main Streets ...

1

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Other posts

The Life Center Winters is feeling optimistic at **The Foursquare Church.**



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The Life Center Winters
September 20, 2014 ·

Tonight at 7 pm we will be showing the movie "God's Not Dead". Bring a snack to share and come enjoy this film.
https://www.youtube.com/watch?v=qouME5ikprU



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Home At

The Life Center Winters
September 20, 2014 ·

Sunday at The Life Center --- Since God is For us, He certainly is not against us ..... sounds really good for us !!! Join us at 10 AM ... 201 Main Street Winters Ca

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September 28, 2014 ·

Remembering All His Benefits .... Psalm 103
Join us Sunday @ 10 AM 201 Main Street Winters California

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Other posts

The Life Center Winters is feeling optimistic at **The Foursquare Church**.
June 28, 2019 · Los Angeles ·

It's gonna be a great day at church this Sunday! Don't miss it! God is



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Home About Events Photos More Like

The Life Center Winters
October 4, 2014 ·

Will Hausler is sharing a message from God's Word this Sunday and Briar Anderson will be leading Worship starting @ 10 AM ... Hope to see you all at The Life Center 201 Main Street Winters Ca.

2

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Home About Events Photos More Like

The Life Center Winters
October 12, 2014 ·

Will You Be Ready When Jesus Returns for His Church? ... He is coming for those who LOVE and LOOK for His appearing ...
Join us Sunday morning @ 10 AM 201 Main Street Winters Ca

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The Life Center Winters
October 26, 2014 ·

God's Presence changes our Common Ground to Holy Ground ... Exodus 3 Worship together with us at The Life Center Sunday @ 10 AM Sunday October 26th ...

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The Life Center Winters is feeling optimistic at **The Foursquare Church.**
June 28, 2019 · Los Angeles ·



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Home About Events Photos More Like

The Life Center Winters
November 22, 2014 ·

Join us Sunday November 23rd as we share together the many things we are thankful and grateful for ... Briar Anderson will be leading worship ... See you all @ 10 AM at The Life Center

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Home Ab

The Life Center Winters
December 5, 2014 ·

The Life Center is Celebrating Christmas every week of December with SPECIAL musical presentations and words of Hope, Joy, Peace and Life .... Special Music Dec. 7 th by Larry Rutledge, Stormi Norfolk and Kara Dedeaux will be signing to the beautiful song, Mary Did You Know ..... We begin each Sunday @ 10 am ... 201 Main Street Winters Ca 95684 .. We would love to have you join us !

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Home Ab

The Life Center Winters
January 6, 2013 ·

Repair the Breach, Restore the Walls ... Ephesians 4:22-32 Nehemiah 4:1-7 join us Sunday January 6, 2013 at 10 AM for a message that exposes the Breaches that seek to destroy our walk with Christ and Testimony to a lost and dying world ....

3 1 Share

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The Life Center Winters
January 13, 2013 ·

Sunday January 13, 2013 10 AM ... continuing message on Repair the Breach, Restore the Wall .... Join us this morning

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June 28, 2019 · Los Angeles ·



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Hi! Please let us know how we can help.

Home At

The Life Center Winters
February 7, 2013 ·

SPECIAL GUEST: Dr Joyce Hightower will be ministering Sunday, Feb. 10 @ 10 AM ... Dr Hightower works with World Health Organization in the Continent of Africa and has established an orphanage in the Congo which educates children and mothers so they can be productive and no longer dependent on others ... Dr Hightower is a gifted speaker, singer/songwriter and Dramatic Story Teller ..... you will be challenged and blessed by her ministry

2

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Hi! Please let us know how we can help.

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The Life Center Winters
February 18, 2013 ·

Memorial Service for Juanita Skaggs, tomorrow, Tuesday 2-19-2013 @ 11:00 am ... come help us celebrate this extraordinary woman's life

2

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June 28, 2019 · Los Angeles ·



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The Life Center Winters
March 17, 2013 ·

Coming Palm Sunday, March 24th at 6:00 pm and Good Friday, March 29th at 7:00 pm - the dramatic presentation of Leonardo Da Vinci's The Last Supper will be performed for the general public at Main Street Church 201 Main Street Winters Ca ....

1 2 Shares

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The Life Center Winters
March 19, 2013 ·

MAIN STREET CHURCH PRESENTS, The Living Last Supper, this coming Sunday, March 24th at 6:00 PM and again on Good Friday, March 29th at 7:00 pm ... Leonardo Da Vinci's famous painting will come to life before your very eyes as each disciple is stunned by Jesus words, "one of you will betray me" ... you will be blessed and challenged in your faith by this powerful presentation ... Main Street Church is located at 201 Main Street Winters Ca (corners of 2nd & Main Streets)

1 2 Shares

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The Life Center Winters
April 27, 2013 ·

Tomorrow morning, April 28th, the congregation, family and friends will honor Pastor Steve & Cheryl Rutledge for their love and ministry to the Church family at Main Street Church and the town of Winters Ca and surrounding areas.
Celebration will begin at 10 AM and everyone is invited

10 3 Comments

Like Comment Share

The Life Center Winters
10 Years at Main Street

Like 8y

Rod Carlson
Wish Jenni and I could be there. We hold Main Street



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The Life Center Winters
June 9, 2013 ·

Today was amazing @ Main Street Church with Mario Murillo bringing the Word and lives touched and changed ... Come tonight @ 6 PM to see the Miracle power of God Heal, Deliver and Set Free ...

4 2 Comments

Like Comment Share

Barbara Lawrence
I wanted to come 😞 MEANT to ..GOD BLESS ❤️

Like 8y

The Life Center Winters
Come tonight at 6 pm

Like 8y



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The Life Center Winters
June 23, 2013 ·

Main Street Church 201 Main Street Winters Ca ... Service @ 10 AM .... Come see, come hear what the Lord had done and is doing

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June 28, 2019 · Los Angeles ·



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Home Ab

The Life Center Winters
August 17, 2013 ·

Come with Knowing Expectation, Worship with Abandon, Go out with Winning the Lost as your Commission ... @ 10 AM Sunday Main Street Church, Winters Ca, corner of 2nd &Main Street

25 6 Comments 2 Shares

Like Comment Share

Barbara Lawrence
your church believes in winning the lost???
Like 8y

The Life Center Winters
Absolutely, that's what all Christians are called to so
Like 8y

Barbara Lawrence
I know. Just surprised.

Like 8y

The Life Center Winters
Not sure why you would be surprised. Winning the lost is the ultimate call and purpose to ALL who have been born again

Like 8y

Brenda Jewell Yarborough
His last commandment, our greatest commission is winning the lost ❤️

Like 8y

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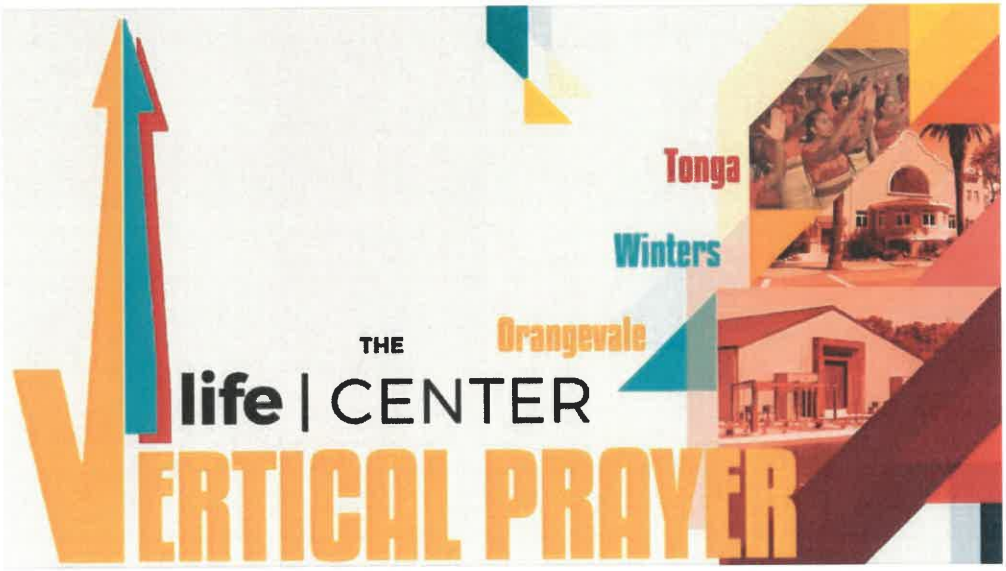
Other posts

The Life Center Winters is 😀 feeling optimistic at **The Foursquare Church**.
June 28, 2019 · Los Angeles ·

It's gonna be a great day at church this Sunday! Don't miss it! God is up to BIG things at The Life Center!
#VerticalPrayer
#MeetMeAtTheLifeCenter #OneChurch4Locations

Service Times:... **See more**



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The Life Center Winters
October 19, 2013 ·

Join us this Sunday October 20 th @ 10 AM as we come together to Rebuild The Altar of the Lord

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June 28, 2019 · Los Angeles ·



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The Life Center Winters
November 10, 2013 ·

Outstanding day at Main Street Church under the ministry of Evangelist Jeff Rostocil ...

1

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The Life Center Winters
November 17, 2013 ·

Looking forward to a powerful time of Worship, Word & Waiting on God to rain down His Righteousness, Love & Power this morning as we build an Altar to His Greatness & Goodness ... Join us @ 10 AM ... Thanksgiving Dinner following our time at the Masters table

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June 28, 2019 · Los Angeles ·



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The Life Center Winters
January 7, 2012 ·

Sunday January 8th at 10 AM
OVERCOMING THE OVERWHELMING ....

1 1 Comment

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The Life Center Winters
Message to be completed in 2 weeks January 22nd

Like 10y

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Other posts



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The Life Center Winters
January 14, 2012 ·

Sunday January 15th at 10 AM Pastor Ron will be bringing a word for the Lord ... gonna be AWESOME ... join us and be challenged and blessed

3 1 Comment

Like Comment Share

The Life Center Winters
I meant a word from the Lord but then again he is bringing for the Lord as well

Like 10y

Write a comment...



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The Life Center Winters
January 16, 2012 ·

WORSHIP IN THE AFTERNOON ... TUESDAY 11:30 AM TO 1:00 PM ... JOIN US

2

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The Life Center Winters
January 18, 2012 ·

Sunday January 22nd 10 AM conclusion of message Overcoming the Overwhelming ...We need to remember that what God has promised to do, He will do !!! 201 Main Street Winters Ca ... see you there

3 1 Comment

Like Comment Share

Cory Henigan Jones
TONIGHT...Thursday, January 19th BIBLE STUDY. Our wonderful Orv Adair is going to teach on...THE MIRACLES OF JESUS. Can't get any better than that!! Come on & we'll see YOU there!!

Like 10y

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The Life Center Winters
January 29, 2012 ·

Sunday January 29, 2012 at 10 AM "the Power of an Invitation" ... join us

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June 28, 2019 · Los Angeles ·



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The Life Center Winters
February 11, 2012 ·

SPECIAL day tomorrow at Main Street Church ... Youth Pastor Will Hausler will be speaking to the folks for the first time ... Come support our YOUTH !!! you will be surely blessed 10 AM corner of 2nd & Main

4

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The Life Center Winters
February 16, 2012 ·

SUNDAY FEBRUARY 19TH 10 AM Special Guests: Rod & Jenny Carlson with Living Logos Ministries ... come hear the Bible come to life as they deliver whole books of the Bible from memory in Biblical character ...

2 1 Comment

Like Comment Share

Kris Cox Criswell
I was reading quickly and thought this said, "living LEGO's". I thought, "hmm, there's something I haven't seen done in church".

Like 10y

Write a comment...



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The Life Center Winters
February 25, 2012 ·

Sunday 10 AM February 26th Pastor Steve will be preaching on Revival: The Gospel ... of First Importance 1 Corinthians 15:1-4 Please be our guest and worship with us

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The Life Center Winters
March 2, 2012 ·

MARIO MURILLO MINISTRIES - Sunday March 25th 10 AM and 5:15 PM - Powerful day of Worship, Message from God's Word, Time of ministry in the Power of the Holy Spirit ... Invite everyone to come be apart of this powerful time in the Presence of God - 201 Main Street Winters, Ca (corners of 2nd & Main Streets)

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The Life Center Winters
March 3, 2012 ·

Sunday March 4th - 10 AM Message: REVIVAL - Preventing Leanness of Soul ... would love to have you join us this Sunday for a glorious time of worship and ministry from God's Word

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June 28, 2019 · Los Angeles ·



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The Life Center Winters
March 30, 2012 ·

Come worship with us this Palm Sunday ... Worship King Jesus ... Hosanna, Hosanna, Hosanna in the highest !!! we meet at 10 am

1

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June 28, 2019 · Los Angeles ·



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The Life Center Winters
April 6, 2012 ·

SUNDAY APRIL 8, 2012 AT 10 AM ... "I AM the Resurrection and the Life, Do you believe it?" ... join us as we celebrate the Resurrection of our Lord ... Hallelujah, JESUS is alive !!!

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The Life Center Winters
April 28, 2012 ·

Sunday April 29, 2012 10 AM ... Come Worship with us and be challenged and changed by the Word of God --- 201 Main Street Winters Ca (corner of 2nd & Main Street)

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The Life Center Winters
April 28, 2012 ·

POTLUCK DINNER following the service tomorrow's service ... We begin at 10 AM ... bring your hungry spirit and your hungry belly 🙂

1 2 Comments

Like Comment Share

The Life Center Winters
Oh, and bring something good to eat 🙂

Like 9y

Steve Hausler
And any loose change you seperate with...(o:

Like 9y

Write a comment...



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Home Ab

The Life Center Winters
April 30, 2012 ·

SEAN SMITH / Pointblank Ministries will be with us this Sunday May 6, 2012 at 10 AM ... Powerful ministry and man of God ... join us this Sunday and witness the power of God in the house and in your life --- Pastor Steve

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The Life Center Winters
May 31, 2012 ·

Sunday June 3rd we continue our message on the Holy Spirit and what He was sent to do in the life of the believer ... with regards to the Baptism of the Holy Spirit, The Gift of Tongues in the church and our Devotional prayer language ... join us at 10 am 201 Main Street Winters Ca

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The Life Center Winters
June 22, 2012 ·

Join us for the powerful movie presentation of, OCTOBER BABY ... This Saturday night, June 23, 2012 at 8 pm ... 201 Main Street Winters Ca ... "Everylife is Beautiful" ... bring a family member and a friend to this event ... refreshment and fellowship to follow

2 Shares

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The Life Center Winters
September 21, 2012 ·

Don't miss this Sunday, 10am, as the Youth and Pastor Will will be in charge of the service. A potluck and cake auction (youth fund raiser) will follow.

2

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The Life Center Winters is feeling optimistic at **The Foursquare Church**.

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The Life Center Winters
December 6, 2012 ·

DECEMBER 9TH 10 AM ... Christmas Musical Presentation, "It's Still The Greatest Story Ever Heard" ... great songs of Christmas with Ensemble, Trio, solos, and dancers ... Celebrate the season with us this Sunday !

2 1 Share

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The Life Center Winters
December 30, 2012 ·

FINAL SERVICE of 2012 ... What Are You Looking For John 12:12-22 ... Come to see JESUS !!!! and worship Him with us !!! December 30, 2012 10 AM

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The Life Center Winters
January 30, 2011 ·

Sunday February 6, 2011 will be the final Sunday for Pastor Steve and Cheryl as Pastors of Main Street Church in Winters California ... they consider themselves to be richly blessed to serve for nearly 8 years the wonderful people who make up this great church and are believing God to continue to bless Main Street in the years to come as Winters is reached for the Christ ...

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The Life Center Winters
February 19, 2011 ·

Join Us tomorrow at Main Street Church ... Pastor Steve is sharing a message from Acts 1:1-8 entitled Keeping The Main Thing The Main Thing .... service begins at 10 AM ... 201 Main Street Winters Ca corner of 2nd & Main Street

1

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The Life Center Winters
February 26, 2011 ·

Sunday February 27th 10 AM ... The Most Important Question of All Acts 16:22-34 ... JOIN US ...

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June 28, 2019 · Los Angeles ·

It's gonna be a great day at church this Sunday! Don't miss it! God is



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The Life Center Winters
March 4, 2011 ·

Sunday March 6, 2011 10 AM ... Some Things Just Can't Be Denied
Acts 4:13-20 ... Worship with us this Sunday and bring your friends ...

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The Life Center Winters
April 11, 2011 ·

Main Street Church will be presenting the LIVING LAST SUPPER next Saturday and Sunday at 6pm and again on Good Friday at 7 pm ... this presentation is based on the famous Last Supper painting and will give a power portrayal of the lives of Jesus' disciples and their impact on the world when they gave their lives to follow Jesus. Invite Your friends, family, neighbors and co-workers. Child Care will be provided.

MAINSTREET-CHURCH.ORG
The Living Last Supper

2

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The Life Center Winters
May 4, 2011 ·

BIBLE STUDY RESUMES THIS THURSDAY MAY 5TH AT 7:00 PM ... Feast of Trumpets in the series of God's 7 prescribed feasts ... join us

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Home Ab

The Life Center Winters
May 6, 2011 ·

Remember to go with your Mother to church this Sunday and every Sunday after that ... HAPPY MOTHER'S DAY to our wonderful moms ... Service starts at 10 AM 201 Main Street Winters Ca ... special gift to our moms

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June 28, 2019 · Los Angeles ·



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Home Ab

The Life Center Winters
May 14, 2011 ·

Join us this Sunday as Pastor Steve speaks on The Foolish and Powerful Message of the Cross 1 Corinthians 1:18-23 ... Service Starts at 10 AM

1 1 Comment

Comment Share

Tom Rome
10 ISH , HAHAHAHA

Like 10y

Write a comment...

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Home Ab

The Life Center Winters
May 27, 2011 ·

A Memorial Service to Celebrate the Life of Mary Anderson will be Wednesday June 1, 2011 at 1:00 PM at The Life Center 201 Main Street Winters California ... We rejoice in Mary's homegoing and we sorrow with those who are left behind ... Friends and Family of Mary Anderson are welcome to join us for this very special memorial ...

1

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The Life Center Winters
May 28, 2011 ·

Sunday May 29th at 10:00 AM former Pastor Chuck Randolph will be speaking at The Life Center ... come and be blessed as we also REMEMBER "all who have given some and some who have given all" --- Memorial Day

1

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The Life Center Winters
June 12, 2011 ·

Sunday Mornings Message: REVIVAL ... join us !!! 10 am 2nd & Main Street Winters Ca

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June 28, 2019 · Los Angeles ·



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The Life Center Winters
June 24, 2011 ·

REVIVAL : It's Personal !!! "A new beginning of obedience to God" ... join us Sunday June 26, 2011 at 10 AM ... Come let us worship and bow down - together

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The Life Center Winters
July 2, 2011 ·

Sunday July 3, 2011 at 10 AM we will be Celebrating our Freedoms from Sin and Tyranny ... come join us as we are reminded of God's blessings and we take time to bow before HIM and Call on God to FORGIVE us as a people and a Nation that desperately needs God to HEAL our Land ... 2 Chronicles 7:14 -- Hope to see you !

1

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The Life Center Winters
July 30, 2011 ·

This One Thing I DO ... Philippians 3:13 Sunday July 31 2011 10 AM ... join us as we continue to seek God for REVIVAL ... potluck following the service to welcome our new members: Mary Rutledge, Mary Ellen Besso, Aaron & Jenifer Engelage, Larry & Cory Jones

1 Comment

Like Comment Share

Ellen L Parkhurst
Yeah! About time you all;)

Like 10y

Write a comment...



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The Life Center Winters
August 6, 2011 ·

We would love to have you join us tomorrow morning at 10 am ... We are experiencing a move of God that is growing and gaining momentum in the Spirit ... Come hungry for God to fill you, Come expecting God to pour out His precious Holy Spirit in your life and Come worship together with God's people ... you will surely be blessed and amazed at what God is doing and desires to do in you ...

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The Life Center Winters
August 19, 2011 ·

Jeff Rosticil with Sole Quest International will be our special guest this coming Sunday August 21, 2011 at 10 AM ... Jeff and his wife have a power ministry to the body of Christ in the areas of Revival and Deliverance ... come be blessed and changed for eternity by the Power of the Holy Spirit ...

1

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The Life Center Winters
September 10, 2011 ·

Dr Joyce Hightower with the World Health Organization will be our guest tomorrow morning September 11, 2011 at 10 AM ... She has a remarkable testimony of what God is doing in Africa that will bless you ... JOIN US !

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The Life Center Winters
September 17, 2011 ·

COME ON BACK TO CHURCH ... SUNDAY SEPTEMBER 18TH AT 10 AM ... LET'S GET TOGETHER ... BBQ to follow the service so we can all get better acquainted and/or reacquainted ... see you there --- Pastor

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June 28, 2019 · Los Angeles ·



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The Life Center Winters
September 24, 2011 ·

Ron & Denise Elrod will be bringing a powerful word to us in the 10 AM service ... join us and see what God has for you ... 201 Main Street Winters California

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June 28, 2019 · Los Angeles ·



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The Life Center Winters
October 12, 2011 ·

EDDIE RENTZ will be our GUEST this Sunday, October 16th at 10:00 AM at 201 Main Street in Winters Ca ... Come hear this anointed man of God bring a fresh word from God ... bring a friend and especially those who need to hear a message about the Power of God and what Jesus can do in their lives TODAY ...

1

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The Life Center Winters
October 15, 2011 ·

If you are ready to be apart of a powerful move of God ... join us at Main Street Church when the Glory of God FALLS on us ... 10 am Sunday Guest Speaker: Eddie Rentz ...

2

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The Life Center Winters
October 18, 2011 ·

Beginning Tomorrow, TUESDAY October 18, 2011 from 11:30 am - 1:00 pm there will be continuous worship at Main Street Church for those who would like to come on their lunch hour or any portion of it to enter into a time of worship ... Join us and let God bless you with HIS Amazing and Marvelous Presence ...

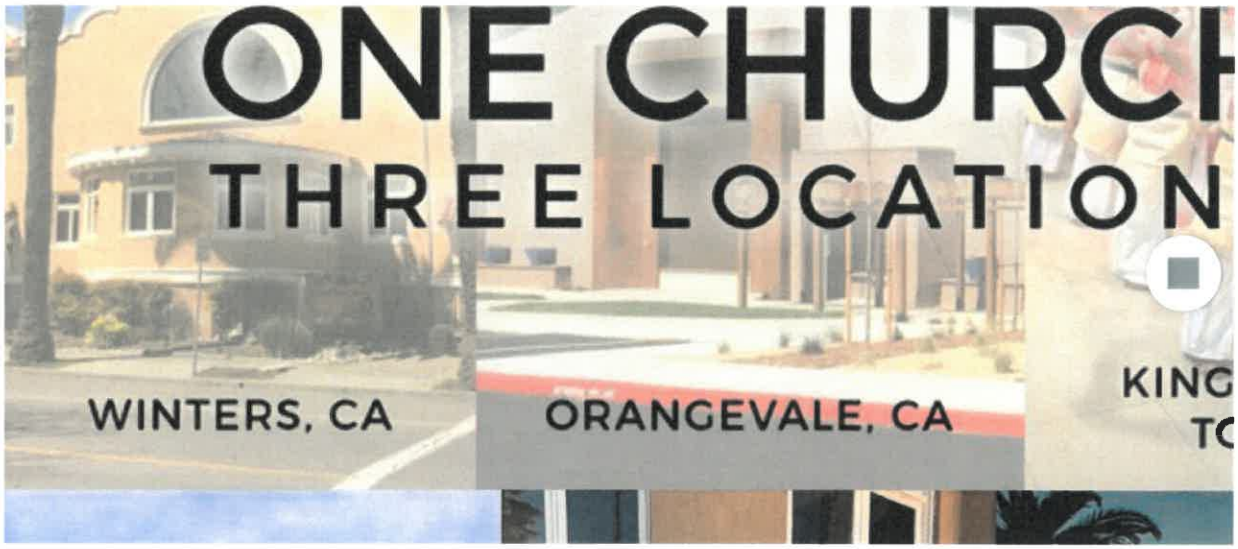
1 Comment

Like Comment Share

The Life Center Winters
That will be Every Tuesday from 11:30 am - 1:00 pm

Like 10y

Write a comment...



