LIVE OAK PLANNING COMMISSION

SPECIAL MEETING AGENDA
NOVEMBER 17, 2026
6:00 PM

MEETING LOCATION
LIVE OAK COUNCIL CHAMBERS
9955 LIVE OAK BOULEVARD
LIVE OAK, CALIFORNIA 95953

MEMBERS OF THE COMMISSION

JERRY STEWART, CHAIR
MIKE TUMAN, VICE CHAIR
MATT CASHMAN, COMMISSIONER
ALAN DEALA, COMMISSIONER
CHRIS SCHMIDL, COMMISSIONER
MICHELLE SERPA, COMMISSIONER
LIZ SKUTLEY, COMMISSIONER

JASPREET KAUR,
COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR

NOTICE OF SPECIAL MEETING

Pursuant to Government Code Section 54956, the Live Oak Planning Commission hereby calls a Special Meeting as follows:

Tuesday, November 17, 2026, at 6:00 pm
Live Oak Council Chambers
9955 Live Oak Boulevard, Live Oak, California

The Commission may take up any agenda item at any time, regardless of the order listed. Action may be taken on any item on this agenda. Materials related to an item on this Agenda submitted to the Commission after distribution of the agenda packet are available for public inspection at City Hall, 9955 Live Oak Boulevard, Live Oak, during normal business hours. Such documents are also available on the City of Live Oak's website at www.liveoakcity.org, subject to staff's availability to post the documents before the meeting.

In compliance with the Americans with Disabilities Act, the meeting room is wheelchair accessible and disabled parking is available. If you have a disability and need disability-related modifications or accommodations to participate in this meeting, please contact the City Clerk's office at (530) 695-2112 x107. Requests must be made at least 24 hours in advance.

Public Participation Options:

- ***Public Comment:*** *Members of the public can submit general public comments, as well as comment on specific agenda items in the following ways:*
    - ***Public Attendance:*** *Members of the public who attend in person may make comments from the Council Chamber podium.*
    - ***Email Public Comment:*** *Comments from the public on agenda items will be accepted until 1:00 pm on the date of the meeting, via email to the Community and Economic Development Director at jkaur@liveoakcity.org. Comments will be distributed to Commission prior to the meeting and reflected in the meeting minutes. Please note that emailed comments will NOT be read aloud during the meeting unless an approved accommodations request has been granted.*

- ***Remote Participation – Viewing Only - No Public Participation via Remote:***

  - *The meeting will be livestreamed for public viewing, but not participation, as follows:*
    - *Granicus livestream:* https://liveoakca.granicus.com/ViewPublisher.php?view_id=1.
    - *Zoom livestream:*
      - ***Join by Electronic Device:***
        https://us02web.zoom.us/j/82638636392
      - ***Join by Phone:***
        1-669-900-6833 or 1-833-548-0282 (Toll Free)
        Webinar ID: *826 3863 6392*

AGENDA

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

CORRECTIONS AND/OR CHANGES TO THE AGENDA

PRESENTATIONS

PUBLIC COMMENT

Any person wishing to address the Commission on general jurisdictional matters or consent calendar items may do so at this time. If you are commenting on an agenda item, your comments will be heard at the time that item is scheduled for discussion. When recognized by the Commission Chair, please come to the podium and state your name and address for the record. Comments will be limited to three minutes per person unless the Chair specifically grants further time. The Brown Act does not allow for Commission discussion of items not on the agenda. Commissioners may only a) refer the matter to staff; b) ask for additional information; c) request a report back; or d) provide a limited factual response for items not listed on the agenda.

CONSENT ITEMS

Consent Calendar is passed by one motion with exceptions and separate votes as noted.

1. Draft Minutes - Planning Commission Meeting Minutes – September 15, 2026
   Recommendation: Approve the September 15, 2026, Planning Commission Regular Meeting minutes.
   (Jaspreet Kaur, Community & Economic Development Director)

2. Millennium Farms Tentative Subdivision Map Time Extension
   Recommendation: Adopt a resolution approving a five-year extension of time to Millennium Farms Tentative Subdivision Map pursuant to Live Oak Municipal Code Section 16.14.130(2), resulting in a new expiration date of December 17, 2031.
   (Jaspreet Kaur, Community & Economic Development Director)

PUBLIC HEARING ITEMS

3. Consideration of a New Quick-Serve Restaurant with a Double Drive-Through Lane Located at 10375 Live Oak Boulevard
   Recommendation: A. Conduct a Public Hearing and make the necessary findings to: B. Adopt a Resolution determining the project is Categorically Exempt from environmental review pursuant to CEQA Guidelines Section 15332, In-Fill Development, and approve Use Permit 26-03, for the construction of a new quick-serve restaurant with a double-drive through lane located at 10375 Live Oak Boulevard.
   (Jaspreet Kaur, Community & Economic Development Director)