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Hi! Please let us know how we can help.

Home About Eve

The Life Center Winters
October 22, 2011 ·

Every TUESDAY afternoon from 11:30 am - 1:00 pm continual worship ... join us for a refreshing lunch break ... spend it in the presence of Jesus

Like

2 2 Comments

Like Comment Share

Linda Lea Alsbury
I didn't know you were doing this! Awesome!
Like 10y

The Life Center Winters
Yep ... it is something I have wanted to do for a long time ... first one was really wonderful
Like 10y

Write a comment...

Insert an emoji

Other posts

The Life Center Winters is feeling optimistic at **The Foursquare Church**.
June 28, 2019 · Los Angeles ·

It's gonna be a great day at church this Sunday! Don't miss it! God is up to BIG things at The Life Center!
#VerticalPrayer



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The Life Center Winters
October 29, 2011 ·

Sunday October 30th 10:00 AM Pastor Ron will be sharing a powerful word that will change your life ... join us and stay after for a Fall potluck serving soup, stew and chili, bread, coffee, tea and great fellowship ... see you at 10

Like Comment Share

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June 28, 2019 · Los Angeles ·



The Life Center Winters

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Home About Even

The Life Center Winters
November 26, 2011 ·

SPECIAL GUESTS: Kevin and Jennifer Stebvings, Missionaries to China will be with us at 10 AM tomorrow November 27th ... Come hear what GOD is doing in China ...

Like Comment Share

Write a comment...

Like

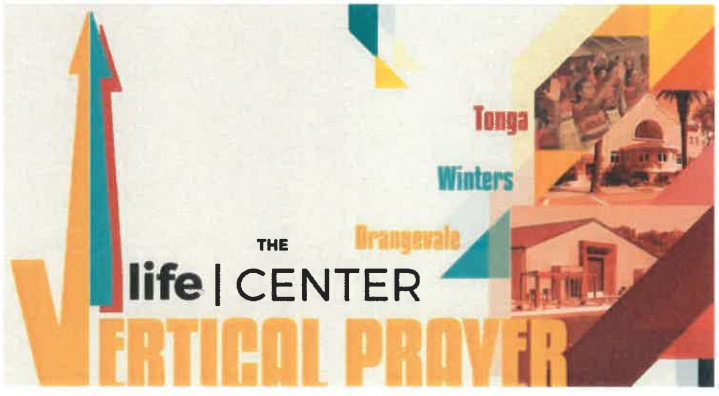
Other posts

Comment with a Sticker

The Life Center Winters is feeling optimistic at **The Foursquare Church.**
June 28, 2019 · Los Angeles ·

It's gonna be a great day at church this Sunday! Don't miss it! God is up to BIG things at The Life Center!
#VerticalPrayer
#MeetMeAtTheLifeCenter #OneChurch4Locations

Service Times:... **See more**





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The Life Center Winters
December 1, 2011 ·

OPEN HOUSE at Main Street Church, SATURDAY December 3rd from 6-8 pm ... Chance to see the new Stained Glass window, Caroling, see the beautiful Christmas Decorations inside the church, hot chocolate, coffee, cider ... come join us for a nice pre Christmas evening ...

2 4 Comments 1 Share

Like Comment Share

Marianne Washabaugh
Will you repost this Saturday morning...I guarantee I will forget before then!

Like 10y

The Life Center Winters
hahaha ... ok ... oh by the way it is in this weeks Winters

Danielle Moss
I wish we could be there but I bet it will be great:)

Like 10y

Cory Henigan Jones
I, most definitely will be there!! Can't wait!!

Like 10y

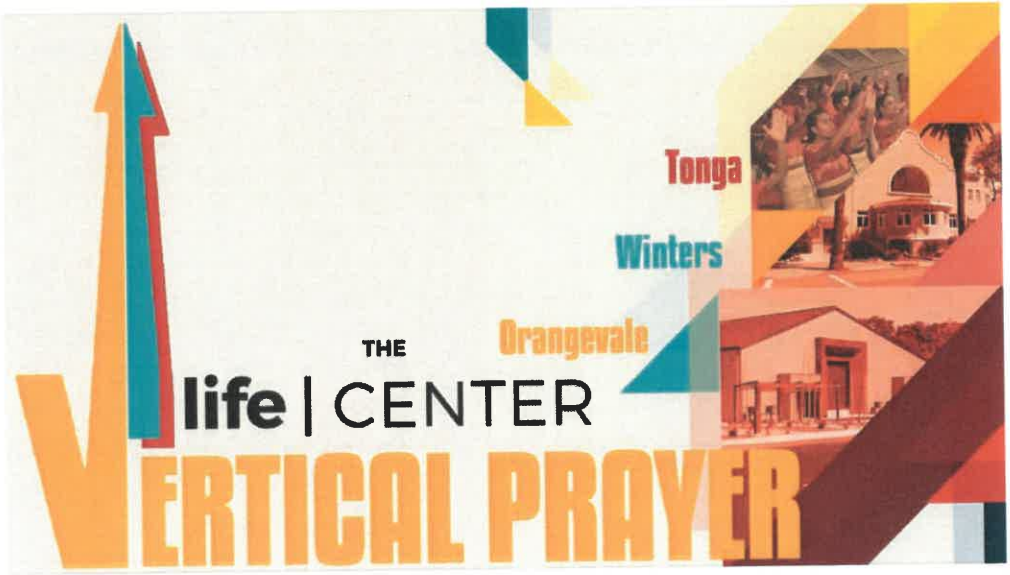
Write a comment...

Other posts

The Life Center Winters is feeling optimistic at **The Foursquare Church.**
June 28, 2019 · Los Angeles ·

It's gonna be a great day at church this Sunday! Don't miss it! God is up to BIG things at The Life Center!
#VerticalPrayer
#MeetMeAtTheLifeCenter #OneChurch4Locations

Service Times:... **See more**



5

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Write a comment...

The Life Center Winters
June 14, 2019 ·



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The Life Center Winters
December 12, 2011 ·

Sunday December 18th at 10 AM and 6 PM Main Street Church presents THIS IS CHRISTMAS...WHEN LOVE WAS BORN ... Plan now to attend and bring a friend ... let's CELEBRATE JESUS together ... 201 Main Street Winters Ca

3

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The Life Center Winters
December 16, 2011 ·

THIS IS CHRISTMAS ... WHEN LOVE WAS BORN ... Christmas musical presentation this Sunday December 18th at 10 am and again at 6 pm ... make plans to join us for this wonderful Christmas Celebration ... 201 Main Street Winters California

2 3 Shares

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The Life Center Winters
December 22, 2011 ·

Christmas Day Communion Service 10 AM .. songs of Christmas .. O Holy Night sung by Larry Rutledge .. Join us for an hour to Celebrate Jesus Birthday with your family ... O come let us adore HIM, for He alone is worthy !

1 2 Comments

Like Comment Share

Kris Cox Criswell
SING IT LARRY!!! LOVE that song!

Like 10y

Cory Henigan Jones
We'll be there..."Happy Birthday, Jesus!"

Like 10y



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Hi! Please let us know how we can help.

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The Life Center Winters
April 17, 2010 ·

Join us Sunday, April 18, 2010, 10 AM. Pastor Steve will continue his series on "Faith Is The Victory", with "Overcoming Discontentment" 1 John 5:4-5 ...

3 Comments

Like Comment Share

Glenda Simmons
I love this quote: "Contentment makes a poor man rich, discontentment makes a rich man poor."

Like 11y

Trinity Eads
Ya sure anytime now.

Like 11y



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The Life Center Winters
April 19, 2010 ·

Screening of the Award Winning Film ... No Greater Love ... Saturday Night, May 8, 2010 at 7 pm .... refreshments to follow ... Admission FREE ... bring a friend, you will be blessed. See the trailer at

NOGREATERLOVETHEMOVIE.COM
No Greater Love

Like Comment

Write a comment...

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The Life Center Winters
April 24, 2010 ·

Join us Sunday, April 25, 2010, 10 AM. Pastor Steve will continue his series on "Faith Is The Victory", with "Overcoming Grief " 1 John 5:4-5 ...

1

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The Life Center Winters
May 1, 2010 ·

Join us Sunday, May 2, 2010, 10 AM. Pastor Steve will continue his series on "Faith Is The Victory", with "Overcoming Loneliness " 1 John 5:4-5 ...

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June 28, 2019 · Los Angeles ·



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The Life Center Winters
May 8, 2010 ·

Join us Sunday, Mothers Day, May 9 , 2010, 10 AM. Pastor Steve's message will be "SHE DID ALL SHE COULD DO" Mark 14:1-9

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The Life Center Winters
May 22, 2010 ·

Join us Sunday, May 23 , 2010, 10 AM. Pastor Steve's message will be "THE POWER of PENTECOST".

2 Comments

Like Comment Share

Kris Cox Criswell
ooh, that sounds like a good one.

Like 11y

The Life Center Winters
Acts 2

Like 11y

Write a comment...



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The Life Center Winters
May 28, 2010 ·

SUNDAY MAY 30TH ... MARY RUTLEDGE will be our Guest Speaker for the AM service ... I have enjoyed hearing my mother share her Faith and Testimony of God's Faithfulness over many years and it just gets better and better ... Come be blessed ! You will be !!!

1

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The Life Center Winters
June 12, 2010 ·

Join us Sunday, June 13 , 2010, 10 AM. Pastor Steve's message will be "The Prison of HIS Perserverance" Jonah 1:1-17

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The Life Center Winters
June 19, 2010 ·

A FATHER'S LEGACY ... Sunday June 20, 2010 10:00 AM ... come join us as we celebrate Father God and our wonderful dads who love their children and families ...

2 Comments

Like Comment Share

The Life Center Winters
we have a nice gift for our dad's too 🙂

Like 11y

Terri Piazza
Happy Father's Day Steve! We had a great weekend with Jamie & do Father's Day things...

Like 11y



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The Life Center Winters
June 26, 2010 ·

Message tomorrow morning: The Three Tests of Authentic Christianity
1 John 5:1-5 .... come take the test !!!

1

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The Life Center Winters
July 3, 2010 ·

You are all invited to come worship with the Body of believers at Main Street Church as we celebrate the Freedom we have been given by Almighty God and humble ourselves and ask God to forgive us and to restore this Nation as we honor Him with Righteous living and Holy obedience ....

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The Life Center Winters
July 12, 2010 ·

Invite your friends and join us Sunday July 18th at 10 AM ... we are on the corner of 2nd & Main Streets in Winters California

3 Comments

Like Comment Share

The Life Center Winters
Our guest will be Dr Joyce Hightower ... the Director for Patient Health throughout the entire Continent of Africa ... she is a dynamic spirit filled Christian woman lifting up the name of Jesus everywhere she goes

Like 11y

The Life Center Winters
click on Main Street Church facebook page and see some



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The Life Center Winters
July 23, 2010 ·

Join us the Sunday Morning at 10 AM for the conclusion of Prayer that Shakes the Church ... hope to see you there .....

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The Life Center Winters
August 21, 2010 ·

Join us Sunday, August 22, 2010 as Pastor Steve brings us the message "THE AWESOME POWER OF GOD'S WORD" ... ISAIAH 55:10-11

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August 21, 2010 ·

Join us Sunday, August 22, 2010 as Pastor Steve brings us the message "THE AWESOME POWER OF GOD'S WORD" ... ISAIAH 55:10-11

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The Life Center Winters
September 17, 2010 ·

This Sunday we are dressing up HAWAIIAN ... wear your flowered shirts and moo moos, sandals, flip flops, cut offs ... Summer is coming to and end ... and of course we will be worshipping Our Great God and Savior Jesus Christ with hearts full of thanksgiving and lips filled with PRAISE !!!! COME WORSHIP WITH US !!!

1 5 Comments

Like Comment Share

Julie Skaggs-Campbell
What a great idea! Have fun with it. There's an old hymn, He's Coming Soon, that is the same music as Aloha Oy (or something like that)!

Like 11y



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The Life Center Winters
November 6, 2010 ·

Join us Sunday, November 7, 2010 as Pastor Steve begins a series called
"SEED THROWERS AND WATERBOYS" ... Luke 8:4-15

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The Life Center Winters
November 13, 2010 ·

Join us Sunday, November 14, 2010 as Pastor Steve continues the series titled "SEED THROWERS AND WATERBOYS" ... Luke 8:4-15

1 1 Comment

Like Comment Share

The Life Center Winters
part 2 ... Sowing and Reaping ...

Like 11y

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The Life Center Winters
December 4, 2010 ·

VERY SPECIAL DAY AT MAIN STREET CHURCH DECEMBER 5TH ... JOIN US AS WE WORSHIP AND CELEBRATE JESUS !!!

3 1 Comment

Like Comment Share

Roger Rader
shore would like 2 b there

Like 11y

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The Life Center Winters
December 5, 2010 ·

JOIN US SUNDAY DECEMBER 12TH AT 10 AM ... SPECIAL MUSICAL GUEST DAVE CRANDALL WILL BE MINISTERING IN WORD AND SONG .. His newest CD will be available also

1

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The Life Center Winters
December 20, 2010 ·

Join us Sunday, Dec. 26, 2010, 10 AM for our Celebration Service. "MERRY CHRISTMAS" to one and all! Let's keep "Christ" in our Christmas and in our hearts. Christ Jesus is, and will always be, the reason for the season.

1

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Other posts

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WINTERS' ARCHITECTURAL HERITAGE

A GUIDE TO THE HISTORIC ARCHITECTURE

OF

WINTERS, CALIFORNIA

Prepared by

Historic Environment Consultants

1983

This publication was partially funded under the National Historic Preservation Act of 1966 through the California Office of Historic Preservation.

The Winters Historical Landmark Advisory Committee hopes to continue documenting the history of the greater Winters area. Members of the committee are anxious to correct errors that may appear in this booklet and would welcome further donations to the City's growing historical collection. The Advisory Committee's long range goal is to encourage the preservation of records, photographs, structures and other objects that reflect the community's cultural and architectural heritage.

This publication includes only a representative sampling of the architectural resources of Winters. Material for the publication is derived from a comprehensive Historical and Architectural Inventory of city resources completed in June 1983, on file with the City of Winters.

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City of Winters
318 First Street
Winters, California 95694

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ACKNOWLEDGEMENTS

The information, insights and assistance provided by numerous individuals, groups and resources have greatly assisted in the preparation of the City of Winters' Historical and Architectural Resource Inventory and Report, and this publication, Winters' Architectural Heritage.

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Margaret Wilson Ireland
Betty Lindeman
Evelyn Roseberry
Clara Sager
Peggy Sanders
Mary Walters
The Winters Express; Newton, Charles and Ida Wallace
The Winters Tree Committee

FOREWORD

In 1975, at the request of the Yolo County Board of Supervisors, the Winters City Council appointed an ad hoc Winters Historical Landmark Advisory Committee. This committee, chaired by Katherine Alexander, aroused local interest in historic Winters during a citywide centennial celebration in the spring of 1975. Featured were photographic displays, a brochure of historic homes, and the publication of a special centennial edition of the Winters Express.

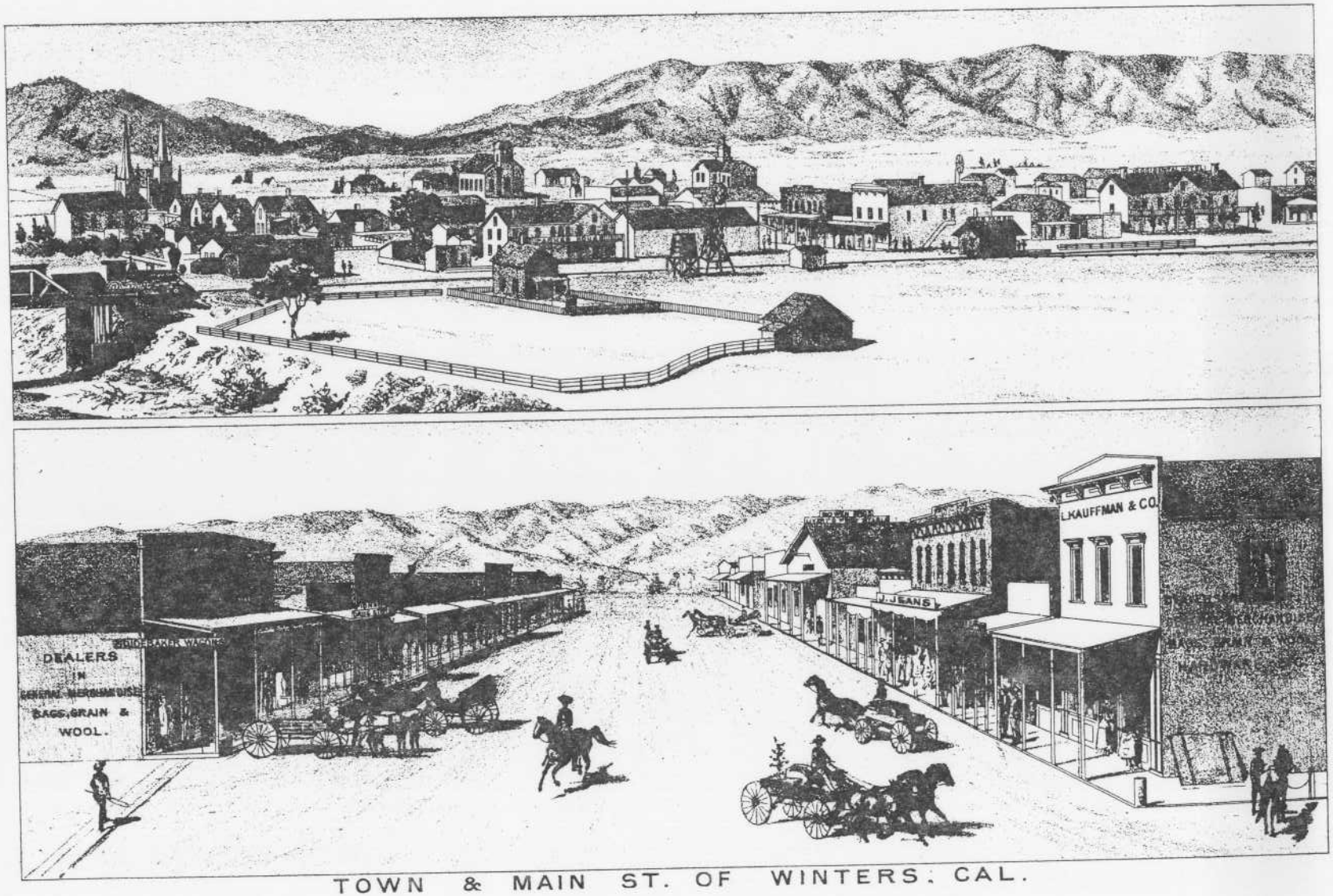
Renewed interest in preserving the historical and architectural resources of the City of Winters occurred in February 1979 when a group of citizens asked the City Council to reactivate the Historical Landmark Advisory Committee. A public meeting was held, with the endorsement of the Council, and the advisory committee was reactivated. Monthly meetings were held, the recollections of longtime residents were tape-recorded and a review of photographic and historical collections was undertaken.

An annual report was made to the City Council on July 15, 1980. Receiving further encouragement from the Council at that time, the historical advisory committee prepared a preliminary list of historical resources in the City of Winters. Public meetings were held and donations were made to a historical fund. Local interest in insuring the preservation of "identified cultural and architectural resources that are unique and irreplaceable assets to the city and its neighborhoods" demonstrated the need for a comprehensive survey of these resources.

Consequently, in October 1981, acting with the support of the Winters City Council and the Winters Planning Commission, the Historical Landmark Advisory Committee prepared a grant application for funding from the State Office of Historic Preservation. A grant of $9,000 was approved in April 1982, on the condition that the City of Winters would match that amount in in-kind contributions of volunteer services. Historic Environment Consultants of Sacramento were hired to conduct the survey of historic resources, assisted by community volunteers who contributed over 1,200 hours of research to the project. The illustrated report, completed in June of 1983, is intended to be used as a planning guide by the City of Winters.

Conclusions and recommendations made in the survey report are currently being considered by the General Plan Review Committee.

November 1983 Winters Historical Landmark Advisory Committee



TOWN & MAIN ST. OF WINTERS, CAL.

DE PUE & COMPANY.
1879

HISTORIC OVERVIEW

Settlement of the Winters area began in 1842 when John R. Wolfskill occupied Rancho Rio de los Putos, a Mexican land grant of 17,754 acres of lands along Putah Creek, where he commenced stock-raising and planted vegetables, fruit trees and grape vines.

In the 1850s John Wolfskill was joined by three brothers, Milton, Mathus and Sarchel, and others who settled on lands beyond the rancho's boundaries. Subdivision and sale of tracts within the rancho after 1858 brought in additional settlers, among whom were D.P.Edwards and Theodore Winters, a noted race horse breeder and entrepreneur who purchased the Mathus Wolfskill holdings in 1865 and established a racetrack southeast of the Winters bridge over Putah Creek.

The area's first town was developed at Buckeye, formerly located northeast of Winters, where a post office was established in 1855. The growth of this fledgeling rural settlement was brought to an end, however, in 1875, when the Vaca Valley Railroad extended its line into Yolo County. Having received financial assistance from area landowners and prospective businessmen for construction of a bridge over Putah Creek and the commitment of land from Theodore Winters and D.P.Edwards, the railroad made plans for a new depot and townsite. Thus, Buckeye was bypassed by two miles and a new town, named Winters after one of its founders, was established, inhabited partly by relocated Buckeye residents and their buildings.

As the northern terminus of the Vaca Valley Railroad, this new settlement grew quickly. By 1876 Winters had become a busy agricultural and commercial center, with three trains daily, new business and residential development and an assessed valuation of $160,000. Produce of the area included apricots, peaches, almonds, plums, pears, cherries, figs, oranges, olives, barley, wheat and vegetables. Although some commercial activity, particularly in the tonnage of grains shipped by rail, shifted to the new town of Madison when the line was extended to that point in 1877, this era was one of growth, activity and promise for Winters.

Agriculture was then and remains today the primary source of commercial activity, while auxiliary activities helped the town grow slowly. There were banks, hotels, traveling businessmen and visitors, as well as the merchants and ranchers that provided the town's base. The Winters Advocate served as the

town's first newspaper from 1875 to 1879. It was succeeded by the Winters Express, a weekly publication founded in 1884 that continues to serve the best interests of the community.

In April 1892, a major earthquake heavily damaged many business buildings and residences in Winters. Some buildings were repaired and some rebuilt anew. The building activity led to other new construction and the establishment of Winters High School in 1892. Other growth activities of the 1890s included the organization of the Winters Dried Fruit Company in 1897 and the incorporation ot the City of Winters in 1898.

Between 1900 and 1920, a new era of civic pride and self-awareness exhibited itself in a number of civic improvements: the installation of new water, sewer and lighting systems, street amenities such as concrete sidewalks, a horse watering trough, a public drinking fountain and the construction of two new bridges for rail and highway traffic. Service organizations concerned with the quality of citizen life were formed. The area's thriving agricultural industry prompted construction of new fruit sheds, warehouses and a cannery, and both the present city hall and a new high school were built.

Although the growth of Winters slowed during the years from 1920 to 1940, the strong agricultural base of the region sustained the town, its banks and its industry through the lean depression years. Rather than building new houses in ever more outlying areas, town residents enlarged and remodeled their existing family homes, predating the current trend for recycling by many years.

More recent years have seen some gradual changes in the composition and character of the population and in the cultivation of different crops. The predominant production of fresh fruits has gradually been replaced by the nut industry, coupled with a revival of the 1920s practice of selling fruit directly to the public at the production/ranch site. A recent report notes that "Winters is home to a growing number of people who commute to jobs in nearby cities while enjoying the friendly atmosphere of living in a small city." The town's predominant social character is one of considerable continuity as reflected by the presence of many descendants of early Winters families.

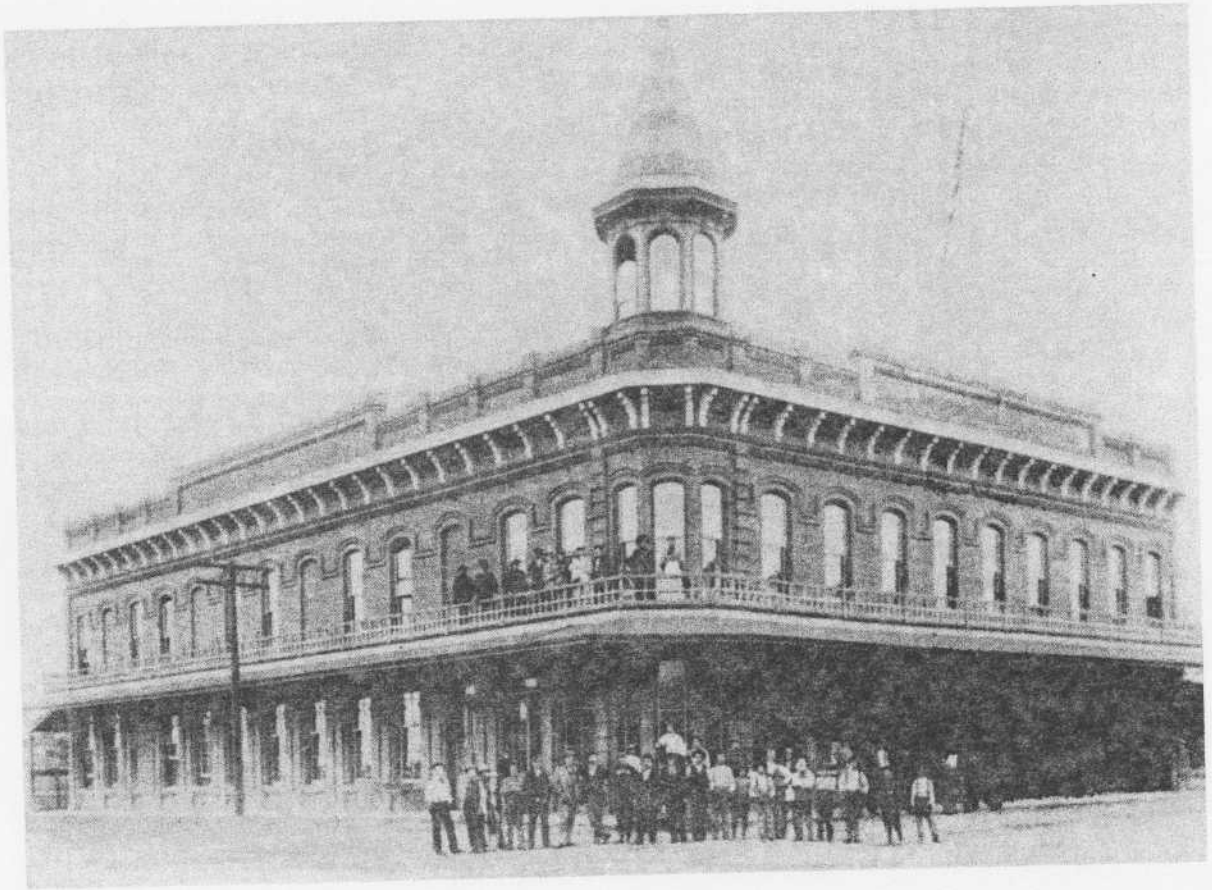
Today, Winters remains a stable, rather small city, located in the heart of a rich agricultural area and possessing a strong sense of community. Projected growth is slow and even, unless affected by major agri-business industry changes or development of a new planned community in adjacent Solano County.

Current planning for the future includes a revision of the Winters General Plan. The inclusion of a Historic Preservation Element in this revision, as recommended in a recent survey report, will recognize the importance of historic and architectural resources of the City and assist the master planning process. Plans for further development of Winters may then include a coordinated approach to growth that addresses both past and future concerns.

REGIONAL HISTORIC RESOURCES

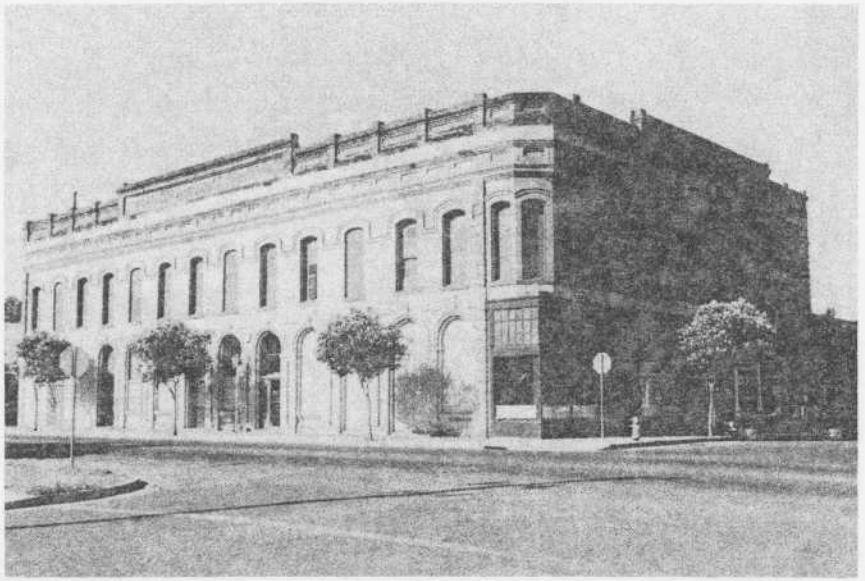
Located outside the Winters city limits and within the confines of boundaries outlined by Rancho Rio de Los Putos, local school districts and postal routes are a number of sites and structures that have significant historical relationships to the Winters comminity. A partial listing of these cultural resources includes:

Wolfskill Homesite; U.C. Experiment Station. Putah Creek Road
Ansel Pleasants Ranch and Home; Putah Creek Road
Tucker's Crossing; Putah Creek Bridge, Pleasants Valley Road
Seaman-Sackett Ranch; Putah Canyon, west of Pleasants Valley Road
Monticello Dam; SH 128 at Devil's Gate
Hyatt-North Cemetery; west of SH 128 near North's Corner
Carpenter Cottage; R.A.Hunter Ranch
William Brink Residence; CR 87
Milton and Emer Dexter Residences; CR 90A, Moody Slough
Chapman-Briggs Residence; CR 29
Union School; CR 29
Joseph Griffin Residence; CR 30 and 90A
Frank Robinson Residence; northeast of North East St., Winters
Stevenson Bridge; 4 miles east of Winters
H.R. Bowman Residence; Bowman Road, Solano County



2-10 MAIN STREET

DE VILBISS HOTEL c. 1890



2-10 MAIN STREET

DE VILBISS HOTEL/
BUCKHORN BAR AND CAFE

The DeVilbiss Hotel was the finest and most prominent commercial building in Winters at the time of its construction in 1889. Its elegance, size, and distinction testify to the prosperity of the Valley's agricultural community and the concommitant growth of ancillary businesses.

Its builder, John DeVilbiss, was a pioneer in fruit raising and shipping and built his hotel as a commitment to the continued expansion of the region.

DeVilbiss chose a regionally prominent architect, Allen Aaron Cook, importing him from Sacramento to design this major addition to Winters. A. A. Cook designed a number of important commercial buildings in Sacramento, including the downtown Clunie Block and many residences, and also the imposing State Prison at Folsom. He also designed 318 1st Street and the Ranch House for the pioneer Pleasants family in nearby Pleasant Valley.

An unusual feature of this large, Italianate building is the combination of shallow and round arched openings, the former emphasized by a projecting brick molding. The tall, ground floor arches reflect the architect's efforts to create a "grand hotel"--an image it held for years.

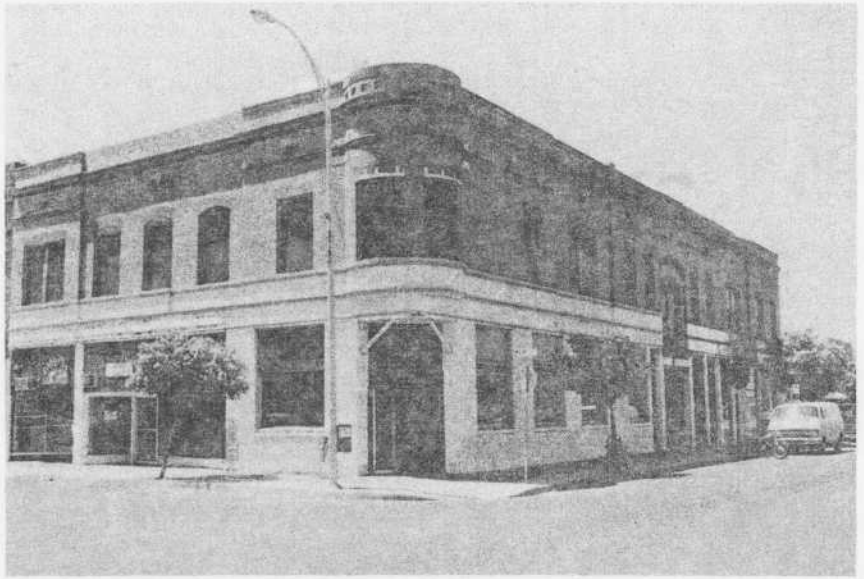
The building, which retains its 19th century flavor both inside and out, currently houses the renowned Buckhorn Bar and Cafe.



Street Scene, Winters, Yolo County

3-5-7 MAIN STREET

BANK OF WINTERS BUILDING c. 1914



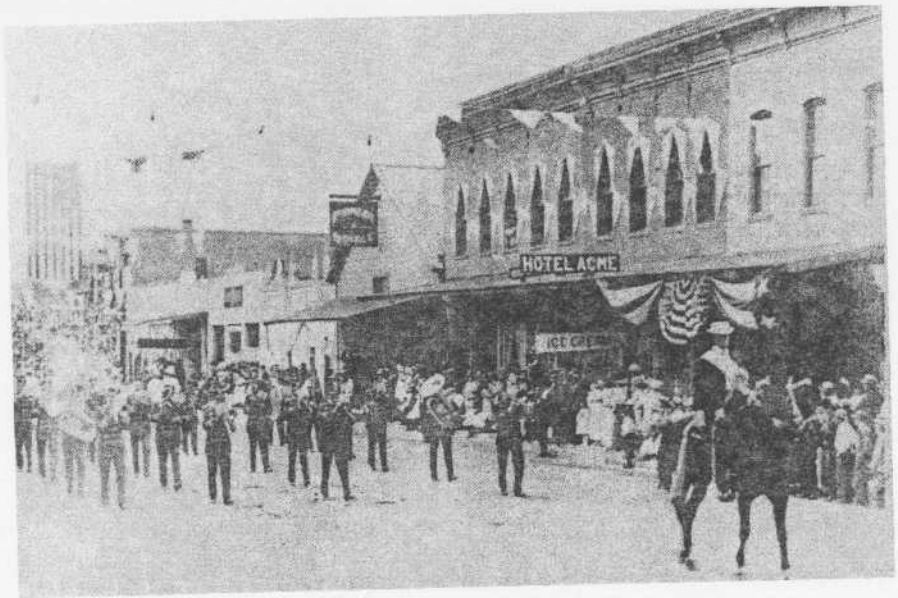
3-5-7 MAIN STREET

BANK BUILDING

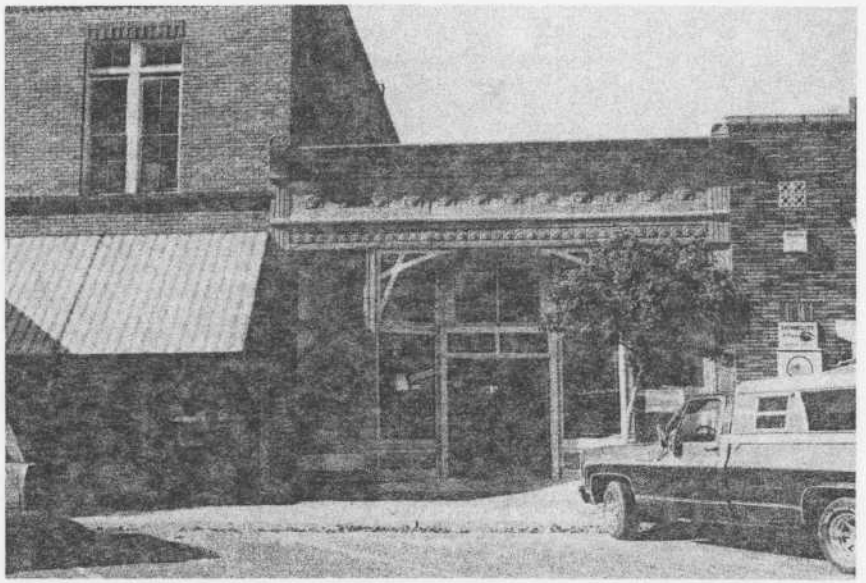
Hailed as a "commodious and modern structure, the pride of Winters," when constructed in 1904, the Bank of Winters Business Block added a conspicuous aura of style and substance to downtown Winters. The Queen Anne towered structure complemented the Hotel DeVilbiss on the opposite side of Main Street, anchoring the Winters business district to the west and the important fruit shipping and processing facilities east of the railroad tracks. In addition to the bank with its corner entrance, other businesses in the building included W.H. Gregory's real estate office, Henry Craner's general merchandise and grocery store, and W.A. Young's shop of bicycles, cutlery, and general furnishings. The second floor held professional offices, club rooms, and a large meeting hall with connecting doors into the adjacent Opera House for large entertainments. The Women's Improvement Club rented five rooms in the new building, using two for a community library, one for the convenience of women visitors and travelers, and two for a custodian's apartment. Both the City Board of Trustees and the Winters Band were subsequent tenants. Architecturally the building combines Queen Anne styling with classical details. Its corner tower with the original conical roof in place lent a special flair to the prominent building.



Main Street, Winters, looking west from Railroad Avenue, c.1910



North side of Main Street, between Railroad Avenue and First Street, May 23, 1912



37 MAIN STREET

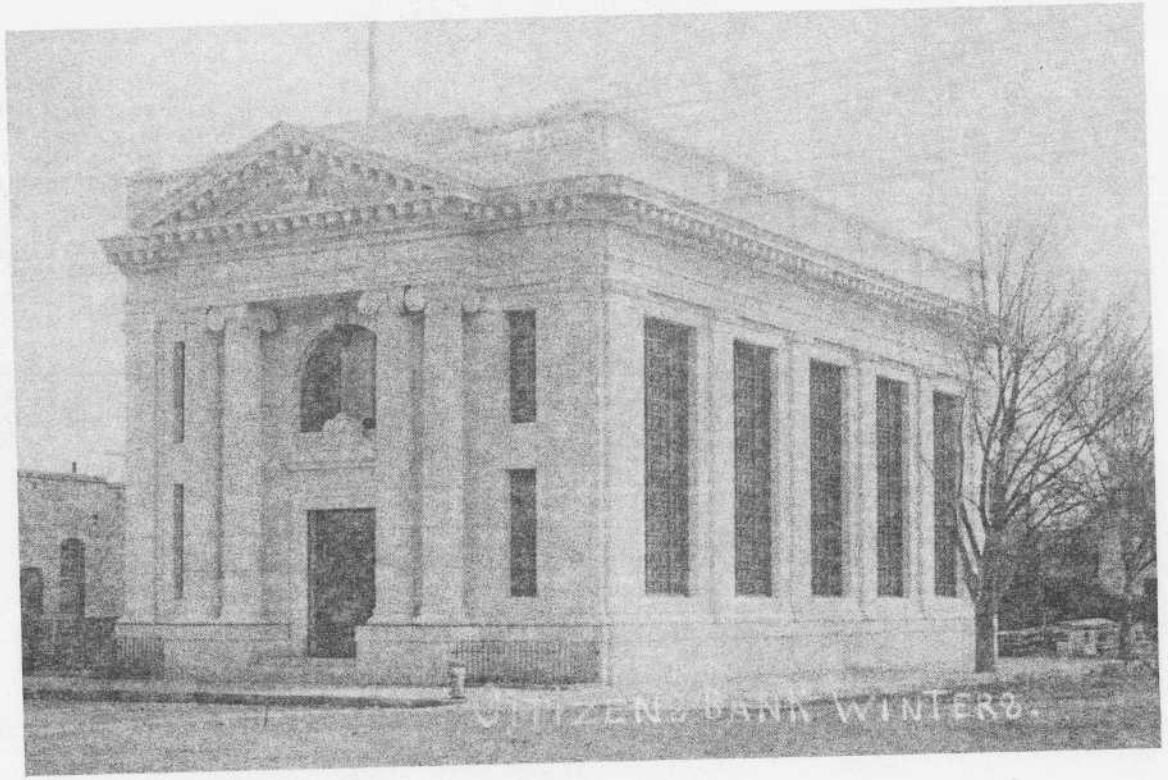
MORRISON/KIMES BUILDING

The charm of this small, 19th century store evokes a strong sense of nostalgia, and, upon entering, you almost expect to be greeted from behind the wood and glass counter by a store clerk suited in 100-year-old garb. The store appears today much as it did when it was built for Robert Morrison in 1892, as an expansion for his thriving hardware business next door.

Early-day Winters merchants wasted nothing, including buildings, and Morrison's Main Street business operation included a structure moved in 1876 from the bypassed town of Buckeye.

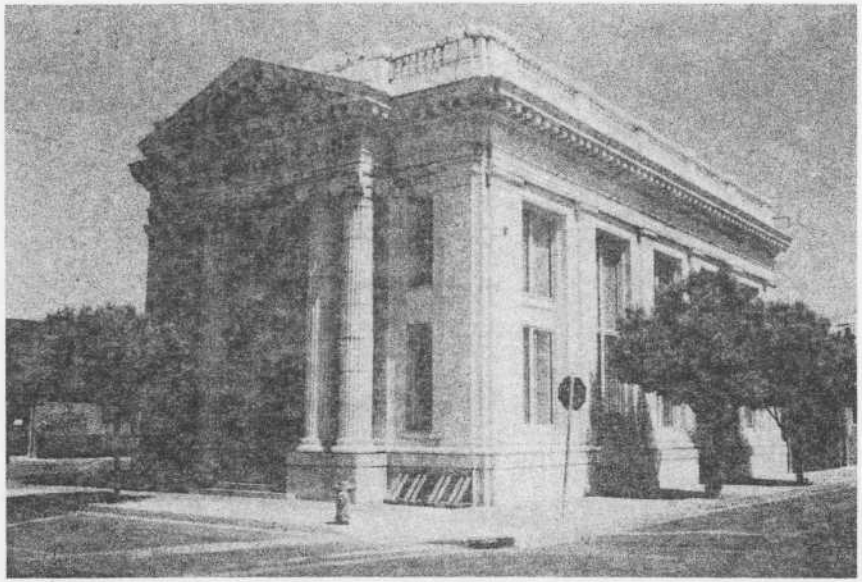
The hardware business was sold in 1906, and the Morrison property was then occupied by a succession of hardware, general merchandise, and other concerns. The property is currently leased to another business that bears the name of yet another Winters pioneer--Griffin.

Present owners Mike and Janet Kimes restored the original wooden facade and doorway in 1980. This well-preserved example of late 19th century commercial architecture eclectically combines elements of Stick, Eastlake, Italianate, and classical design, serving as a key visual element of downtown Winters.



48 MAIN

CITIZENS BANK c. 1912



48 MAIN STREET

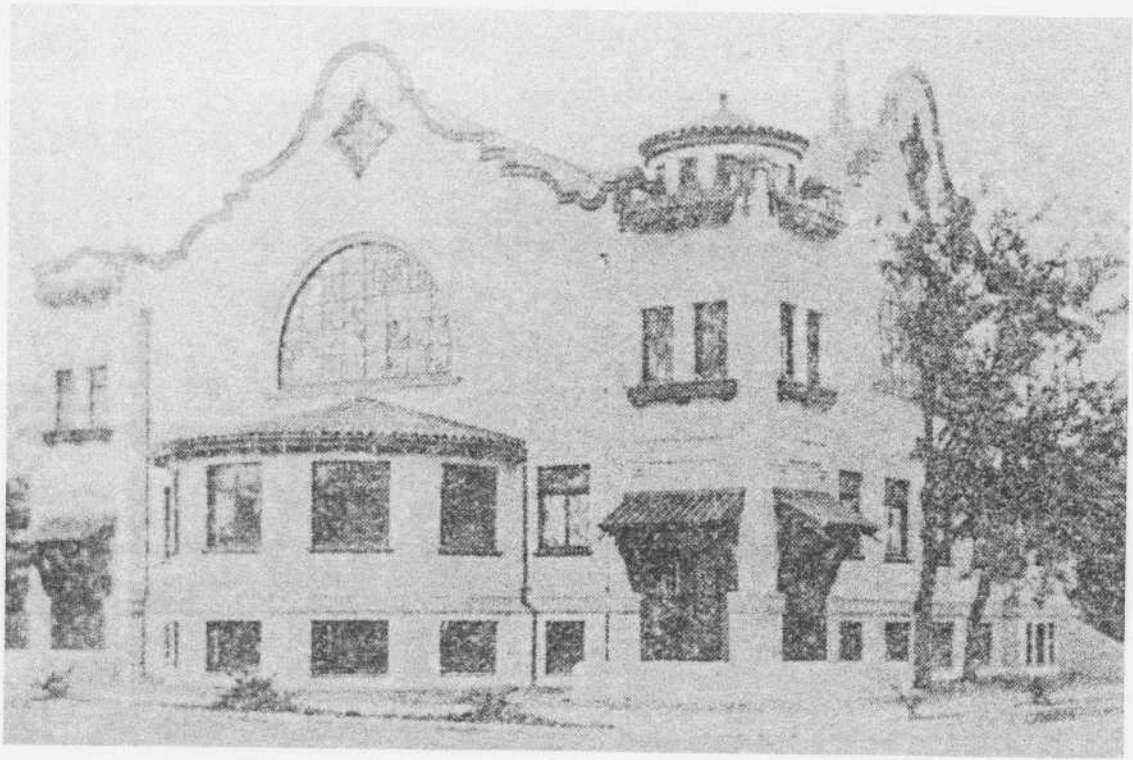
CITIZENS BANK/
FIRST NORTHERN BANK
OF DIXON

The formal dignity of this striking Classical Revival structure reflects the stability and sobriety of its institutional function. Huge fluted, Ionic columns support the pedimented entry of this massive structure, designed in 1912 by Kenyon and constructed by contractors Brady and Fisher for the Citizens Bank of Winters.

The Citizens Bank was unusual for its time, advertising in 1914 that 30 of its 130 stockholders--including its largest principals--were women.

The bank underwent a series of ownership changes starting in 1928 and was owned by the Bank of Italy, the Bank of America, and its current occupant, the First Northern Bank of Dixon.

Except for iron grillwork removed from the windows, the structure remains unchanged from its original days, including the impressive mahogany woodwork and marble counters and floors on the interior. Interesting exterior details include the balustraded parapet on the perimeter of the building, overscaled dentils bracketing the eaves, cornucopias with fruit and a cartouche above the entranceway, and a large, arched window with keystone above the entrance.