4. Consideration to Approve Tentative Parcel Map 26-01 for 10295 Larkin Road
   Recommendation: A. Conduct a Public Hearing and make the necessary findings to: B. Adopt a Resolution determining the project is Categorically Exempt from environmental review pursuant to CEQA Guidelines Section 15315, Minor Land Divisions, and approve Tentative Parcel Map 26-01, subject to the Conditions of Approval, creating two lots on approximately 0.70-acres located at 10295 Larkin Road.
   (Jaspreet Kaur, Community & Economic Development Director)

ITEMS REMOVED FROM THE CONSENT AGENDA FOR COMMISSIONER CONSIDERATION AND ACTION

UPDATES AND ANNOUNCEMENTS FROM THE DIRECTOR

COMMISSIONER REPORTS/COMMENTS/REQUESTS

ADJOURNMENT

CITY OF LIVE OAK
STAFF REPORT

Date: November 17, 2026

To: Honorable Chair & Members of the Planning Commission

From: Jaspreet Kaur, Community and Economic Development Director

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Subject: Draft Minutes - Planning Commission Meeting Minutes - September 15, 2026

Background:
Submitted for approval are the September 15, 2026, Planning Commission Regular Meeting minutes.

Recommendation:
Approve the September 15, 2026, Planning Commission Regular Meeting minutes.

Attachments:
Minutes

LIVE OAK
PLANNING COMMISSION

MEETING MINUTES
SEPTEMBER 15, 2026
6:00 PM

CALL TO ORDER

Meeting called to order by Chairperson Stewart at Live Oak City Council Chambers, 9955 Live Oak Boulevard, Live Oak, CA at 6:01 pm.

ROLL CALL

Present: Commissioners Skutley, Serpa, Cashman, Schmidl, Deala, and Chairperson Stewart

Absent: Vice Chair Tuman

PLEDGE OF ALLEGIANCE

Commissioner Cashman led the Pledge of Allegiance.

CORRECTIONS AND/OR CHANGES TO THE AGENDA

None.

PRESENTATIONS

None.

PUBLIC COMMENT

None.

CONSENT ITEMS

Consent Calendar is passed by one motion with exceptions and separate votes as noted.

MOTION:	**APPROVE THE CONSENT CALENDAR. (MOTION: SKUTLEY; SECOND: DEALA)**
VOTE:	**MOTION PASSED 6-0-1**
AYES:	**COMMISSIONERS SKUTLEY, SERPA, CASHMAN, SCHMIDL, DEALA, AND CHAIR STEWART**
NOES:	**NONE**
ABSENT:	**VICE CHAIRMAN TUMAN**

1. Draft Minutes – Regular Meeting of the Planning Commission – May 19, 2026
Jaspreet Kaur, Community & Economic Development Director
Commission action: May 19, 2026, Planning Commission Regular Meeting minutes approved.

PUBLIC HEARING ITEMS

2. Consider of a New Convenience Store with Fuel Sales, Monument Sign Height Allowance, and a Quick-Serve Restaurant with a Drive-Through Lane Located at 10480 Live Oak Boulevard
Jaspreet Kaur, Community & Economic Development Director

Jaspreet Kaur, Community & Economic Development Director, provided a report to the Commission.

Chairperson Stewart opened the public hearing at 6:26 pm.

Katheryn Smith-McQuerry made a comment regarding the project.

Chairperson Stewart closed the public hearing at 6:29 pm.

Chairperson Stewart opened the public hearing at 6:30pm to allow for the project applicant to speak and respond to questions from Katheryn.

Benny Dhanda spoke regarding the project and provided insight.

Chairperson Stewart closed the public hearing at 6:38 pm.