201 MAIN

FIRST CHRISTIAN CHURCH c. 1913



201 MAIN STREET

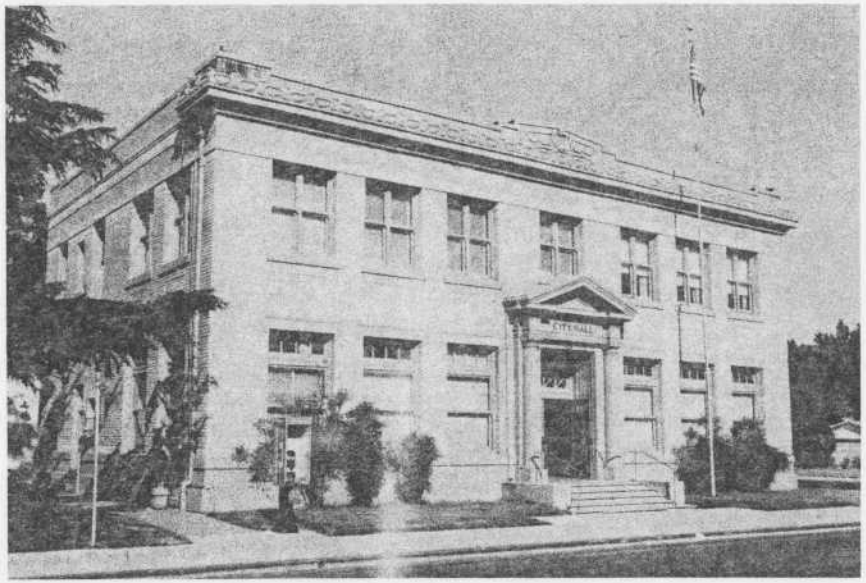
FIRST CHRISTIAN CHURCH/
CHURCH OF JESUS CHRIST OF
LATTER DAY SAINTS

This fine, all but flamboyant, example of the Mission Revival style popular in California during the early 20th century was built in 1913 for the First Christian Church, then an important hub of Winters' religious and social life.

It was designed by prominent architect William H. Weeks (designer of the Winters City Hall), who favored the Mission Revival style and utilized the style in a number of his works. The structure contains a large central area with galleries above on three sides. Beneath these balcony/galleries are meeting rooms, separated by sliding doors from the main room. This configuration is a variation of the Akron Plan, an interior church arrangement, developed in America during the 19th century, that reflects this country's democratic attitudes towards religions.

The building is almost square in form. The scrolled parapets, punctuated with modified quatrefoil designs, project above the roof on all sides and are separated by circular corner towers above short bracketed and tiled roof sections. Other features include: large arched windows with stained glass, stucco and wood construction, and tiled roofs, as well as the imposing palm trees lining the sidewalk in front of the building.

The Church of Jesus Christ of Latter Day Saints has recently purchased the property and plans to rehabilitate and use the building.



318 FIRST STREET

WINTERS CITY HALL

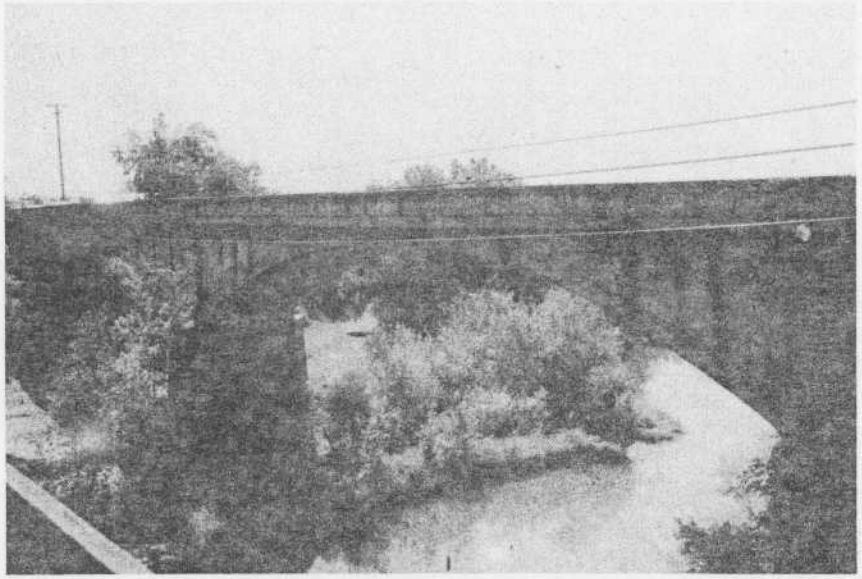
In 1903, conditions at the county jail at Winters were so deplorable that a decision was made to build a new structure, and a plot of land was purchased to house both jail and public offices. Due to fund shortages, however, building efforts languished, and it was not until 1916 that the City Hall was constructed. One of the most versatile and prolific California architects of the early 20th century, William H. Weeks, known for his public buildings, was commissioned to draw the plans. (He also designed the First Christian Church.)

Weeks designed the building, which included a jail, the fire department, city hall, court rooms, city attorney's office, jury room, the library, and the town clerk's office. The structure, as visualized, was so large that the city decided to purchase two adjoining lots from wealthy townsman Alex Ritchie.

The court room has been used as a community space by the Winters Band, American Legion, and the Fortnightly Club, which still meets there and has refurbished the kitchen.

The Winters City Hall is an imposing but functional example of Classical Revival architecture, characterized by its symmetry, decorative detailing, pilasters, and pedimented entry.

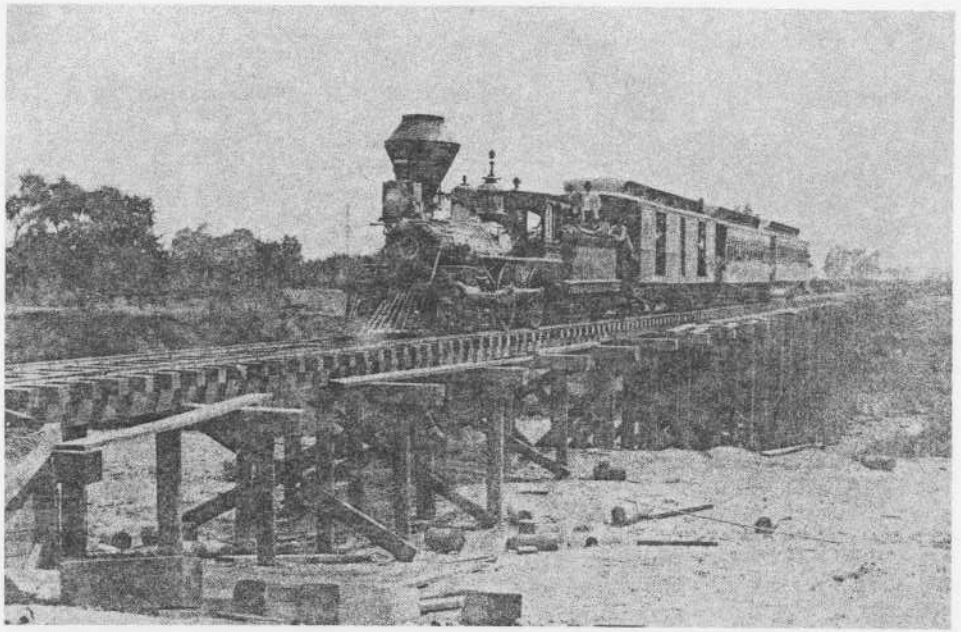
YOLO-SOLANO BRIDGE



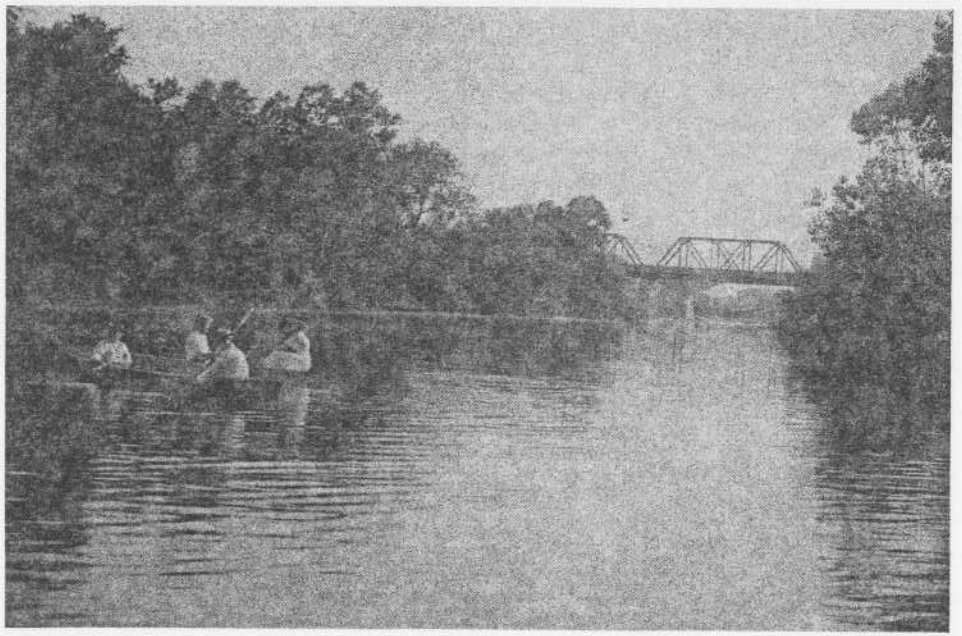
At the time of its construction in 1908, this bridge was hailed as the longest bridge of its kind west of the Mississippi, as well as one of the finest bridges in California. Built by W.N. Concannon of 4,500 yards of concrete and reinforced by 70 tons of iron, the bridge is 461 feet long and 22 feet wide.

Yolo and Solano Counties shared the $50,000 expense of building the bridge, which spans Putah Creek and still serves as a principal travel and communications access route from the center of Winters to Vacaville.

On April 1, 1908, a shared dedication for this and the railroad bridge was held at the baseball field at East Main and Elliott Streets. Over 3,000 people attended the fete, which featured musical programs, numerous speeches, two baseball games, a barbeque, and a gala dance at the Opera House.

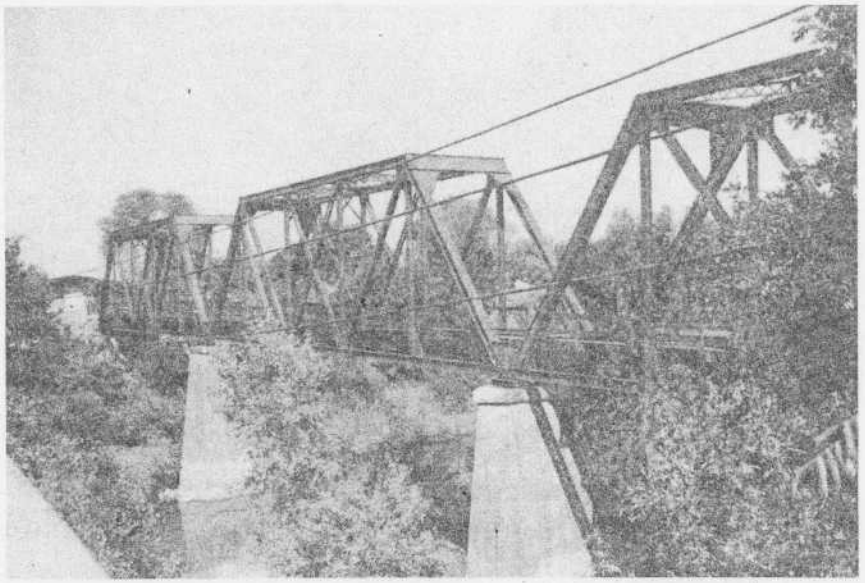


Vaca Valley Railroad Bridge, 1875



Winters Lake below the
Southern Pacific Railroad Bridge,
looking west c. 1911

SOUTHERN PACIFIC
RAILROAD BRIDGE



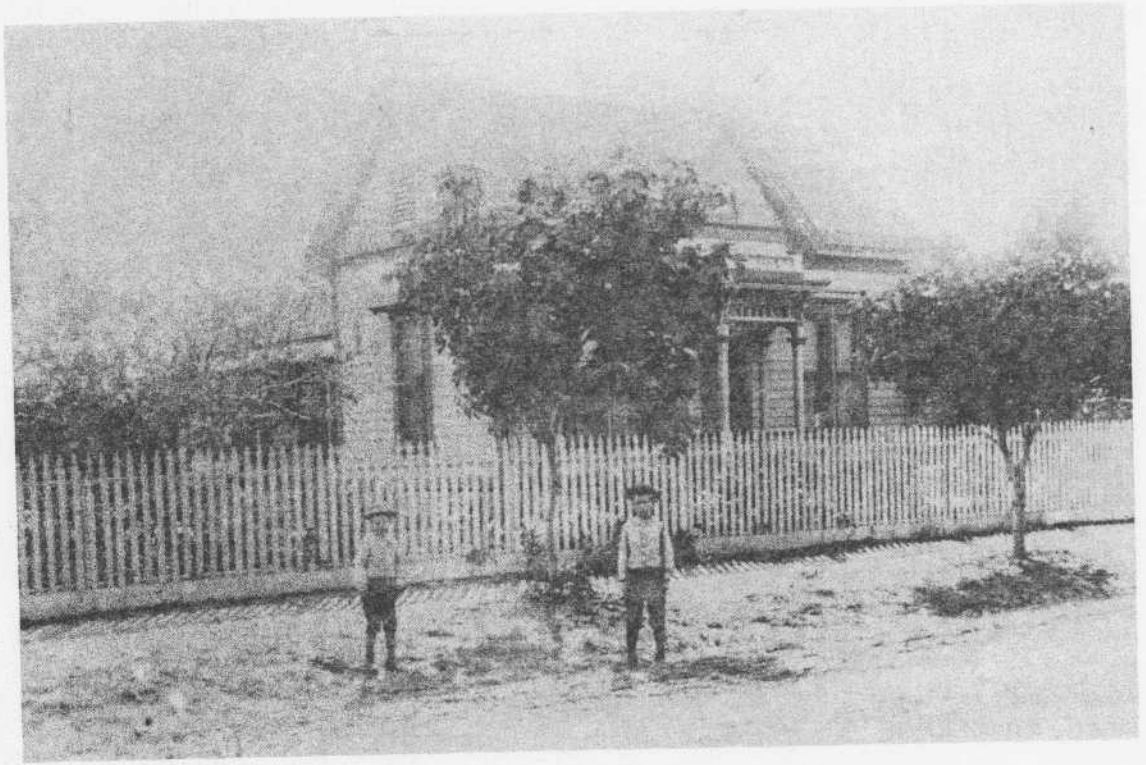
Although not an uncommon type, this steel Pratt Truss Railroad bridge serves as a reminder of the enormous impact that bridging Putah Creek had upon the birth and development of Winters. Built in 1906 by the Southern Pacific Railroad Company, it was the fourth attempt at bridging this unwieldy, uncooperative creek.

The first railroad bridge, built on the site of the Old Wolfskill Ford, was engineered by Joseph G. Young, and the first train, sent by the Vaca Valley Railroad, crossed the creek into Winters on August 26, 1875. The arrival of rail service stimulated town growth from $1,000 of assessed valuation to $160,000--in just one year.

This bridge, as well as the second, was washed out by storms in 1877. The third, a combination wagon and rail brige, served until 1906, when the present steel truss bridge was constructed.

With the decline and eventual cessation of rail service, the tracks were removed in the 1970s, and the Southern Pacific property was sold to the City of Winters for a community center. Subsequently, former Winters resident and Southern Pacific president Alan Furth presented the bridge to the town for use as a bike path.

The bridge is currently closed to traffic.



202 RUSSELL STREET

BELL/YOUNG HOUSE

202 RUSSELL STREET

BELL/YOUNG HOUSE

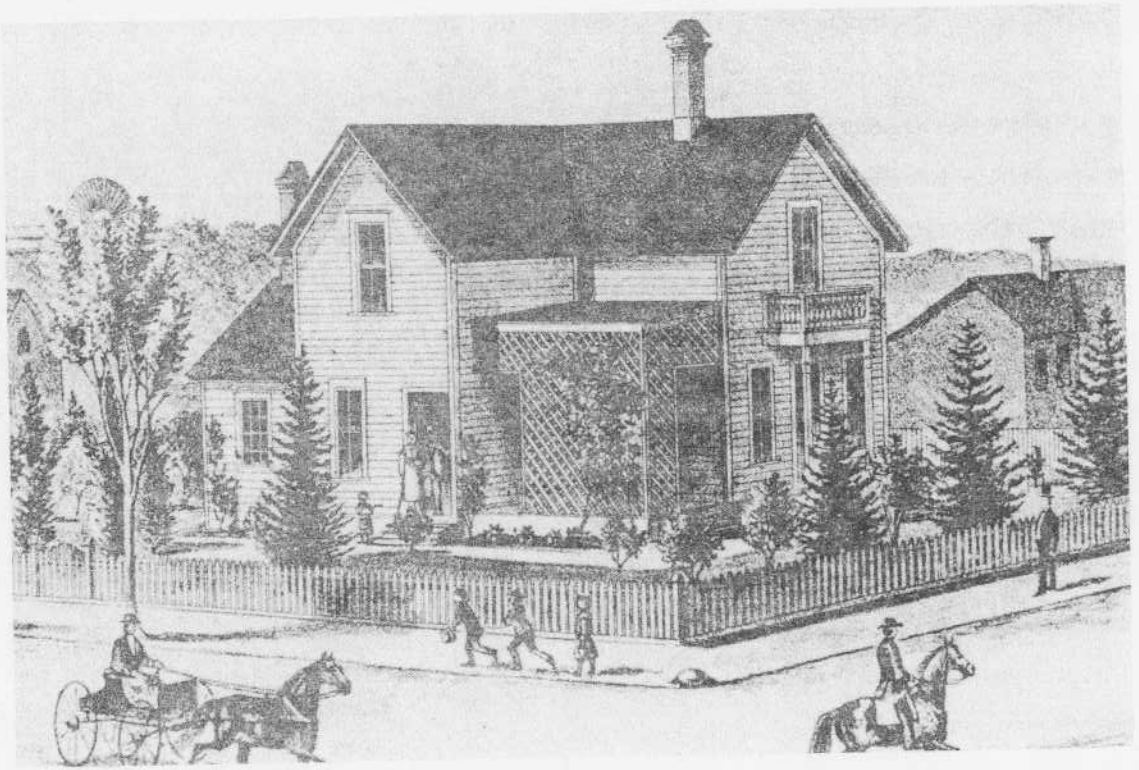


This delightful home is the most authentic example of Gothic Revival styling in Winters, with its intersecting gabled roofs, brackets, patterned banding, pendants under the window casings, and overall proportions.

The front porch, however, suggests Italianate styling: flat-roofed, bracketed, with columns and an ornamental balustrade. And indeed, its first owner, Dr. W.T. Bell added the front portion of the house in order to receive his patients.

Bell, a native of Virginia and one of the sixteen founders of Winters, built the house in 1878 for his wife and two children, who were among the first to traverse the continent via the transcontinental railway in 1869. A third son was born in the house the year it was built.

The Bells moved to Oakland in 1884, selling the house to Joseph G. Young, builder of the first railroad bridge over Putah Creek. Young and his wife Nellie raised two sons in the home. Since 1937, the home has been owned by a grandson, Robert, and his wife Lavinia Young, who raised a family of four children in this unique structure.



101 RUSSELL STREET

BROCK HOUSE c. 1879



101 RUSSELL STREET

BROCK/SULLIVAN HOUSE

This historic house has experienced a variety of owners--and their "refinements" to its original design.

Originally part of the Wolfskill Mexican land grant, this property was sold to J.M. Pritchett and T.H. Brock in 1876. Brock acquired sole ownership of the land in 1877, along with the house, which was apparently built that year.

Brock was a resident of Winters before the town was even built. He was the area's pioneer blacksmith and a pillar of the Methodist Church.

By 1892, the Magill family owned the house, and they made many improvements and additions to the structure. The house was also occupied by such notable Winters families as the Cadwalladers, Claytons, Edwards, and Cultons. Oscar Holmes, City Engineer for nearly ten years, lived in the house from 1934 to 1970. The current owners, William and Barbara Sullivan, are restoring the home.

The existing house reflects its early construction date in form and character, despite some additions to the facades. It is an important historic and architectural remnant of Winters' earliest days.



120 RUSSELL STREET

CRANER/CARRICK HOUSE

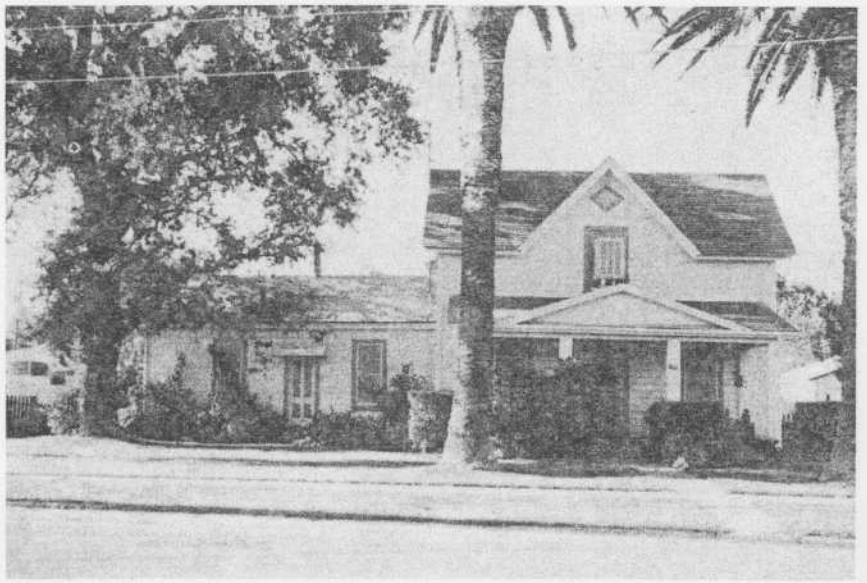
This simple house, Greek revival in design, was constructed between 1875 and 1877 by T.J. Mize, a town attorney. Mize sold it to J. B. McArthur in 1877. McArthur kept the property for just one year, selling it to T.H. Hyatt in 1879.

Two more owners, Wurth and DeVilbiss (the town's hotel magnate), held title to the property before it was sold in 1890 to Henry Craner, who operated a general merchandise store on Main Street and made the house his home. Over the years, others owned it, including Leon and Helen Mermod (early 1920s until 1945), William and Dorothy Pugh (both school teachers and active in community affairs), Adoracion Munoz, and the present owner, Doris Carrick who purchased the property in 1970.

One time resident Clara Sager wrote: "An early very distinguished feature was the installation of a marble wash-bowl and running water in the south pantry, said to be the first inside bowl in the early town of Winters."

Despite modifications, the house retains much of its original styling, most notably the hipped porch roof supported by chamfered columns and the characteristic Stick Style balustrade, a rare detail in Winters.

This modest, vernacular home was lived in and loved by many of the Winters' earliest citizens, and its very simplicity suggests a certain elegance, reflective of the commonfolk who formed the backbone of this pioneer community. As such, it is a key component of the city's architectural heritage.



411 ABBEY STREET

PRESCOTT-WAGGONER/GODDEN HOUSE

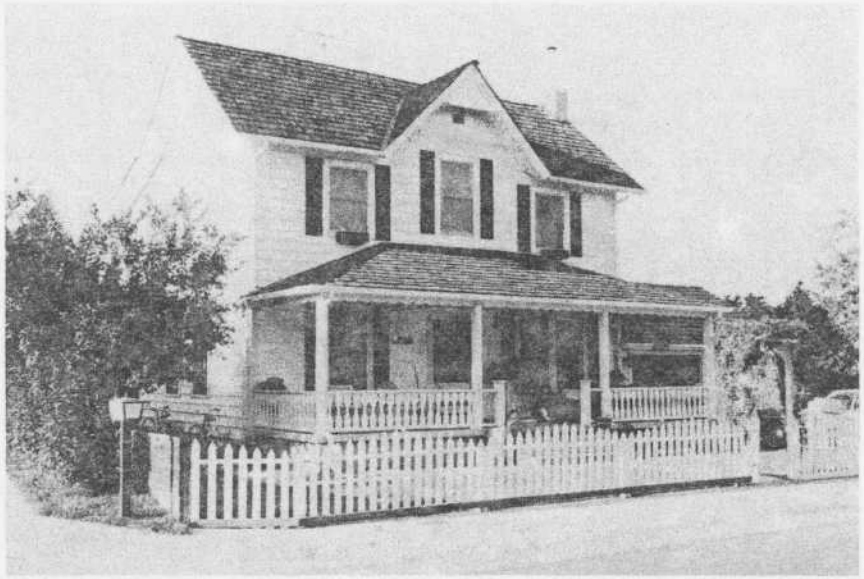
This eclectic building stands as a remnant of an early Winters ranch complex that once marked the edge of town. Stylistically representative of both its initial construction date and later period alterations, it contrasts visually with the newer buildings that now surround it.