MOTION: **A) CONDUCT A PUBLIC HEARING AND MAKE THE NECESSARY FINDINGS TO: B) ADOPT A RESOLUTION DETERMINING THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW PURSUANT TO CEQA GUIDELINES SECTION 15332, IN-FILL DEVELOPMENT, AND APPROVE USE PERMIT 26-01, FOR THE CONSTRUCTION OF A NEW CONVENIENCE STORE WITH FUEL SALES AND A NEW MONUMENT SIGN THAT EXCEEDS THE HEIGHT LIMITATIONS OF THE LIVE OAK MUNICIPAL CODE, AND; C) ADOPT A RESOLUTION DETERMINING THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW PURSUANT TO CEQA GUIDELINES SECTION 15332, IN-FILL DEVELOPMENT, AND APPROVE USE PERMIT 26-02, FOR THE CONSTRUCTION OF A NEW QUICK-SERVE RESTAURANT WITH A DRIVE THROUGH LANE LOCATED AT 10480 LIVE OAK BOULEVARD. (MOTION: SCHMIDL; SECOND: DEALA)**

VOTE: **MOTION PASSED 6-0-0-1**
AYES: **COMMISSIONERS SKUTLEY, SERPA, CASHMAN, SCHMIDL, DEALA, AND CHAIR STEWART**
NOES: **NONE**
RECUSED: **NONE**
ABSENT: **VICE CHAIR TUMAN**

Reference Resolution Nos. 2026-04 and 2026-05.

BUSINESS ITEMS

3. Consideration of an Update to the Planning Commission Bylaws
Jaspreet Kaur, Community & Economic Development Director

Jaspreet Kaur, Community & Economic Development Director, provided a report to the Commission.

MOTION: **A) RECEIVE PUBLIC INPUT; AND B) ADOPT A RESOLUTION UPDATING THE PLANNING COMMISSION BYLAWS.**
(MOTION: SCHMIDL; SECOND: SKUTLEY)

VOTE:	**MOTION PASSED 6-0-0-1**
AYES:	**COMMISSIONERS SKUTLEY, SERPA, CASHMAN, SCHMIDL, DEALA, AND CHAIR STEWART**
NOES:	**NONE**
RECUSED:	**NONE**
ABSENT:	**VICE CHAIR TUMAN**

Reference Resolution No. 2026-06.

ITEMS REMOVED FROM THE CONSENT AGENDA FOR COMMISSION CONSIDERATION AND ACTION

None.

UPDATES AND ANNOUNCEMENTS FROM THE DIRECTOR

Jaspreet Kaur provided an update on the following:

- Consideration of McDonald's Use Permit at the next Planning Commission
- Recently updated Nuisance Ordinance
- Velly Pizza building permit has been issued
- Received a $1 million dollar grant to rehab the community pool
- Little League grant project in the works for two new fields
- Met with Habitat for Humanity for the Silver Oaks Subdivision and they may possibly resubmit for a new subdivision map

COMMISSIONER REPORTS/COMMENTS/REQUESTS

No updates.

ADJOURNMENT

Meeting adjourned at 6:51 pm.

CITY OF LIVE OAK
STAFF REPORT

Date: November 17, 2026

To: Honorable Chair & Members of the Planning Commission

From: Jaspreet Kaur, Community and Economic Development Director

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Subject: Millennium Farms Tentative Subdivision Map Time Extension

Summary: Recommendation: Adopt a resolution approving a five-year extension of time to Millennium Farms Tentative Subdivision Map pursuant to Live Oak Municipal Code Section 16.14.130(2), resulting in a new expiration date of December 17, 2031.

Fiscal Impact: None.

Background:
On October 7, 2026, the City received an application to extend the expiration date for the previously adopted Millennium Farms Tentative Subdivision Map (TSM). The project site is located east of Apricot Street and Richards Avenue intersection. APNs: 006-630-008, 00-640-009, -010, -013, and -014.

The 142 single-family lot, 34.82-acre, Millennium Farms TSM was approved by the Live Oak Planning Commission on December 17, 2024, with an initial expiration date of December 17, 2026.

Analysis:
Section 16.14.130(2) of the Live Oak Municipal Code states the Planning Commission may grant time extensions in increments as it deems necessary, provided the total of the extensions do not exceed five years.

The Millennium Farms TSM is not proposed to change, the conditions of approval for the project will continue, and remain relevant. It is typical in this area with variable economic conditions for development to take time to implement. As a result, staff recommends the Planning Commission adopt the attached resolution granting a single, five-year extension to Millennium Farms TSM, consistent with Section 16.14.130 of the Live Oak Municipal Code.

Fiscal Impact:
None.

Recommendation:
Adopt a resolution approving a five-year extension of time to Millennium Farms Tentative Subdivision Map pursuant to Live Oak Municipal Code Section 16.14.130(2), resulting in a new expiration date of December 17, 2031.

Attachments:
TSM PC Resolution
Millennium Farms TSM Map

Resolution No.