Although John Ormsby owned the property when the home was built in 1883, it was probably occupied by his daughter Mary Jane and her husband, A.A. Prescott. The Prescotts gained title of the house in 1884 and operated a fruit ranch to the north and west of this block.

E. F. Haven acquired the house and ranch around 1912 and sold a portion of the farming property to the Mt. Diablo Development Company, creating the Haven Addition. Haven was prominent locally as a member of the Christian Church Board and as chair of its building committee.

The next owner was Mamie L. Waggoner who, with her husband, W.J., operated the fruit farm. Waggoner School, which now stands on what was the farming property, bears their name.

The house was later sold to Silas and Marguerite Godden, who came to Winters to open a jewelry store. Mrs. Godden remained in the house after her husband's death and lives there today.



451 MAIN STREET

WILSON/BARB HOUSE

Now distinctive in the "new" neighborhood grown up around it, the Wilson house is the sole remnant of an early Winters ranch. The present structure, probably replacing an earlier residence, was built in 1883. During its construction by contractor Thomas D. Ball, it was described as "a fine residence in the suburbs of town...". The structure was a typical design for its era, with its Stick-Eastlake style trim and form.

The owner was settler James Wilson of Ohio, who traveled three times across the plains to California before establishing this homesite for his wife and five children. Mrs. Wilson, a well-educated woman of great intellect, always took a lively interest in the affairs of the home, school, church, and community.

After Mr. Wilson's death, son Fred and his family returned to Winters and renovated and lived in this family home.

Though somewhat modernized, the house gains importance as a reminder of the ranching and agricultural activity so important to Winters' founding and development.

116 MAIN STREET

R.E. BAKER/THE STONE HOUSE



Built in 1884, this unusual building, Winters' only stone residence, was built on a prominent corner site on Main Street by Bernoit Bertholet, local master stone mason. Its design is unique and combines Italianate themes with vernacular stone construction techniques.

The house is symmetrical, with a shallow, hip roof, twin square wooden bays, and a bracketed roof--all characteristic of the Italianate style. Alterations to the house have added a canopy over the entrance, a front stairway, and an addition in back.

Little is known about D.K. Roberts, the house's original owner. For a time it was a boarding house operated by Mrs. E.J.Clark. In 1902, the house was purchased by R.E. Baker, who owned half interest in a grocery store on Main Street. Baker lived in the house until his death in 1943. The current owner is Mrs. Minnie Lopez.



25 E. BAKER STREET

MORRIS HOUSE c. 1916



25 E. BAKER STREET

MORRIS/KIDDER HOUSE

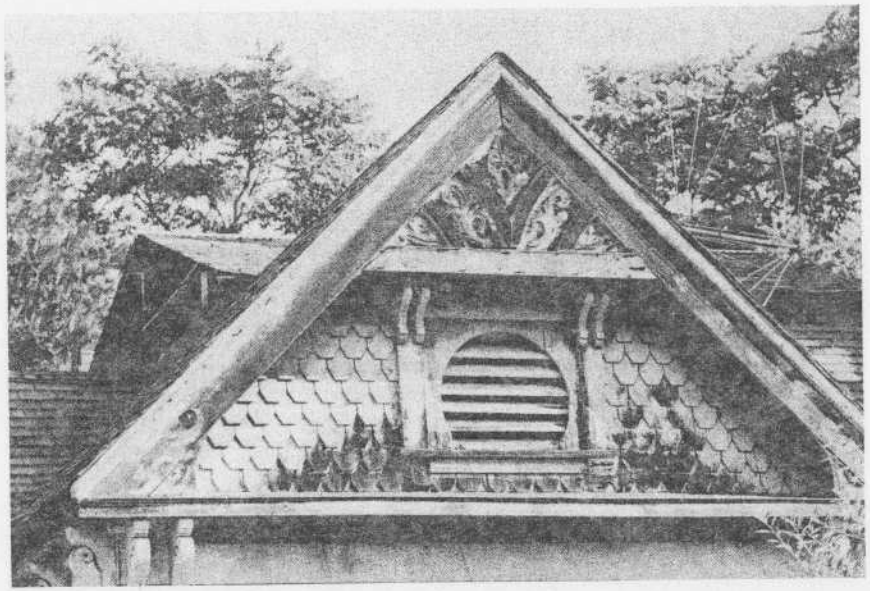
This house has both architectural and historical prominence, being the grandest Italianate residence in Winters and also the dwelling of Venable Morris, one of the sixteen founders of Winters, who made great impact upon the town's economy and religion.

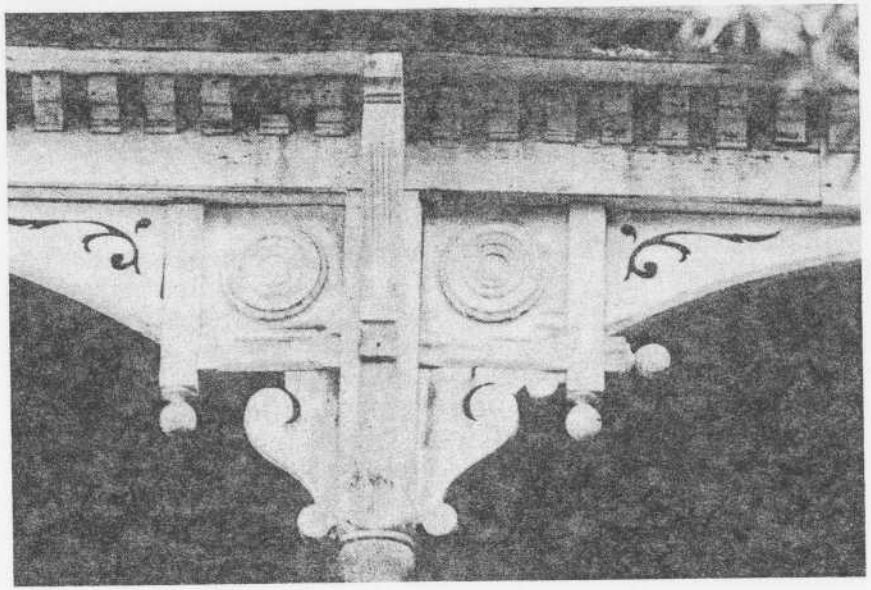
Morris came to the area in 1869 from West Virginia, returning there in 1971 to bring his wife, Nannie, and his son and daughter to Winters. In 1888, he commissioned Charles Hall to build this fine house.

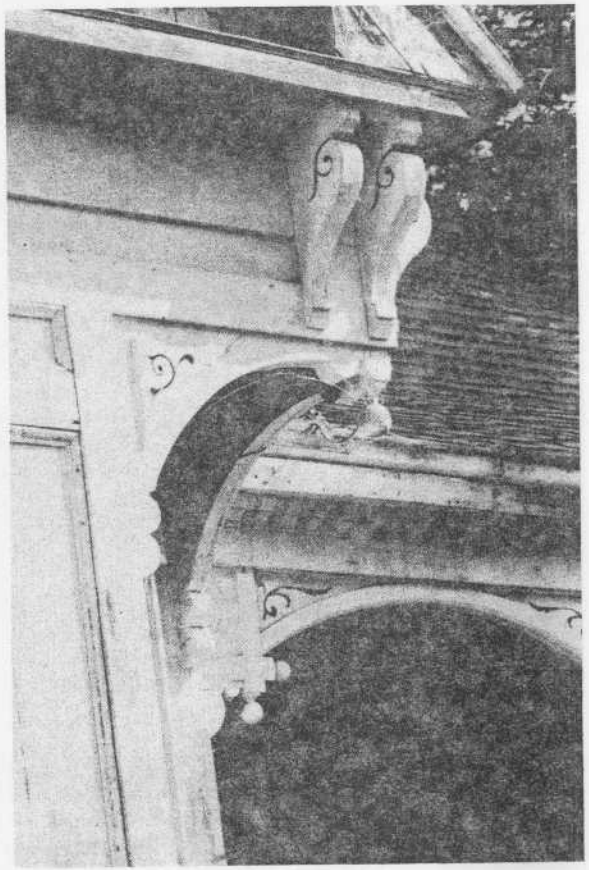
Morris served as a lay minister, a notary public, and long-time manager of the Buckeye Grangers. After his death in 1893, his widow took in roomers, including such prominent citizens as Bertha Young and Mr. McQuiddy, both teachers, and a dentist, Dr. Anderson.

This imposing two-story house is rectangular in form. Perhaps its most interesting feature is the twin slanted bays that project from the front of the house and flank the decorative columned porch. Other characteristic Italianate details include bracketing under the eaves, a central columned portico, and a shallow, hip roof topped with decorative iron cresting.

The original cresting of the bays and porch were particularly fine, and unique to Winters. Over the years, some changes occurred, perhaps the most marked being the joining of the bays and the removal of the cresting.

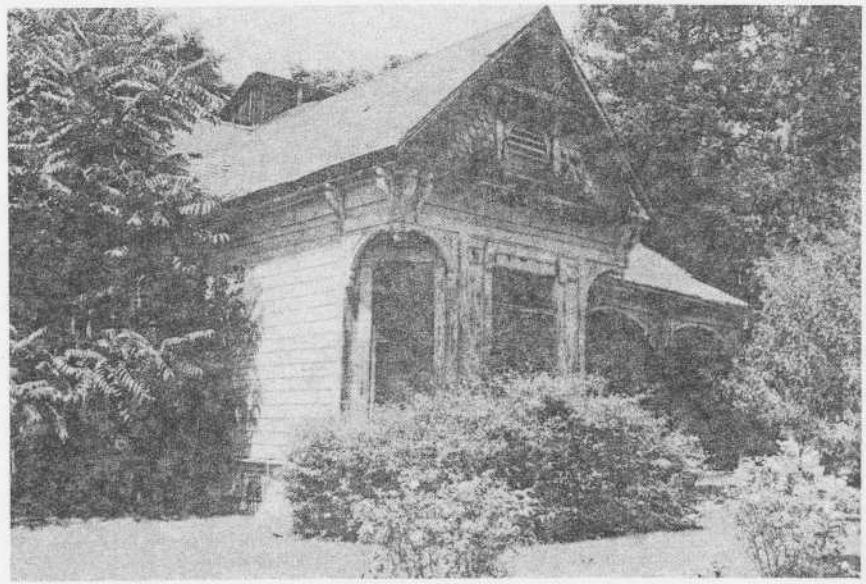






129 RUSSELL STREET

FASSETT/SNODGRASS HOUSE



129 RUSSELL STREET

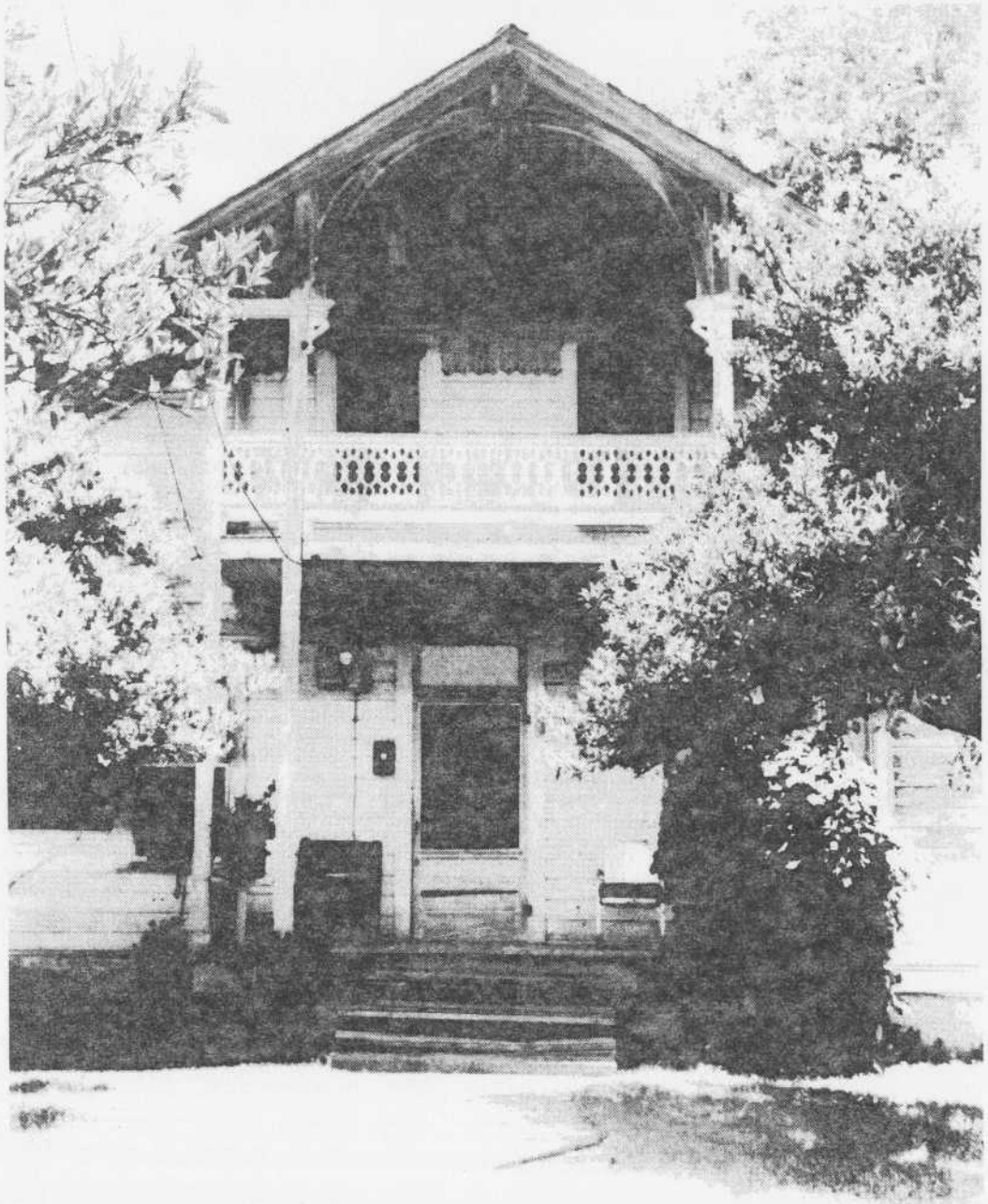
FASSETT/SNODGRASS HOUSE

This small house is a fine example of Queen Anne design and a tribute to the prolific and gifted talents of Alex Ritchie, who built the structure in 1890 for James S. and William P. Fassett, sons of one of Winters' founding fathers, O.P. Fassett. The Fassett brothers operated a local hardware store, and William was the Winters city clerk in 1898.

Ritchie not only constructed the asymmetrical house, with its slanted bay window and intersecting roof gables, but crafted much of the ornamental woodwork as well. This includes brackets and corner pendants above the bay, richly decorated columns and ornamental arches, and patterned shingles.

Old outbuildings, including garages, pens, and an outhouse remain, although they, as well as the main structure, are seriously deteriorated.

The house has been owned by the Walter Snodgrass family since 1917. Prior to that, it was the home of Gertrude Smith, who purchased it in 1907 from the Fassetts and lived there with her mother and father, a retired Danish sea captain. Gertrude Smith Brinck was active in the formation of the Winters Cemetery District and various local clubs.



127 WESTWOOD COURT

EDWARDS/HENDERSON HOUSE

The Henderson home, built nearly a century ago, is shown above in its original location in the Overhouse orchard, prior to being moved to a new location in the Creekside Subdvision. The house is being restored and has been put up for sale. (1975)

127 WESTWOOD COURT

EDWARDS-HENDERSON/COOK HOUSE

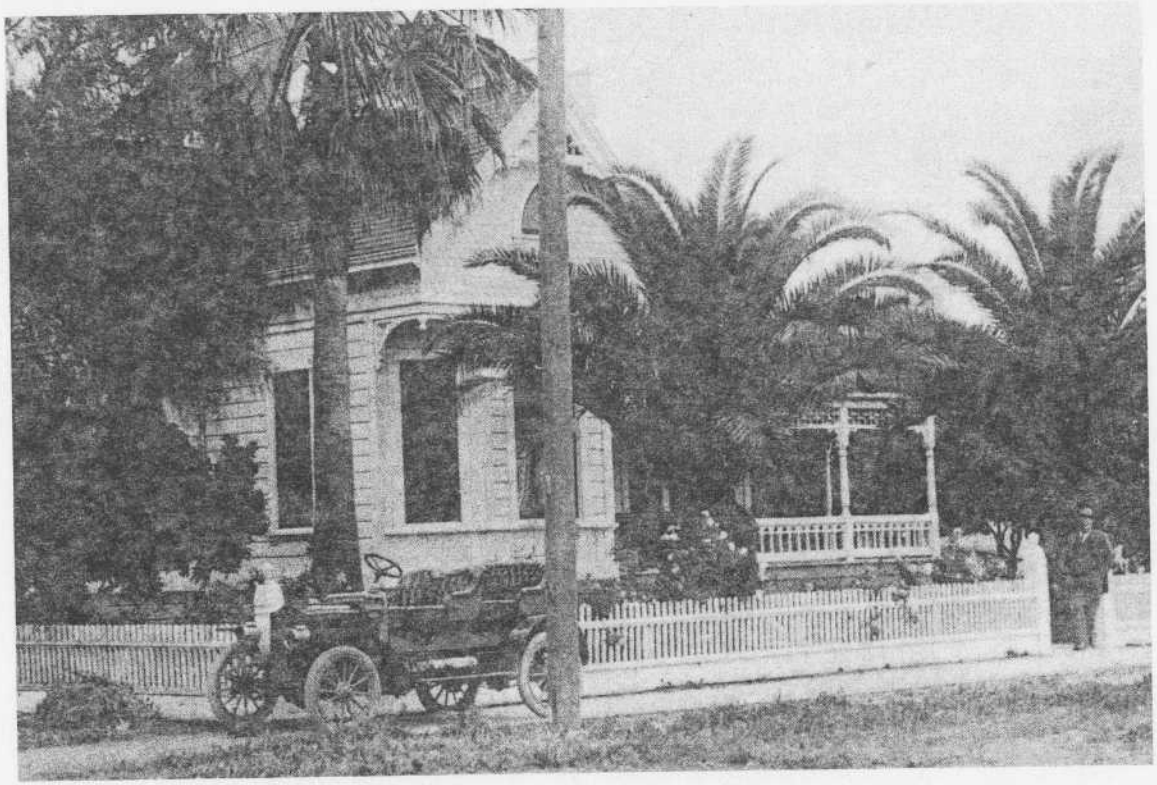


Well-preserved and recently renovated, this vernacular Eastlake-style home was constructed in 1888 by local builder Alexander Craig. The one and one-half story house features a gabled roof and an imposing front porch with decorative balustrade, characteristic of Eastlake-inspired details. The sawn wood ornamentation and bracketed arch over the porch lend the house a chalet-like appearance.

The original owner of the house, D.P. Edwards, was a large landholder who provided the land for westward expansion of the Winters townsite. Edwards subsequently moved to Colusa, leaving the house in the hands of his two sisters, Louisa Edwards and Lydia Henderson, and Lydia's husband, J.A. Henderson, a haberdasher.

Located south of the city limits until recent years, this house was a well known place where people gathered and children came to play. In 1896, the nucleus of the town's library was located in this house, and for many years, ladies of the Presbyterian Church met at the house to make candy and cookies for the Sunday school Christmas party.

Mrs. Henderson lived in the house until 1940, when it and the surrounding orchard property were sold to W.D. Overhouse. In 1974, the deteriorated house and orchard were sold to subdivision developers. Desiring to save the home from demolition, John Brinley had the structure relocated on the property and renovated it for resale. A fireplace has been added on the south side, and a two-car garage and breezeway addition adorn the rear.

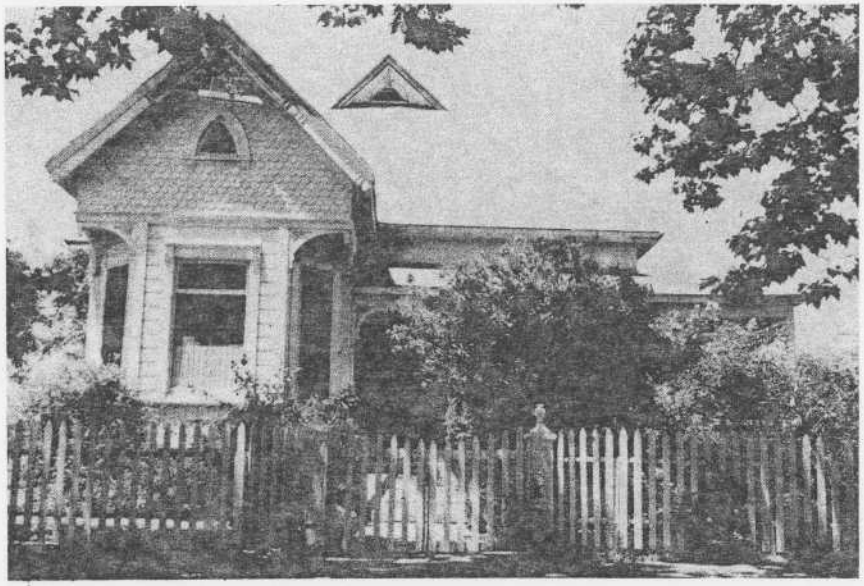


11 E. MAIN STREET

D.O. JUDY HOUSE c. 1910

11 E. MAIN STREET

D.O. JUDY/YUNKER HOUSE

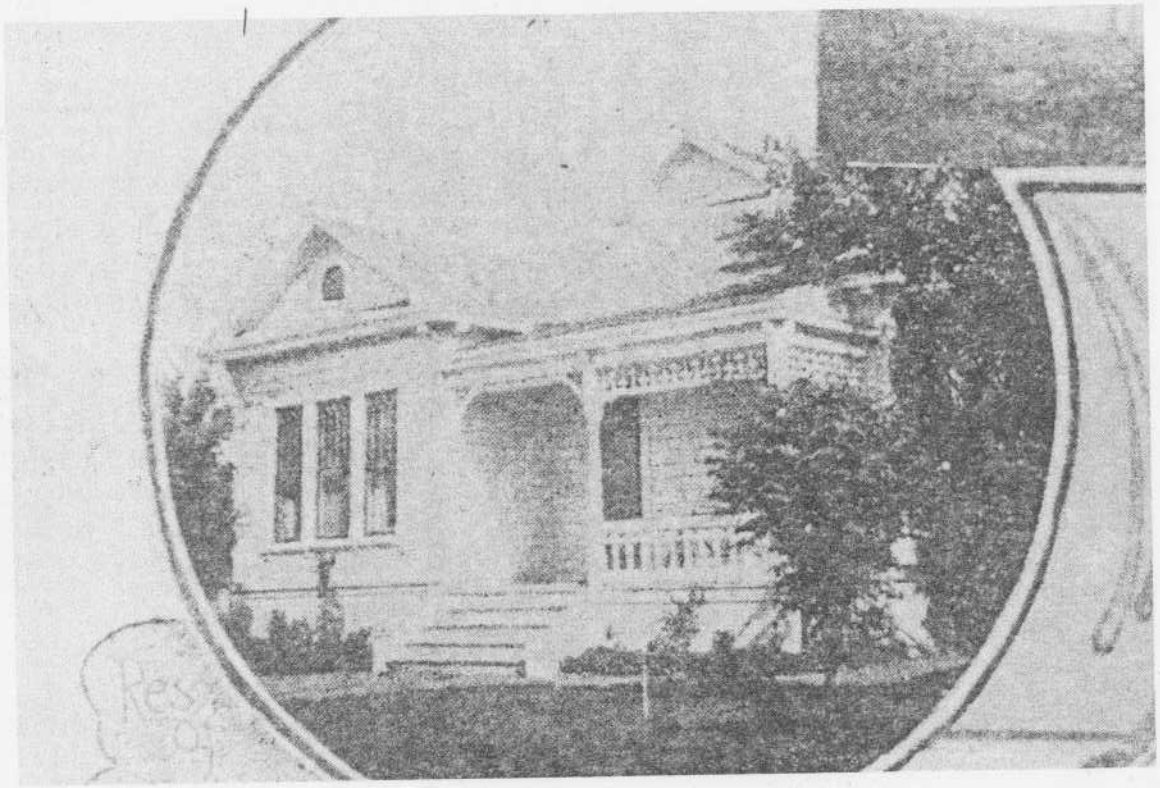


This attractive picture book house has the gabled roof, fish-scale shingles, angled bay, and decorative woodwork--"gingerbread"--that typifies it as a Queen Anne cottage.