RESOLUTION OF THE CITY OF LIVE OAK PLANNING COMMISSION APPROVING A FIVE-YEAR EXTENSION TO THE PREVIOUSLY ADOPTED MILLENNIUM FARMS TENTATIVE SUBDIVISION MAP (APN 06-640-008)

WHEREAS, On October 7, 2026, the City received an application for a time extension to the previously approved Millennium Farms Tentative Subdivision Map for the subdivision and future development of 142 single-family residential lots on 34.82-acres. The project site is located east of Apricot Street and Richards Avenue intersection. APNs: 006-630-008, 006-640-009, -010, -013, and -014; and

WHEREAS, the Millennium Farms Tentative Subdivision Map was approved by the Live Oak Planning Commission on December 17, 2024; and

WHEREAS, pursuant to Section 16.14.130(2) of the Live Oak Municipal Code, the previously approved Tentative Subdivision Map may be extended up to an additional five years with Planning Commission approval (December 17, 2031); and

WHEREAS, on November 16, 2026, the Planning Commission duly held a meeting on the matter, and received and considered evidence, both oral and documentary approving the five-year time extension for the previously approved Millennium Farms Tentative Subdivision Map.

NOW, THEREFORE, BE IT RESOLVED that the Live Oak Planning Commission finds as follows:

1. General Plan Consistency. There have been no changes to the General Plan or any specific plan or precise road plan to which the tentative map would no longer be in conformity.
2. City Codes. There have been no changes to City codes to which the tentative map would no longer be in conformity.
3. Availability of Services. The capacity of community infrastructure, including, but not limited to, water supply, sewage treatment capacity, schools or roads remains sufficient to serve the project.
4. Tentative Subdivision Map Expiration Date. The Millennium Farms Tentative Subdivision Map approved on December 17, 2024 will expire on December 17, 2031, unless a Final Map is approved by the Live Oak City Council pursuant to Chapter 16.18 of the Live Oak Municipal Code.
5. Additional Tentative Subdivision Map Extensions. Pursuant to Section 16.14.130(2) of the Live Oak Municipal Code, the Millennium Farms Tentative Subdivision Map is eligible for up to 5 years maximum.

PASSED AND ADOPTED by the Planning Commission of the City of Live Oak on the 17th day of November, 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

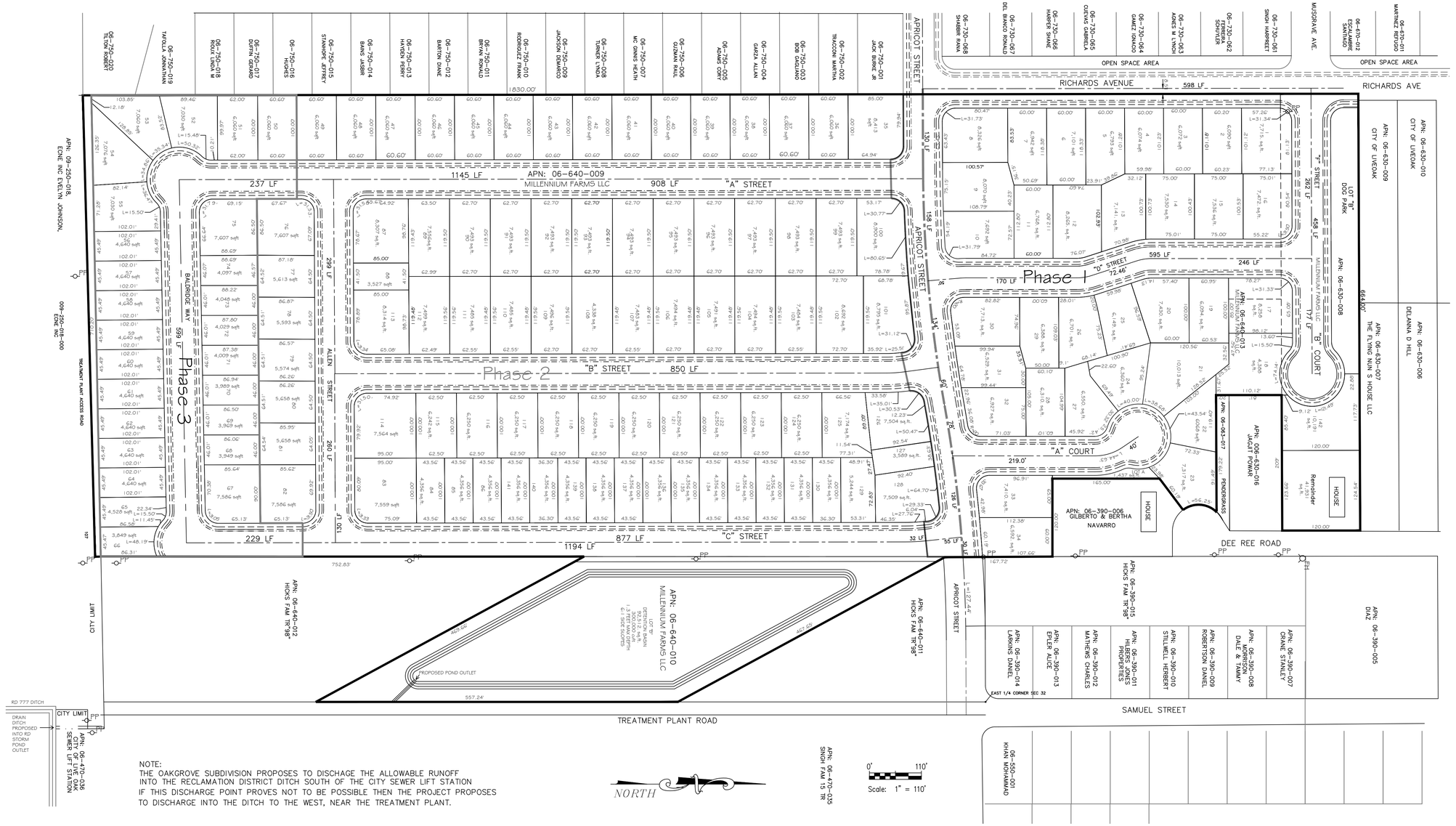
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Jerry Stewart, Planning Commission Chair