The house was built in 1895 by D.O. Judy, a prominent early Winters businessman and community figure. Judy was proprietor of the Pioneer Livery stables. Using timely business sense, he converted the livery into a taxi service when the automobile came into use. He was also interested in local politics and civic affairs, serving 18 years on the town board.

A subsequent owner of the house was Ben Stephens, another Yolo County pioneer family descendant and a retired farmer.

Current owner, C.W. Yunker, has faithfully restored the residence to its original state.



210 RUSSELL STREET

WILSON HOUSE c. 1890

210 RUSSELL STREET

WILSON HOUSE/SYLVESTRI APARTMENTS



A garden setting enhances the attractive, graceful house. Different historic and architectural eras have each added their trademark to the building's physical evolution.

The original vernacular structure was first given a Queen Anne facelift with fishscale shingles and projecting angled bay. In 1899, Colonial Revival alterations contributed another addition that included a porched with paired columns.

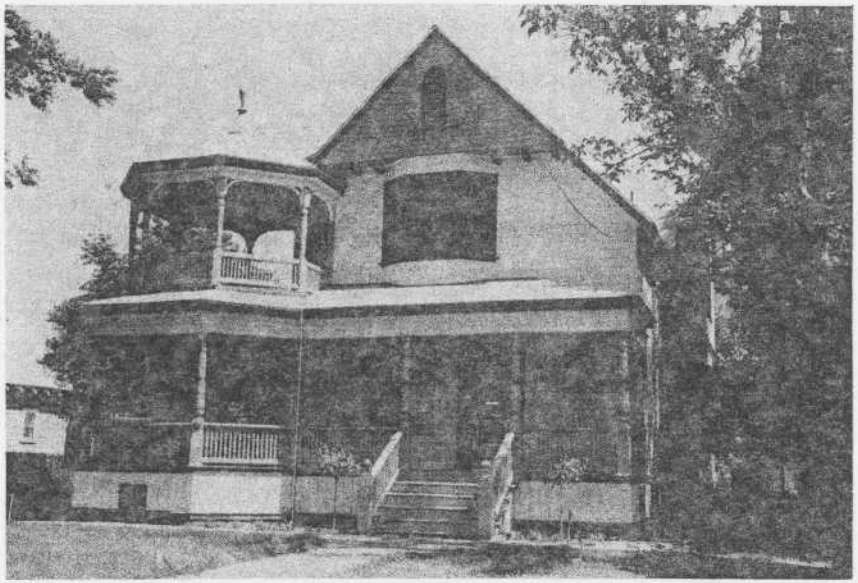
The house was constructed for J.W. Wilgus in 1882, with major remodeling by the F.W. Wilson family in 1899. Wilson was a fruit grower and a recognized area horticultural expert. He was instrumental in organizing the Winters Dried Fruit Company and was manager for 18 years. He also served as organizer and director of the Winters Canning Company. Active in local civics, he directed the Winters Chamber of Commerce and served as high school trustee for 15 years.

The cumulative nature of the attractive house reflects its long time use and adaptation to family needs and life styles through the years.



20 E. MAIN STREET

M.O. WYATT HOUSE c. 1913



20 E. MAIN STREET

WYATT/GOLSON HOUSE

The unique Colonial Revival house, festooned with an elaborate Queen Anne two-story porch illustrates the transition between the two styles that occurred at the turn of the century when this house was built. The house was designed by Sacramento architect Frank Schardin, who was once a partner with Nathaniel Goodell (designer of the Governor's mansion in Sacramento). Local contractor Alex Ritchie built the house for Dr.M.O. Wyatt in 1901.

Wyatt, eldest of eight children of J.N.B. and Sarah Wyatt, had lived in the Winters area since 1890 and was the town's dentist. He served as treasurer of Winters in 1898 and, along with brothers Frank and Clarence, was a prominent businessman and landholder. He was president of the Bank of Winters and Western Yolo Creamery and Ice Company, treasurer of the Winters Canning Associaton, and membr of the Masons, W.O.W. Club, Unity and Buckeye Lodge. He is listed in Who's Who on the Pacific Coast (1913) and the D.A.R. Pioneer Records of 1950.

This well-maintained house, currently owned by Kim and Steve Golson, is perhaps the finest example of country residential architecture in Winters. The building is formed by intersecting gabled rectangles, and it features a slanted bay window in front, decorative bracketing, and turned posts and balustrades. The fanciful porch is six-sided, with a peaked roof topped by a finial. A curved window is mounted in the porch on the first floor.



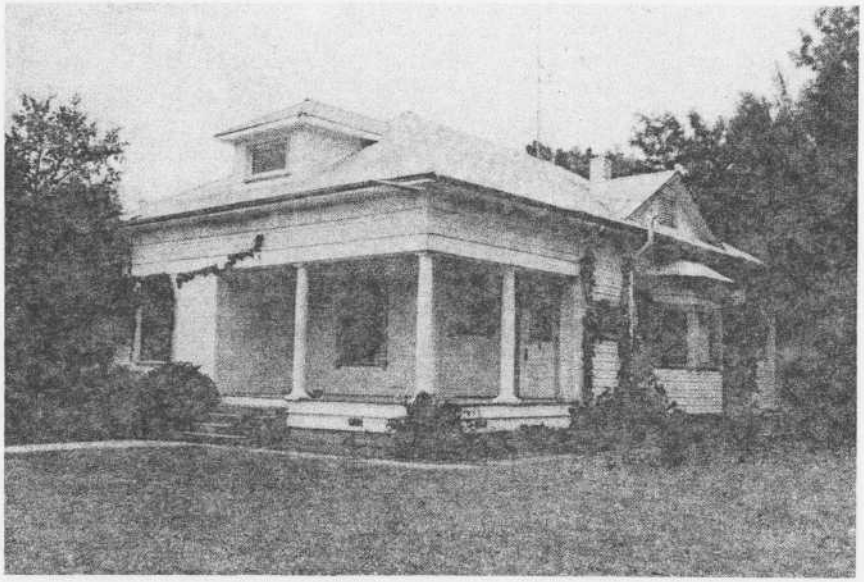
13 E. MAIN STREET

C.E. WYATT/RAMOS HOUSE

This house, constructed for $3,000 in 1906 by H.C. Settle and C.M. Hall, was the domain of Clarence Wyatt, prominent in Winters civic, social, fraternal, and business circles. In 1893, he opened a jewelry store; subsequently he served as manager of the Winters area Pacific Gas and Electric Company. He was a founder of the Winters Service Club, predecessor of the Winters Chamber of Commerce. Wyatt frequently prepared dinners for the club and became renowned as a chef. He was also interested in real estate and banking, and he reputedly brought the first load of automobiles to Winters.

Wyatt and his wife, Priscilla, lived in the home until their deaths, when it was sold to Richard Ramos.

The house is one of the best examples of Colonial Revival architecture in Winters, with its formal, proportioned facade, gabled peak, and projecting pedimented porch gable. Other features include a semicircular vent in the pediment, decorative shingles, and turned porch columns.



101 E. GRANT AVENUE

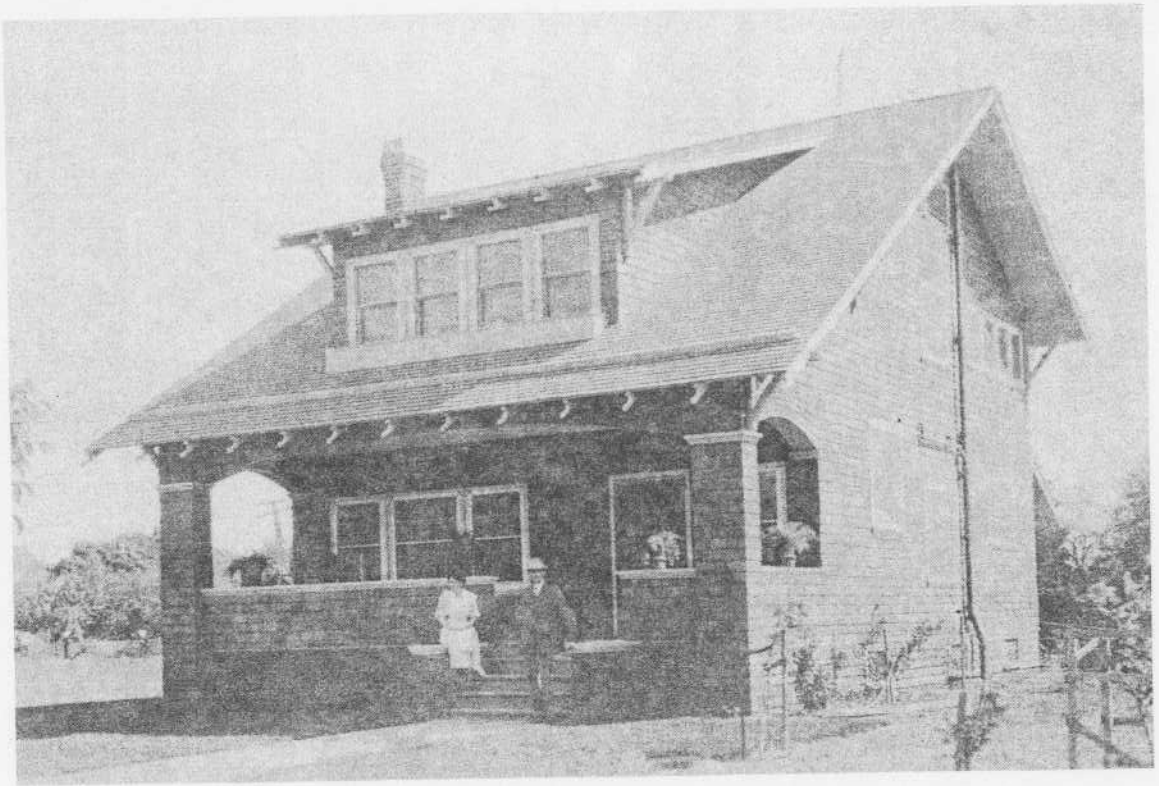
COLE/GRIFFIN HOUSE

Dignified and rather formal, this house, set amidst lush trees and lawn, is reminiscent of its colonial ancestors, with its East Coast Colonial Revival architectural themes. A formal aspect and details, such as turned columns and pediments grace this early twentieth century residence.

The house was constructed in 1907 during a prosperous period in Winters' history. Its builder, Charles Cole, worked his way up from farm hand and teamster to owner of the Winters' Dray Line. His wife, Bertha was a daughter of the pioneer Humphrey family.

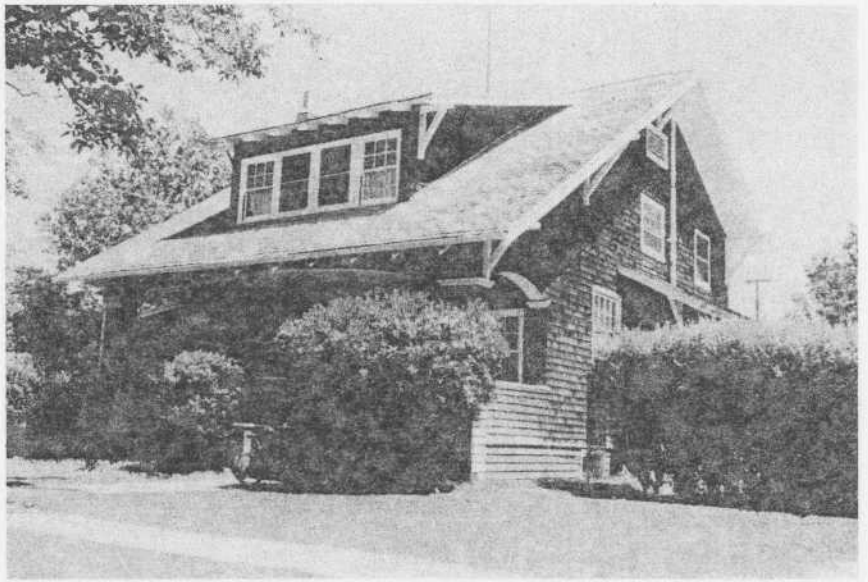
When the Coles left Winters, they sold the house to G.W. Griffin, also a member of a longtime Winters area family, who had served as Yolo County Sheriff in the early 1900s. His father, Joseph Griffin, was an early resident of Buckeye, the nearby town that predated Winters and disappeared with the establishment of this city.

The house is still occupied by descendants of Joseph Griffin.



300 MAIN STREET

BAKER HOUSE c. 1915



300 MAIN STREET

BAKER/QUINTANA HOUSE

This one and one-half story brown shingled house is typical of the Craftsman shingle style, with its large, gabled roof, projecting shed-roofed dormer, and use of rustic natural materials. Other characteristic Craftsman features include the arched openings in the porch supported by shingled posts, the small panes on the upper portions of the double hung windows, and the projecting cut beam ends. The house has a beautiful camellia garden on the east side and a profusion of flowers in the back.

The house was constructed in 1914 for W.I. "Pete" Baker, a native of Winters and son of Dr. and Mrs. S.K. Baker, who purchased the Solano County portion of the Theodore Winters ranch in 1876. Baker was involved in the hardware and insurance businesses, raised sheep, and was a partner in the Baker Company. He served as president of the Board of Trustees for Winters High School and secretary of the Buckeye Masonic Lodge for twenty-four years. His first wife, Mary, served for twenty years as the first president of the Winters Red Cross.

After Baker's death, his son Shirley sold the house to Victor and Millie Quintana, who live there with their three children.



112 MAIN STREET

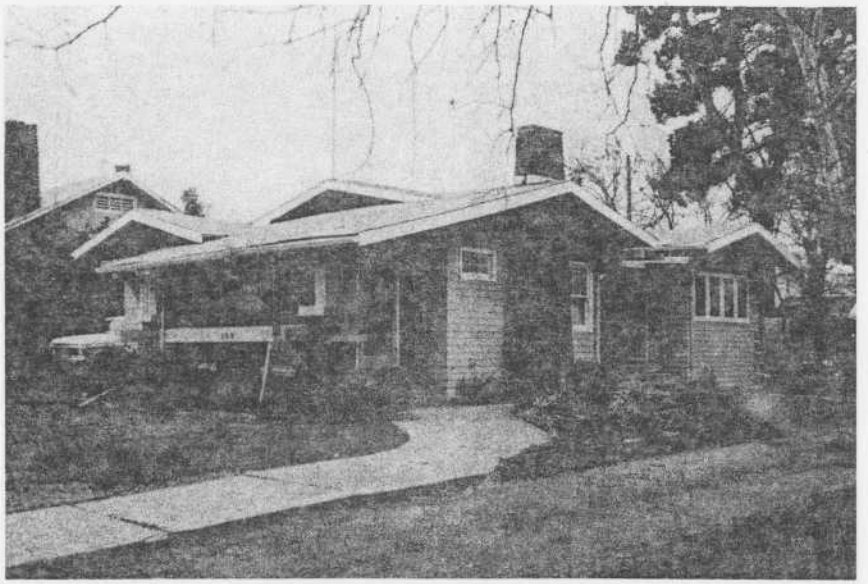
MORRISON/NEIL HOUSE

This small, single story frame house, unusually rustic for the town of Winters, is designed in the Bay Area Craftsman style, with its characteristic gabled roof, board and batten siding, and exposed rafter ends. A recessed front porch, formed by the eave overhang and supported by square posts, shelters the entry. Other features incude a projecting square bay and a vented dormer in the attic. The house is almost obscured by rampant foliage, a typical Bay Area landscape treatment.

The house is particularly reminiscent of the early works of Bernard Maybeck and Julia Morgan, and its surface treatment is unique to this era of Winters history.

This house is one of several Winters rentals owned by Robert Morrison, who had it constructed in 1909 by Alex Ritchie. One of the early renters was Dr. Frances Joyce, who maintained both office and residence.

Current owners are Louis and Anita Neil, who also maintain it as a rental unit.



305 MAIN STREET

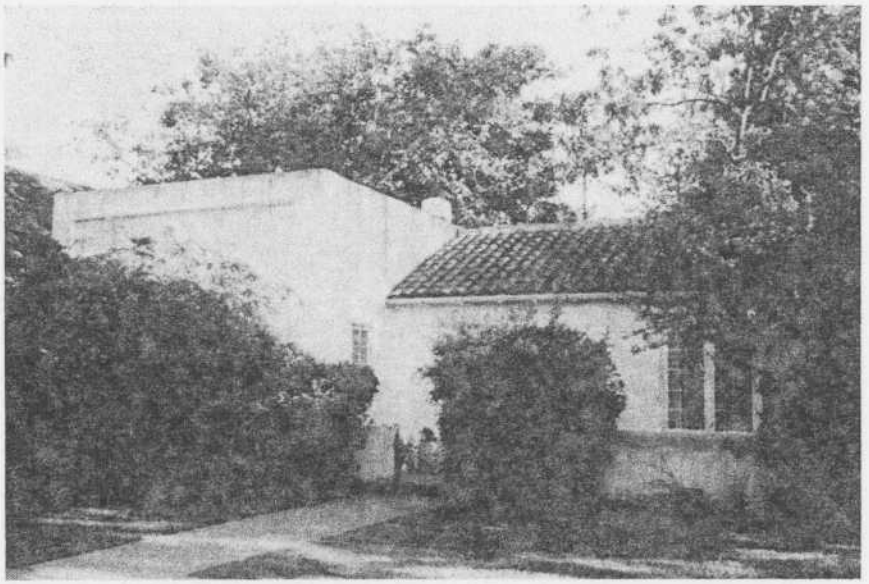
E.H. EDWARDS/MEYER HOUSE

This one-story home is a fine example of the Craftsman bungalow style of architecture. Broad, shallow gables intersect to form the horizontal roof that, along with the Chicago style facade windows, reflect some Prairie school architectural influence. Other typical Craftsman characteristics include a clinker brick chimney, wide overhanging eaves, a side porch (screened in during 1949) with French doors, and square porch posts sitting on battered brick bases.

The house was built in 1913 by Alex Ritchie for E.H. Edwards. Edwards, who married Evadna Fenley (daughter of early Winters pioneer T.H. Fenley), was associated with the Winters Cannery and served as grain broker for the Fenley Mercantile Company before he started the E.H. Edwards grocery store, located in the present Buckhorn Building. His son, Martin, ran the Red and White Store, successor to the E.H. Edwards store, until World War II.

After Edwards died, Mrs. Edwards and Martin Edwards moved to Oakland, renting the house until 1944, when it was sold to Mrs. R.L. Niemann for $6,000. Mrs. Niemann lived there with her daughter and son-in-law, Evelyn and Claude Meyer, who are the present owners.

The house sits on the route of the annual Winters Youth Day Parade, and the Meyers have a tradition of serving coffee to viewers on their front porch.



206 MAIN STREET

BALL HOUSE

This modest house is representative of the Period Revival styles of the 1920s and 30s that borrowed from a broad range of former architectural eras to produce "fantasy" images of the past. This example, one of the few in Winters, is reminiscent of Spanish Colonial styling, with its red tiled roof, small entry garden, and decorative ironwork.

Harold M. "Judge" Ball had this house built by Ray Murray and Harold Ritchie in 1928, just prior to his marriage to Johanna Graf, whose family had large ranch holdings north of Winters. Ball, Justice of the Peace in Woodland prior to moving to Winters, established a law practice here, then became City Attorney. He was a candidate for Yolo County District Attorney at the time of his death in an auto accident in 1934.

After her husband's death, Johanna Ball resumed her teaching career. She still owns the house, which she maintains as a rental.

From: Julie Campbell <juliecampbell111997@gmail.com>
Sent: Wednesday, April 20, 2022 12:11:42 AM
To: GrandPrinceOdeum@outlook.com <GrandPrinceOdeum@outlook.com>
Subject: GPO support

When the church attendance was at an all time high, it was near 300 with about 75-100 being children. At that time we had to have 2 services on Sundays to accommodate the members. We also regularly met on many other nights of the week, and some mornings, for prayer meetings, Men's and Women's fellowship meetings, Wednesday night service, and the youth group. We also hosted large pastoral luncheons for all the Four Square pastors of the region.

Besides the services, the church was used for weddings, (my daughter was married there with over 200 in attendance, funerals, both my parents funerals were there with standing room only, and holiday festivities. On Halloween a large Harvest party was held in the basement for the children of the town, and at Christmas we put on a huge Christmas Musical every year.

We held several major Christian artist concerts and the building was filled to capacity. One concert was the group Alies, with Bob Carlisle as the lead singer. He was the guy who wrote and recorded the crossover hit, Butterfly Kisses. We were able to secure these artists because we had a member that worked for Word Music and he knew the artists personally. We had much smaller concerts as well, as well as many special guest speakers. These concerts were well advertised and people came from all the local cities to attend.

These are the things I can think of at the moment. If I can think of more I'll let you know.

Sent from my iPhone

From: Jan Elrod, MH <janelrodmh@gmail.com>
Sent: Tuesday, April 26, 2022 8:48 PM
To: grandprinceodeum@outlook.com <grandprinceodeum@outlook.com>
Subject:

Hi, I understand you are looking for a list of events that took place at the building you purchased. These are some that I can recall.

Fall festival monsters Inc Oct 31 2017 about 200 ppl

Funeral for Gwens father appr 50 i think probably in 2018

wedding a 100

high school awards ceremony 75 during wrestling season 2017/ 2018 don't remember date

Dance school 30 people every week

dance recital 50 people appx at Christmas and also like may each year 2017 2018 2019 I think

It's really hard to come up with dates of specific events. Hope this helps.

Thank you,
Jan Elrod, MH
Herbal House of Health
209.356.8978
fb.me/herbalhouseofhealth
janelrodmh@gmail.com

From: George elrod <servantgeorge@msn.com>
Sent: Tuesday, April 26, 2022 9:23 PM
To: grandprinceodeum@outlook.com <grandprinceodeum@outlook.com>
Subject: Use of Building

I am not good with dates but I will give you events.

There have been events of every kind imaginable but lets start with a fun one that is also a biggie. Mayor Pro Tem Bill Biasi was married in that church. Another side note is that the elevator was installed to meet his specific needs. He grew up in that church and is well aware of the many, many special events that took place there.

My own family held a reunion of sorts there in 2009 or 2010.

I hosted an awards ceremony for the high school girls wrestling team in 2018 or 19.

A dance class met weekly and recitals happened twice a year.

There have been gospel concerts on numerous occasions.

The boy scouts and the girl scouts used the facility for their programs.

There have been multiple banquets and dinners.

Birthday parties, anniversary parties.

Dramatic presentations.

The High School choir used the facility for a concert

A community Easter Egg hunt happened almost yearly.

I hope this helps and know that you have a lot of people praying for you.

Bless you;

George

Past events held at the church

George elrod <servantgeorge@msn.com>
Mon 10/18/2021 10:40 AM
To: grandprinceodeum@outlook.com <grandprinceodeum@outlook.com>

Hey Rhonda. Here is a list of some of the events previously held at the building.

New Years eve party
Church services
Hosted birthday parties
Community Halloween event
Piano recitals
Dance recitals
Dance classes
Weddings and wedding receptions
Outdoor kids events (when the house and the church were owned by the church and we had access to the lawn area.
Sports awards ceremony for the high school
Concerts
Various events hosted for Winters schools
Dinners
Christian artist concerts

Let's get them😀

George Elrod



12:21 80%

Sarah Helen and 113 others >

Debi Welch Bowen
I used it several years at Christmas time for my piano recitals. Lovely place! I am so excited to see it being used again!



15w Like Reply 3

Debi Welch Bowen
2014



15w Like Reply 2

Lynne Secrist
I used it for my middle school choir concert around that time too.

15w Like Reply

Write a reply...

Rules

Write a public comment...



Bill Biasi

Yes, this makes me sad as well. So many good memories. I was saved there! Worshiped and learn lots about Jesus there. Got married there 7 years ago today! I'm praying that God has great plans for that building and that it remains a house to worship God!

2y **Like** **Reply** 1



Pam Balogh Bill Biasi, hi Bill. Yes it was and...



Bill Biasi Hi Pam, I knew you sold the ranch...



Pam Balogh Bill Biasi I sure will 😊



Martha Zarate

Hope someone saves it before it becomes another winery😔

2y **Like** **Reply**



Debra McDowell

Oh heaven forbid - not another winery. Anyone know the asking price. I know nothing of how to run a church but would love to buy it and donate it to those who do. My whole childhood is rooted here, Sunday school, baptisms, choir, church services with Rev. Reimers, Christmas plays, youth group, married there in 74- attended many a marriage and funerals there.

2y **Like** **Reply** 2

Thatch & Hooper, LLP
Attorneys at Law

GREGORY D. THATCH
LARRY C. LARSEN, of Counsel
RYAN M. HOOPER
ASHLIN Y. LUTES

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Facsimile (916) 443-4632
www.thatchlaw.com

September 20, 2022

VIA FIRST CLASS MAIL & ELECTRONIC MAIL

Chair Contreras and Honorable Members of the
City of Winters Planning Commission
318 1st Street
Winters, CA 95694

Re: Appeal of the Grand Prince Odeum Community Development Director's Determination Letter

Dear Chair Contreras and Honorable Members of the
City of Winters Planning Commission:

This firm represents Rhonda Pope Flores regarding her Grand Prince Odeum facility located at 201 Main Street (the "Property"). As you are aware, Ms. Flores has filed an appeal to your Commission relative to the nonconforming use determination made by the acting Community Development Director, Kirk Skierski dated July 15, 2022. Mr. Skierski's determination confirmed that under the City's current Zoning Code "religious institutions" are a conditional use within the R-1 Zoning District, but the long-standing historic "use of the Property as a church predates the City's current zoning code and therefore constitutes a legal nonconforming use of the Property." We agree that Ms. Flores' use of the Property as a church constitutes a legal nonconforming use that has never been abandoned, and Ms. Flores is not appealing this aspect of Mr. Skierski's determination.

However, Mr. Skierski's determination also imposed numerous conditions described as a "baseline," which include restrictions on the size, frequency and duration of events and activities at the Property. As we explain, such restrictions cannot be legally imposed on the legal nonconforming use. That use constitutes a vested right. Such conditions might be permissible in the context of a Conditional Use Permit, but such a permit is not required in this case. Characterizing the restrictions as a "baseline" is merely an inappropriate way of imposing conditions on the use of the Property.

We have confirmed through two Public Records Act requests and responses from the City that the issuance of a "baseline" relative to a nonconforming use is unprecedented for the City and that, even when issuing Conditional Use Permits for religious institutions, the City has never imposed these types of restrictions on the use.

As we also explain, the church is protected by two separate constitutional rights – the "vested right" to continue with a nonconforming use and the state and federal constitutional protections against restrictions impairing the free exercise of religion that preclude treating religious uses of property differently than non-religious uses. For the reasons described in more

detail below, Ms. Flores is appealing the imposition of the "baseline determination" set forth in the "Extent of Legal Nonconforming Use" provisions of Mr. Skierski's determination.

BACKGROUND FACTS

A church facility was originally built on the Property in 1913 for the First Christian Church. For over a century, the Property has been used by several different church congregations and denominations and has served as an important hub of Winters' religious and social life.

Ms. Flores admired the unique, historic character of the facility and purchased the Property in December 2020, seeking to enhance and restore this community landmark so that it could continue to serve the community. Ms. Flores has spent a significant amount of time and money improving the facility. Ms. Flores intends to continue to provide religious services and church-related events at the Grand Prince Odeum consistent with the Property's historic use as a church.

The courts tell us that for purposes of vesting or grandfathering, a nonconforming use should be measured based upon the use in existence at the time the zoning code was changed to make the use no longer permissible in the zone. Since staff could not determine the date of the City's zoning code change, our task was to demonstrate the church use for the entirety of the building's history. Over the course of several meetings with staff earlier this year, Ms. Flores and this office presented substantial written evidence and individual testimony confirming the long-standing historic use of the Property as a church and demonstrating that this use has not been abandoned. While acknowledging the legitimacy of the nonconforming use, Mr. Skierski then used selected information to develop a list of conditions, which, as explained below, are inappropriate and not permissible.[1]

The reality is that over its rich history the facility has hosted numerous activities and events such as multiple Sunday church services, bible studies, youth group meetings, weddings, funerals, graduation celebrations, dance recitals, high school award ceremonies, movie nights, holiday festivals, concerts and plays among numerous of other church-related services and community activities that were an extension of the church's role as a religious institution. As confirmed by Mr. Skierski, this evidence compellingly demonstrates a long-standing church use that pre-dates the City's current Zoning Code and constitutes a nonconforming use that may be continued at the Property.

VESTED RIGHT TO CONTINUE CHURCH USES ON THE PROPERTY

More than twenty-five years ago, the California Supreme Court held that a nonconforming use is a form of "vested right" entitling a property owner to continue to use property in a manner that was permitted prior to a zoning ordinance change that caused the use to be conditionally permitted or no longer permitted in that zone. *Hansen Bros. Enters. v. Bd. of Supervisors* (1996) 12 Cal. 4th 533, 540. A "vested right" is a form of property that authorizes a property owner to use his/her property without having to comply with changes to zoning or other land use regulations.

[1] Mr. Skierski's proposed conditions limit the use beyond the historical use of the church. That historical use was extremely broad. Even if placing conditions on this nonconforming use was allowable, which it is not, Mr. Skierski's determination is highly arbitrary.

This right is "grounded upon the constitutional principle that property may not be taken without due process of law." *Aries Dev. Co. c. California Coastal Zone Conserv. Comm'n* (1975) 750 48 Cal.App.3d 534, 543.

In *Hansen*, the Supreme Court also clarified that the nonconforming use permitted to continue need only be similar to the use existing at the time the zoning ordinance change becomes effective. *Id.* at 552. The Supreme Court also confirmed that the nature of activities permitted for a nonconforming use are *not* limited to just historic uses:

> "In determining the use to which the land was being put at the time the use became nonconforming, the overall business operation must be considered. '[O]ne entitled to a nonconforming use has a right to . . . engage in uses normally incidental and auxiliary to the nonconforming use (12 Cal 4th 533, 565).

Although a nonconforming use of the property cannot be enlarged, expanded or intensified (Winters Municipal Code § 17.104.010 (A)), the Supreme Court in *Hansen* also confirmed:

> "neither an increase in the number of patrons or in the volume of goods sold would be considered an enlargement or intensification of the [nonconforming] use." (*Hansen,* 12 Cal 4th 533, 573).

As an example, the Supreme Court noted:

> "a grocery store operating as a lawful, nonconforming use in an area of increasing population would not be restricted to the same number of customers and volume of business conducted when the zoning ordinance was enacted." *Id.*

The nonconforming use of the Property as a church is not disputed. Thus, an increase in activities, parishioners or attendees at community events "normally incidental and auxiliary" to the permitted church use would not constitute an impermissible intensification of use. Accordingly, it is fully appropriate for the church to engage in a variety of activities, both indoors and outdoors, that are normal activities for a church.

Ms. Flores seeks only to continue to use the Property as a church, and that nonconforming use cannot be restricted by the City. Here, the church has operated as a church since the building was constructed over a hundred years ago and has continued to do so long after the zoning ordinance was adopted. The City has never before attempted to place limitations on the church activities, and there is simply no legal justification for doing so now.

Ms. Flores has the vested right to continue her nonconforming use of the Property and the City has no authority to condition that use, as it might if the church were seeking a use permit. *McCaslin v. Monterey Park* (1958) 163 Cal. App. 2d 339, 349. Here, the effect of Mr. Skierski's determination is to place conditions on the nonconforming use by limiting the number of people, the number of events, and the time these events can take place. While identified as a "baseline," these restrictions are clearly conditions designed to regulate the use of the Property. While such

conditions might be appropriate when a new use permit is being sought, they are wholly improper in circumstances where a vested right to continue a nonconforming use exists and no discretionary use permit, or other entitlement, is being sought.

THE CHURCH MUST BE TREATED THE SAME AS NON-RELIGIOUS INSTITUTIONS

The City's effort to place restrictions on the church use, when no similar restrictions have ever been placed on other nonconforming uses, also runs afoul of the state and federal constitutional protections against restrictions impairing the free exercise of religion. In this vein, "the law cannot discriminate against religious institutions; this means, in the context of the [City] zoning scheme, that they are entitled to be considered on the same basis as other community-enhancing uses and facilities when it comes to land use decisions." *Lucas Valley Homeowners Ass'n. v. County of Marin* (1991) 233 Cal.App.3d. 130, 146.

In addition, the federal Religious Land Use and Institutionalized Persons Act (RLUIPA) reinforces this conclusion and provides that "[n]o government shall impose or implement a land use regulation in a manner that treats a religious assembly or institution on less equal terms with a nonreligious assembly or institution." 42 U.S.C. §2000cc.

As confirmed by the City response to our Public Records Act requests, the City has never placed conditions on nonconforming uses on other land uses. Therefore, for this additional reason, the City cannot place limitations on the nonconforming use of the church, which would constitute impermissible, unequal treatment impairing the free exercise of religion.

NEIGHBOR APPEAL

Ms. Flores acknowledges that a separate appeal has been filed seeking to modify three of the conditions placed on her nonconforming use. Of course, that appeal cannot be granted since the City has no authority to place any conditions on the nonconforming use. Nevertheless, Ms. Flores is sensitive to the neighbors' concerns. Ms. Flores intends to operate the church as a good neighbor fully consistent with City requirements such as fire regulations, noise ordinances and occupancy requirements that are equally applicable to other nonconforming uses. The long-standing, historic use of the Property as a church speaks volumes regarding the successful interplay between a church on the Property and the neighborhood in which it is located. Simply put, Ms. Flores wants to be a good neighbor and have this facility seen as a valuable asset to the community, as is has for over 100 years.

CONCLUSION

Mr. Skierski correctly determined that the use of the Property as a church remains a legal nonconforming use, which Ms. Flores has not abandoned and has the vested right to continue. The very events and activities that Mr. Skierski seeks to limit are instead examples of the historic activities and events that the church is entitled to continue. The church has not expanded its footprint or the size of its facility. It has historically conducted a variety of events associated with the church use operated on site. There has been no suggestion that any of these events are inconsistent with the church use. Ultimately, the City cannot legally restrict the number of events

or people in attendance at the church, so long as church activities are conducted consistent with city requirements equally applicable to other nonconforming uses.

The continued operation of a church on the Property provides a significant community benefit consistent with the historical uses of the site. Ms. Flores has every intention of using the Property consistent with its historic use and to be a good neighbor. However, placing restrictions on Ms. Flores' vested right to such use is illegal, improper and unjustified.

Accordingly, we respectfully request that the Planning Commission grant this appeal, confirming that the nonconforming use of the Property as a church may continue, but deleting any reference to conditions or a baseline placed on that use.

Very truly yours,

THATCH & HOOPER, LLP

Gregory D. Thatch

GDT/ayl

cc (via email): Rhonda Flores
Kirk Skierski
Ethan Walsh

To: Kirk Skierski, Acting Community Development Manager

Fr: Denise Cottrell, Carol and Ed Scianna, and Albert Vallecillo

Re: Documents in support of appeal to amend Extent of Lean non-conforming us baseline determination for 201 Main Street, Winters

Documents Included:

1. Copy of Appeal dated July 24, 2022, with attached documents
2. Letter from Denise Cottrell and Albert Vallecillo
3. Letter from Carol and Ed Scianna
4. Letter from Marcia Gibbs
5. Letter from Carol McMasters-Stone
6. Letter from Mary Lou Linvill and Allen Pederson
7. Letter from Michelle Lozano
8. Letter from Nikki Chapman
9. Letter from Richard Kleeberg

September 14, 2022

Denise Cottrell
Albert Vallecillo
210 Main Street
Winters

Winters Planning Commission

When we heard someone wanted to buy the former church located at 201 Main Street. We were pleased someone wanted to restore the building and put it to use. Denise wrote to the city at least twice to ask about the permitting process for the building as we wanted to know, just how the building would be utilized. There were different rumors floating around town, but we assumed there would be a permitting process. It wasn't until we learned that Kirk Skierski, Acting Community Development Manager would present the recommended determination of use to the City Council that we learned of the determination for the building's use. Unfortunately, neighborhood residents were not consulted regarding the baseline conditions. We wrote a letter to the city council regarding the determination and were informed that our letter would not be discussed and an appeal regarding the baseline legal nonconforming use of the property must be filed for our concerns to be heard before a city body, in this case, the Planning Commission.

We believe the baseline use conditions determined by the city far exceed the historic use and do expand, enlarge, and intensify the baseline condition of former uses. In addition, given the lack of parking in downtown Winters, the building use and proposed determination will push parking and traffic further into residential areas.

We live at 210 Main Street which is located less than a city block from the Prince Odeum. We have lived at this address for almost 40 years and have experienced the impact of the activities of the church congregations that occupied and owned the building. In the past, the various churches that utilized the building had small congregations. There was never more than 100 people in attendance for Sunday services. The various congregations sometimes held services in the evening mid -week and on Sunday mornings. The attendees would park on 2nd Street and close to 2nd Street on Main Street. The church services on Sundays were completed by noon to 1:00 p.m. And the mid-week evening events were over no later than 9:00 p.m. There were no large crowds in attendance to cause parking or traffic issues along Main Street.

Except for Wednesday evening services, there was little activity at the church during the weekdays. The church held occasional special events; however, their congregations were not large, and we were not impacted by the weekday activities. Occasionally there was a special weekend activity, but these events were over by 9:00 p.m. Perhaps the largest events held at the church were weddings and funerals which

were held no more than once or twice a year. All the events at the church did not significantly impact the neighborhood given the size of the events were not large, and it was rare to have at least 100 people.

Currently, on their web site, the Grand Prince Odeum is advertised as follows:

Grand Prince Odeum LLC will not only embrace performing arts, culture, but also the spiritual nature of the historic building. Our goal is to bring theatre, culture and spirituality under one roof. Grand Prince Odeum LLC will be a jewel in the community for great memories to be made. A place to see a theatrical show, have a wedding, a holiday party, embrace culture and even still attend a church service. We look forward to working with local businesses, organizations and community members to make their planned events as memorable as possible. (https://grandprinceodeum.net/about-us/) September 13, 2022

In the past, the church held various events which parishioners and community members would attend; however, they did not advertise their church as a venue to be rented. In my opinion, the permitted use should be for similar hours and capacity which conforms with the historic use so as not to impact the residential neighborhood with traffic, noise, and parking issues. Churches are allowed in residential neighborhoods; event centers are not unless they have a conditional use permit.

As Winters is a small town, we have heard there are various organizations that are interested in using Prince Odeum. We are not against the building providing a gathering place for community events; however, there should be conditions, so the impact is no more than that of the former church congregations. In addition, we believe the Prince Odeum must conform to the city of Winters sound ordinance and not be allowed to serve alcohol as stated in the determination by Kirk Skierski, Acting Community Development Manager.

Our appeal requests the following amendments to the original determination:

- Amend item 2 from two events per weekend with 150 individuals or less to the following: ***Two weekend events monthly with 150 individuals or less***
- Amend item 4 from Events activities to end by 12:00 a.m. to the following: ***All evening events end no later than 10:00 p.m.***
- Amend item 3 from one additional event/activity per month with 300 individuals or less to the following: ***Four additional events/activities per year (no more than one per month) with 300 individuals or less.***

Thank you for your consideration of our appeal,

Sincerely,
Denise Cottrell
Albert Vallecillo

September 14, 2022

Winters Planning Commission,

We have lived directly behind 201 Main Street Church for over 42 years. Over the years we have seen many different congregations using the Church as their home. They have all been a good neighbor over the years.
The Church was at its most active phase in the early 1980's. At that time there were about 100 or so attendees who met regularly on Sunday mornings and Wednesday evenings. Sunday activities went on from 9am until 1pm and Wednesday evenings were from 7- 9pm. There was the occasional wedding, funeral and holiday events that brought in many more people perhaps up to 200, but those were less than 6 per year. We don't recall any activities going past 9pm except maybe midnight services for Christmas.
Although, the neighborhood was impacted on these regular service days, it was something we expected, and we could plan accordingly. Over the years the congregations have changed several times, and attendance has dropped off considerably, with not many activities at all prior to Covid 19. When there were services and meetings they continued to be held on Sundays and Wednesdays, for the most part with less than 30 participants.

We are pleased to see the work that has gone into preservation of the building and welcome it being used once again, as a Church / Spiritual Center and community gathering space. However, we are very concerned that some of the activities that have been proposed by Ms. Pope Flores, since she purchased the building would dramatically change the neighborhood and would impact our quality of life negatively. The idea of having regular weekend evening events with up 150-300 attendees, with amplified sound, and other aspects of event center activities taking place next door, would be very disruptive for us personally and would dramatically change the character of the neighborhood.
We believe that the activities that could take place within the Letter of Determination baseline parameters are overly generous and will allow for expanded use and intensity that is not in keeping to what we have experienced historically living next to the Church. We hope that you will consider the revisions to the baseline parameters that are outlined in our appeal.

Respectfully submitted,

Carol Scianna Ed Scianna

Carol and Ed Scianna
310 Second Street

August 29, 2022

Winters Planning Commission
318 1st Street
Winters, CA 95694

Dear Commission members:

My name is Marcia Gibbs and I live at 204 Main Street in downtown Winters. I have lived at this address for approximately 25 years. My home is directly across the street from the church facility at 201 Main Street.

Over the past 25 years, the church facility has had many different operations and activities and we have not found any of them to be disruptive to our home or our neighbors. As a church, it was used mainly for Sunday worship services (sometimes with two different services and groups using the facility on a Sunday.)

The church did sponsor activities that included:

- Yearly outdoor Halloween party with lots of action and activities in the space on the west side of the building. Maybe 50-100 people coming and going but ending by curfew at 10 pm.

- Youth group meetings and at one point a remodel of the basement of the building opened up a space for youth to come and gather, play games and music. Small groups coming and going but less than 25. Again, closed down by 10 pm curfew.

- The second church service of the day would often involve live amplified music but not loud enough to disturb residents and was always over by 10 pm. Church services both day and evening had less than 50 people attending regularly.

- Occasional wedding at the church some small with few attendees, to maybe 200 people maximum.

- Occasional events with 100 or less people for memorial services, youth activities, revival type meetings with live music, or other related church meetings.

Parking was never an issue for these events since there is plenty of street parking on 1st, 2nd, and Main Street.

These activities have never to my knowledge had any negative effects on the neighbors. Expansion of these activities could have impacts on the neighbors and the historic downtown.

As a homeowner who has watched the deterioration and now the revival of the 201 Main Street building, I am heartened by the care taken to restore and regenerate the building. It has historical and certainly important functions in our downtown.

I was disappointed that we as local residents were not included in compiling historical and functional information about the building. It clearly could have helped to clarify uses and create functional neighborhood support.

Sincerely,

Marcia Gibbs

September13, 2022

City of Winters
318 1st Street
Winters, CA 95694

To Whom it May Concern,

I've lived on the corner of 2nd and Abbey street since 2000. This statement is my recollections of living near the Church on the corner of 1st and Main, now the Grand Prince Odeum.

From 2000 to approximately 2010, the Church had Sunday services and some events. I remember an afternoon wedding that impacted the neighborhood with parking, but I don't remember any late evening events.

After 2010(ish) the Church became much quieter, with small services on Sunday. Then there was changing of hands and different religious groups seemed to move through. No one stayed very long and services were small and quiet and infrequent. There were some Youth Group meetings, but nothing large. Parking was easily handled by street parking around the Church on 2nd and main. Noise wasn't an issue that I recall.

My concern going forward with the Grand Prince Odeum use, is that when the church was more active, Winters did not have a downtown parking issue nor did we have a hotel. I think that in addition to potential noise issues, our neighborhood will also be impacted by parking. In my experience, Church attendees are much more considerate than event attendees when it comes to parking and interactions with neighbors.

Thank you for your consideration,

Carol McMasters-Stone
204 Abbey Street
Winters, Ca 95694

Mary Lou Linvill
Allen Pederson
129 Russell Street
Winters, CA 95694

September 14, 2022

To the City of Winters Planning Commission
In support of the Cottrell, Scianna, Vallecillo Appeal of the City of Winters Director's Determination of the baseline legal nonconforming use of the property located at 201 Main Street, Winters, dated July 19, 2022:

Dear Planning Commissioners and Staff,

We have lived at our house at 129 Russell Street since 1986.

Our house, located at the corner of Second and Russell Streets, is directly across the street from the Pioneer Church (formerly Pioneer Presbyterian Church) on Russell Street, and within 300 feet of the church currently named the Royal Prince Odeum at 201 Main Street.

In the 80's and 90's both churches had fairly large, active congregations and a regular schedule of services and events, usually on Sunday mornings and a smaller meeting on Wednesday evenings. Both congregations at their peak, appeared to number at the most 50-100 people. At that time, our street would be parked full during services and related social time on Sunday mornings. We did not experience much impact from weeknight meetings. Most evening meetings seemed to end by 9 or 10 PM at the latest.

Both churches had regular schedules of adult and children's activities on weekday afternoons, such as Scouts, Bible study, women's circle, etc.. Each brought some traffic, but all were fairly low impact.

At their busiest, both churches would host weddings or funerals once or twice each month, at the most. These events would usually be larger than the weekly meetings and might host up to 150/200 people. For these events, our streets would be full of cars for several hours. We recognize these events as important community milestones, and we were/are willing to live with their relatively short term impacts.

Both churches became smaller over time and we have felt their impact on both noise and parking less and less.

In closing, we would like to say that we welcome the renovation of the beautiful building at 201 Main Street, and look forward to seeing it come back to life in our community.

Sincerely,

Mary Lou Linvill

Allen Pederson

September 14, 20232

Winters Planning Commision,

I am writing this letter in support of the appeal regarding the Prince Odeum permit.

My name is Michelle Lozano, I have now lived at 311 2ND Street for almost 7 years. My house is across from the Prince Odeum.

When this building was a full time church we have experienced parking issues, as my house does not have a driveway I rely on parking out front of my house.

I feel that if the Prince Odeum acquires a huge following of church goers and/or event goers, my parking we be limited or not available for me to park in front of my

house. I already have trouble parking in front of my house when we have other events in town, which we love but don't like having to park blocks away.

I hope you consider this appeal for nonconforming use granted.

Michelle Lozano

September 8, 2022

Winters Planning Commission

I am writing this letter in support of the appeal regarding the Prince Odeum permit. My name is Nicki Chapman, 415 First St. I've lived at this address for 11 years, one block south of the First Baptist Church. Prior to this I lived at 107 Edwards St for over 40 years which is behind the church.

As a church I found them to be considerate neighbors. About each year they had a fun night for the High School grads from the church and any of their interested friends to celebrate their achievement. This function was not loud, noisy nor disruptive and ended around 9 p.m.

During the summer they held Vacation Bible Camp for any of the children interested in attending offering games, snacks and having fun. This was from mid-morning to mid-afternoon. It too created little to no disruption for the neighborhood.

For about a year I did attended church at 201 Main St. when it was the Pioneer Presbyterian Church. I've never known it to be disruptive to the neighborhood, nor noisy into the evening. One of the benefits of living next to a building that operates only as a church.

I hope you will consider the appeal and the nonconforming use granted.

Sincerely,
Nicki Chapman

RICHARD KLEEBERG

209 Abbey Street • Winters • CA • 95694 • (530) 302-6005
Starbase27@gmail.com • JustThePoint.com

14 September 2022

PLANNING COMMISSION MEMBERS:

Gregory Contreras, Chair
Lisa Baker, Vice Chair
Jessica Smith, Judith Arce, Ramon Altamirano, Nancy Northrup, Chris Rose

RE: GRAND PRINCE ODEUM

I urge you to consider making at least two modifications to the terms in the current version of the Use Permit for the Grand Prince Odeum (ODEUM):

1. Reduce the evening hours closing time for events and activities from 12-Midnight to 10pm.

2. Reduce the maximum crowd size for events from 300 to 200 people.

Since Ms. Rhonda Pope Flores first announced more than two years ago her intent to remake the old church building at 201 Main Street into a Preforming Arts and Events Center, I have been in favor of the concept.

During the past two years I have twice tried to assist Ms. Flores with her quest to gain approval for her Performing Arts and Events Center. I offered her advice and several pages of written recommendations designed to help her satisfy the requirements and requests from the City. But she chose not to follow any of my suggestions.

Now I must request that the Planning Commission make two significant changes in the current ODEUM Use Permit.

1. **REDUCE EVENING EVENT TIME LIMIT**

The current Use Permit for the ODEUM allows Ms. Flores to hold events until 12-Midnight. This is unreasonable, and according to Ms. Flores, completely unnecessary.

Ms. Flores has told us dozens of times that she never intends for an event to run to Midnight, and that she will not book events that run past 10pm. Many of us have asked her time and time again to just simply request that the City set the night time limit at 10pm, and not Midnight. But she absolutely refuses to do so! I wonder why?

I am concerned that while Ms. Flores continues to say that she won't have any events running until Midnight, just as soon as she gets final City approval for her Use Permit, she will begin to book events that do, indeed, last until Midnight. Perhaps that explains why for the past 2 years, she called her ODEUM project a Performing Arts and Events Center.

We do NOT want ODEUM concerts and events, with amplified music, running until Midnight, in the middle of a residential neighborhood. It would not be fair or appropriate for the community.

2. REDUCE ATTENDANCE MAXIMUM

The current Use Permit for the ODEUM allows Ms. Flores to have 300 people attend her events. That is far too many people for a small facility in the middle of a residential neighborhood.

Ms. Flores says that long ago a Church group using the building had 300 members, so that she should be entitled to have 300 people at any event.

First, I don't know if a prior Church group actually had 300 members, but I do know it's quite unlikely that ALL 300 MEMBERS ever attended a service or event at the SAME time!

Second, 300 people at an event places far too much pressure on the neighborhood. Ms. Flores can only offer about 10 parking places on her building property, which means that potentially 100 to 200 cars will be crammed into the adjacent residential streets, making parking for residents extremely difficult.

Please remember that Ms. Flores very recently changed the name of her proposed Performing Arts and Events Center to a Church. During the past two years her Grand Prince Odeum website said it was a Performing Arts and Events Center. Her business cards listed it as a Performing Arts and Events Center. And when talking to local residents, she consistently called it a Performing Arts and Events Center.

I still believe that Ms. Flores wants and intends to use the ODEUM as a **Performing Arts and Events Center**! Please do not allow Ms. Flores to host large, loud concerts and events with 300 attendees, amplified music, running until Midnight!

Thank you for considering my input and requests.

RK

RICHARD KLEEBERG
Retired Professor and Attorney,
Former Executive Board Member, Winters Chamber of Commerce,
Former Planning Commission Member,
Winters Express Columnist – *Just The Point*

BEST BEST & KRIEGER LLP
ATTORNEYS AT LAW

Memorandum

To: Winters Planning Commission

From: Ethan Walsh

Date: September 26, 2022

Re: September 27, 2022 Appeal of Community Development Director Determination Regarding 201 Main Street Legal Nonconforming Use; Response to Legal Issues Raised in Letter from Gregory Thatch on Behalf of Property Owner Rhonda Pope Flores

As the Planning Commission is aware, Gregory Thatch, one of the attorneys for property owner Rhonda Pope Flores (the "Property Owner") provided a letter on September 20, 2022 providing the basis for the Property Owner's appeal. In that letter, Mr. Thatch argues that neither the Community Development Director not the Planning Commission has the authority to determine the baseline level of the legal nonconforming use of the property located at 201 Main Street (the "Property"), which is the basis for this appeal. In light of the arguments made by the Property Owner, I am providing this additional memo on behalf of Acting Community Development Director Kirk Skierski to respond to the Property Owner's legal arguments, and to reiterate the legal basis for the Community Development Director's Determination regarding the Legal Nonconforming Use of the Property (the "Determination Letter").

1. The Scope of the "Vested Right" to Use the Property

In his letter, Mr. Thatch asserts that the Property Owner has the "vested right" to continue to operate a church on the Property. The Community Development Director does not dispute Mr. Thatch's claim, *provided that* the historic use cannot be enlarged, expanded or intensified without securing a new conditional use permit. (Winters Municipal Code sec. 17.104.010(B).) This limited on the "vested right to a legal nonconforming use is not only confirmed in the City's Municipal Code, but also in the California Supreme Court case of *Hansen Brothers Enterprises, Inc. v. Board of Supervisors* (1996) 12 Cal.4th 533 ("*Hansen Brothers*"), which Mr. Thatch cites to in his letter. "When continuance of an existing use is permitted by a zoning ordinance, the continued nonconforming use must be similar to the use existing at the time the zoning ordinance became effective. Intensification or expansion of the existing nonconforming use or the moving of the operation to another location on the property is not permitted." (*Hansen Brothers, supra,* 12 Cal.4th at 552.) Therefore, the "vested right" to use the Property must be consistent with and to the extent of the historical use of the Property, but it cannot intensify or expand that use. The Community Development Director therefore sought to determine how and to what extent the Property had been used historically, in order to confirm the extent of the Property Owner's "vested right", and provide guidance as to when, if the Property Owner sought to expand the historic use of the Property, a conditional use permit would be required.

2. The Determination Letter Does Not Place "Conditions" on the Legal Nonconforming Use of the Property

In order to determine the extent of the historic use of the Property, the Community Development Director requested evidence from the Property Owner of prior church activities at the Property, focusing on the size, frequency and times of the events. Mr. Thatch provided most of the evidence used by the Community Development Director for this process.

The materials included as Attachment No. 4 in the Planning Commission Agenda materials for this hearing were accompanied by a letter from Mr. Thatch (enclosed with this memorandum) stating: "We agree that once a legal nonconforming use is established, a baseline of the use must be determined to ensure that the legal nonconforming use is not expanded or intensified." (Thatch letter, May 4, 2022, p. 2.) To that end, Mr. Thatch provided Facebook postings from the prior church user of the Property and emails from three prior church parishioners and employees regarding the past use of the Property, focusing on the frequency and size of church services and other gatherings at the Property. He noted in his letter that Julie Campbell, a former parishioner of a church user of the Property indicated that "at the all-time high, church attendance was near 300 people and required two Sunday services to accommodate the entire congregation." He noted that Mrs. Campbell's daughter was married in the church with approximately 200 guests in attendance. (Id.) He also provided emails from George and Jan Elrod describing the types of events and the number of people attending those events during their years of attending and working with the Church. (Planning Commission Agenda Materials, Item 6.2, Attachment No. 4, pp. 302-308.)

The Community Development Director used this information to determine the upper limits of the historic use of the Property. The "Extent of Legal Nonconforming Use" described in the Determination Letter confirms that upper limit by describing the size, frequency and time of gatherings that can be held at the Property without constituting an expansion of the use that would trigger the need for a new conditional use permit. The Determination Letter establishes this upper limit of historical use at a level that takes into account the use of the Property at its "all time high", and allows for all the types of gatherings that have historically occurred at the Property, including weekend services at its "all-time high." The Determination Letter therefore reflects the historic usage of the Property, and provides guidance as to when a conditional use permit would be needed for an expansion of the historic use.

Mr. Thatch argues that the Determination Letter imposes "conditions" on the legal nonconforming use of the Property. Simply put, the extent of legal nonconforming use articulated in the Determination Letter are clearly not conditions. As the Planning Commission is aware, the City sometimes imposes "conditions of approval" as part of development entitlements such as conditional use permits or tentative subdivision maps to ensure that a developer mitigates the impacts of their development proposal. The City will consider the potential impacts of a development (such as traffic impacts, or impacts to the environment), and impose conditions to help address these impacts. The extent of the legal nonconforming use do

not condition the Property in any way, nor is that analysis intended to address any impact of the use of the Property.

The Determination Letter simply reflects the historic use of the Property based on the evidence provided to the Community Development Director. Based on the evidence provided, the Property has not historically been used at a frequency or for events of a size beyond what is reflected in the Determination Letter. Based on the evidence provided, events on the Property were not held past 10 pm on weekdays or 12 am on weekends. Based on the evidence provided, no alcohol was served at events held at the Property. The Determination Letter is a reflection of the historic use of the Property, not a list of conditions on the use of the Property. The analysis in the Determination Letter is meant to confirm the baseline historic use of the Property, and does not impose any impermissible conditions on the legal nonconforming use.

3. *Hansen Brothers* Does Not Allow for Unlimited Increases in the Size or Frequency of Events on the Property

Mr. Thatch also argues in this letter that increases in the number of activities or attendance at activities (apparently without limit) would not constitute an intensification of the use of the Property beyond its legal nonconforming use. Mr. Thatch again cites to the *Hansen Brothers* case to support this contention.

It is worth offering a little more context on the dispute at issue in the *Hansen Brothers* case to help understand how it applies here. Hansen Brothers owned a gravel mining quarry on the Bear River in the Sierra Foothills, north of Colfax and south of Grass Valley. Their gravel mining operation predated Nevada County's zoning ordinance, which made gravel mining a conditional use. Historically, Hansen Brothers' gravel mining focused on extraction from the Bear River, but with the construction of a recent dam, they had expanded to extraction of a hillside portion of their property in Nevada County. In order to comply with the Surface Mining and Reclamation Act, a state law governing mining operations, Hansen Brothers filed a permit with the County that would allow for mining of the hillside at issue. The County rejected the permit application, arguing that Hansen Brothers had abandoned their right to mine the hillside as a legal nonconforming use, and that mining the hillside would constitute an intensification and expansion of their historic use.

The California Supreme Court held that the legal nonconforming use in this case was Hansen Brothers' mining operation as a whole, and not just the right to mine the hillside at issue. The Court reasoned that they could mine new areas of land that they owned as part of their mining operations prior to the changes in the zoning ordinance, if needed in response to market demand. The Court reasoned that Nevada County's limitation on the expansion or intensification of legal nonconforming uses "does not prohibit a gradual and natural increase in a lawful nonconforming use of a property." (*Id.* At 573 [emphasis added].) As an analogy, the Court assumed "that a grocery store operating as a lawful, nonconforming use in an area of increasing population would not be restricted to the same number of customers and volume of business

conducted when the zoning ordinance was enacted." (Id. [emphasis added].) Therefore, *Hansen Brothers* does not suggest that a legal nonconforming use should be able to expand or intensify without any restriction, only that such a use should be able to expand gradually in response to market demand, if applicable.

The Court in *Hansen Brothers* did not find that Hansen Brothers could increase their mining operations without limit. They instead returned the case to the Superior Court, to determine where that limit should be drawn, taking into account gradual increases in mining operations in response to market demand. The Court indicated there would not be an impermissible intensification of use "[u]nless Hansen Brothers proposes immediate removal of quantities of rock which substantially exceed the amount of aggregate materials extracted in past years." (*Id.* At 575.) Therefore, *Hansen Brothers* stands for the proposition that if there is increased market demand for a legal nonconforming use, that should be taken into account in determining the extent of that legal nonconforming use.

In this case, there is no evidence that there is an increased demand for use of the Property for religious purposes, and in fact, the evidence provided by the Property Owner suggests the opposite. According to Ms. Campbell, the all-time high attendance at the Property for church services was in the 1980s, and based on the information provided by Property Owner, attendance has decreased significantly since then. Nevertheless, the Community Development Director established the extent of legal nonconforming use based on the peak levels in the history of the church, based on the information provided, which provides significant room for future increases in demand over the use of the Property over the past decade.

The Facebook postings provided by the Property Owner from the past decade indicate that the Life Church regularly held a single Sunday service at 10 am until the middle of 2019. The Life Church would host some smaller groups on other days. Based on the postings, those other regular meetings ranged from one to three meeting per week, including youth group, Bible study, Tuesday drop-in worship, and Saturday evening prayer, depending on the year. The postings provided indicate that the Church would hold some other events, though the highest number of postings for extra events in any calendar year was seven (in 2017). According to testimony, there were other occasional events, such as memorials, awards ceremonies, reunions, weddings and dance recitals, though there was no indication that these events were regularly occurring or frequent. The only other regularly occurring meeting mentioned was a regular dance class, with approximately 30 participants. By establishing the extent of legal nonconforming use at the "all-time high" level for the Property, the Determination Letter confirms that the Property Owner may use the Property for all of the uses articulated in the evidence and testimony received, with substantial room for growth in demand for religious services over those provided in recent years. This more than accommodates "a gradual, natural increase" in the demand for religious uses at the Property, and is entirely consistent with the guidance provided in the *Hansen Brothers* case.

4. The Determination Letter Does Not Impair Property Owner's Free Exercise of Religion.

Lastly, Mr. Thatch argues that the Determination Letter would impair Property Owner's free exercise of religion. There is no evidence whatsoever that the Determination Letter would impair the Property Owner's right to free exercise of religion. For one, the Determination Letter affirms that the Property can be used for religious services. Additionally, the Property is currently being used for religious services, without any interference from the City. Further, the Determination Letter accommodates religious services at a level equal to or greater than the "all-time high" of the Property's usage, which provides for substantial expansion of religious services beyond the religious services held at the Property in recent years. Property Owner's arguments that their right to free exercise of religion is not supported by any evidence whatsoever, and that argument should not be grounds for overturning the Determination Letter.

I hope this memorandum is helpful in making your determination.

Enclosure

Cc: Property Owner Appellant and Representatives
Neighbor Appellants
Kirk Skierski

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May 4, 2022

VIA U.S. MAIL & ELECTRONIC MAIL

Ethan Walsh
City Attorney of Winters
Best Best & Krieger LLP
500 Capitol Mall, Suite 1700
Sacramento, CA 95814

Re: Grand Prince Odeum / 201 Main Street

Dear Mr. Walsh:

In response to your letter of April 14, 2022, we have conducted further research into the activities and timeline for the church. This research effort has been quite enlightening. You will find attached to this letter over two hundred pages of documentation of the decades long activities at this church. The breadth of activities is vast. Clearly, this facility has been a centerpiece of the religious and social life of Winters. While it held an array of religious services under different denominations[1] over many decades, like many churches, this facility opened its doors to the community for a wide range of activities. These included holding school events, community events, musicals, plays and other performances. Weddings and funerals were also held here on a frequent basis. These events often had audiences of 300 people and perhaps more. These facts are likely well known to City leaders. Over the years many participated in these activities.

I. Legal Nonconforming Use

According to City of Winters Municipal Code Section 17.104.010, a legal nonconforming use may continue so long as the use is not discontinued for 12 months or more. We appreciate and agree with your determination regarding the unprecedented situation presented by the Covid Pandemic. Due to the ongoing Pandemic, in-person meetings and services ceased state-wide in March 2020. As stated in your letter, the City is willing to treat the church use as a legal nonconforming use provided that the use existed at least through March of 2019.

[1] In 1982, the City of Winters hired the Historic Environment Consultants of Sacramento to conduct a survey of the historic resources located in Winters, which was completed in 1983, see Attachment C. The report identified that the church was built in 1913 for the First Christian Church and was an important hub of Winters' religious and social life. The report further provided that the Church of Jesus Christ of Latter-Day Saints purchased the property. As you know, the church was most recently owned and operated by the Life Center Winters ("Life Center").

As noted, we have conducted research on social media and have spoken with neighbors and former parishioners. In Attachment A, we have included the Life Center's 2019 Facebook posts in chronological order, which identify youth group meetings and Sunday services that were conducted at the church beginning in January 2019. Please recognize that not all church events and services are posted on Facebook. However, based on our review of the Life Center and Life Center's Youth Group Facebook pages, we have been able to confirm that the church was used on June 16, 2019 and June 30, 2019 for Sunday worship services and on July 24, 2019 for a youth group meeting. These services have been confirmed by the pastor in our discussions. Based upon this, it is clear that the legal nonconforming use continued well beyond March 2019 and was never abandoned.

II. Baseline of Nonconforming Use

We agree that once a legal nonconforming use is established, a baseline of the use must be determined to ensure that the legal nonconforming use is not expanded or intensified. The California Supreme Court case, *Hansen Bros. Enters. v. Bd. of Supervisors*, provides that a nonconforming use must be similar to the use that was existing at the time the zoning ordinance which resulted in the use becoming nonconforming became effective. 12 Cal. 4th 533, 552 (1996). Therefore, the baseline should be based on the historical use of the church beginning from when the zoning ordinance was enacted that made the church use nonconforming. You have informed us that Kirk Skierski is researching this issue and trying to determine when the zoning ordinance was enacted. This date, if it can be determined, will be relevant in creating an appropriate baseline. Nonetheless and consistent with past discussions, we are providing a great deal of information on the historical use of the church.

Julie Campbell, a long time Winters resident and former parishioner, has provided an email, see Attachment B, that addresses some of the church uses and historical church attendance. According to Ms. Campbell, at the all-time high, the church attendance was near 300 people and required two Sunday services to accommodate the entire congregation. Along with traditional worship services, bible studies, and fellowship and prayer meetings, the church was also used for weddings and funerals. Ms. Campbell's daughter was married in the church with approximately 200 guests in attendance. Also, several major Christian concerts and smaller concerts were held at the church. According to Ms. Campbell, these concerts were well advertised, and many people attended from the surrounding communities.

In addition to Ms. Campbell's email, we have included emails, in Attachment B, from George and Jan Elrod who are also long time residents of Winters and live directly across the street. Mr. Elrod's brother was one of the former pasters of the church. Their statements further identify the different activities and events that have taken place over the years at the church. The Elrod's provided that weddings of at least 100 people were held at the church, which included the wedding of Mayor Pro Tem Bill Biasi.

Equally important to establishing a baseline, the church has been utilized by the community for a wide variety of events such as birthday and anniversary parties, banquets, high school wrestling award ceremonies, and high school choir concerts. According to Mr. and Mrs. Elrod, dance classes of approximately 30 people would also be held weekly at the church along with dance recitals twice a year. Holiday events like yearly community Easter egg hunts were held at the church and according to Mrs. Elrod, in 2017 approximately 200 people attended the fall festival.

Furthermore, based on our review of the Life Center's Facebook page and as shown on the first page of Attachment A, 303 people were shown to have clicked on the church's "like" feature and also identified themselves as followers of the Life Center on its social media page. The Life Center's Facebook page allowed followers to easily view advertisements for different church events. Attachment A also identifies that from 2010 to 2019, the Life Church held regular Sunday worship services, bible study on Thursday nights and youth group meetings on Wednesday nights. Over the years, the church was also open on Tuesdays for continuous worship and on Saturday for prayers. As previously discussed, we understand that not all events and services are posted on Facebook. However, according to Facebook, the Life Church hosted numerous spiritual and nonspiritual events for the community. There have been at least six movie screenings of both religious and nonreligious films. The church has also held at least four religious plays (The Last Supper) and at least four Christmas musicals. Additionally, memorial services, potlucks and BBQs, concerts, Halloween events, Easter events, Ladies' dessert nights and graduation celebrations have been held at the church. The church has also provided valuable services to the community by holding volunteer events to remove graffiti in and around the City of Winters. Additionally, the church fed Thanksgiving meals to first responders and contributed to the Winters Wood playground. In Attachment A you will find the Facebook postings in chronological order that identify the different religious and nonreligious events held at the Life Church from 2010 to 2019.

As we have demonstrated, the church has held numerous events and services and has historically been an integral part of the Winters community. These create the appropriate baseline that is consistent with our client's proposed uses.

III. Conclusion

Unquestionably, the church use was never abandoned. As shown, the church has been historically used for a wide variety of religious and nonreligious events. It has been very much a religious and social center of the community. Our client's plans and her significant investment are designed to continue this long tradition and allow the Grand Prince Odeum to be the next phase of this community amenity.

As you can appreciate, our client has been pursuing this matter with the City for a considerable amount of time. Services and events are ready to proceed. In order to hopefully

advance the resolution of this matter, we suggest that upon receipt and review, we schedule a time to meet, even virtually, to discuss how best to proceed. However, please understand our client is unwilling to encounter further delays and requests that we receive a response within 10 days. She is otherwise prepared to proceed accordingly.

Very truly yours,

THATCH & HOOPER, LLP

Gregory D. Thatch

GDT/ayl
enclosures via Dropbox

Cc: Rhonda Pope Flores
Sam Jackson
Padraic McCoy
Joanna Gin

From: Valerie Whitworth [redacted]
Sent: Tuesday, August 23, 2022 1:05 PM
To: Jessica Smith <jessmithica@gmail.com>; Gregory Contreras <gregorycontreras1@gmail.com>; Judith Arce <arcej88@gmail.com>; Lisa Baker - Planning <lisa.baker508@gmail.com>; Ramon Altamirano <ramon.altamirano@aol.com>; Nancy Northrup <equitylaw47@aol.com>; cityclerk <cityclerk@cityofwinters.org>; Chris Rose - PC <egustine@gmail.com>; kirk.skiersk@cityofwinters.org
Cc: Peter Hunter [redacted]
Subject: [EXTERNAL]Planning commission agenda item 6.5 site coverage

To Whom We Hope It Concerns:
We are unavailable to come to the hearing tonight, but would like to provide some information that we believe is missing from the city staff's recommendations. The staff has studied the inconsistencies of application of city policies and looked at surrounding jurisdictions for their final recommendations. Unfortunately, they did not have an understanding of the historical involvement of citizens in town and overlooked that part of the investigation, as well as the demand historically that figures of the amount of runoff generated by the northern development be produced and understood before measures were put in place, or before those policies in place were changed.

In the 1990's when the development of the northern part of Winters was first proposed, a group of citizens (the Dry Creek Citizens group) living on the borders of Dry Creek organized to study and advise the City on the particular features of the land being proposed for development. Historically, as Yolo Briggs, then 100, testified, there was a very large vernal lake in that area, as well as multiple smaller pools. These pools, unique in every way, were beginning to be recognized as rare, with only 10% left in the state. In Winters we had a large area that housed them under what is now the northern development. Katherine Tobias who worked on the CEQA regulations, came to the council to help them understand their responsibilities to the citizens and the environment.
At the time, the DCC group asked that there be figures provided about the run-off that would occur into Dry Creek. Because development stlled, the figures were not produced then. Our question nowis do they exist at all? Thirty years later, there has been time to study and produce them, but that may not have occurred.
We are unclear that any figures exist to show what the run-off will be now in a normal or above normal rain year into Dry creek. This was a task demanded at that time of the developers. Has the city received those? Has it generated figures itself?
We have had flooding on the cemetery east of the development. How did the substructure of that area affect those incidents? Do we even know the answers to these questions? There is a 10 inch pipe that was installed under the highway into Dry Creek over twenty years ago that made us nervous. We were told when we asked, that the pipe was not to be used except in emergencies. However, we were not in agreement that it should be used. Has it been connected now? If so, what runoff and volume would it generate in a normal or above normal winter rainfall event?
Until these questions can be addressed fully, we ask that you not changed the policy and do not allow further coverage in hard scape until all parties involved in the eastern flooding in the city, the Dry Creek residents and the City are satisfied there will be no damage to citizens and residents now within the City boundaries. Without this information, the city risks the safety of Winters citizens' houses and land.
Thank you for your attention to these matters.
Sincerely,
Valerie Whitworth for the Dry Creek Citizens Group