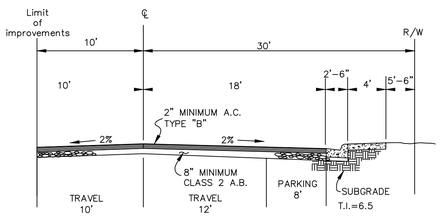
ATTEST:

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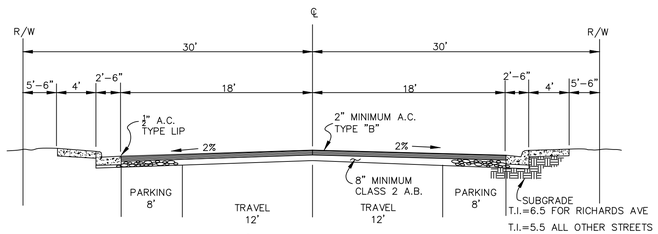
Clarissa Menchaca, City Clerk



NOTE:
THE OAKGROVE SUBDIVISION PROPOSES TO DISCHAGE THE ALLOWABLE RUNOFF INTO THE RECLAMATION DISTRICT DITCH SOUTH OF THE CITY SEWER LIFT STATION IF THIS DISCHARGE POINT PROVES NOT TO BE POSSIBLE THEN THE PROJECT PROPOSES TO DISCHARGE INTO THE DITCH TO THE WEST, NEAR THE TREATMENT PLANT.



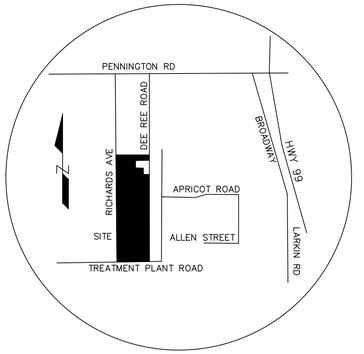
PARTIAL WIDTH ROAD
Sewer Treatment Plant Road



60' RIGHT-OF-WAY
RICHARDS AVENUE, APRICOT STREET, ALLEN STREET
"A" STREET, "B" STREET, "D" STREET, "E" STREET, "F" STREET, "A" COURT, "B" COURT

NOTES:

1. THE STRUCTURAL SECTIONS FOR ARTERIAL STREETS SHALL BE BASED ON R-VALUE DESIGNS BUT IN NO EVENT SHALL THESE SECTIONS BE LESS THAN 2" A.C. AND 8" CLASS 2 A.B. FOR ANY STREET.
2. SUGRADE AND A.B. SHALL BE COMPACTED TO 95% RELATIVE DENSITY ON ALL STREETS
3. ALL INTERSECTING STREETS SHALL HAVE 20' RADIUS CURVES AT THE PROPERTY LINE
4. APRICOT ROAD, ALLEN STREET AND RICHARDS ROAD TO HAVE VERTICAL CURB, OTHERS TO HAVE ROLLED CURB.



VICINITY MAP

LEGEND

- PROPOSED HYDRANT – (12 PROPOSED)
- PROPOSED STORM DRAIN INLET
- CITY LIMIT LINE
- PROPOSED SIDEWALK
- PROPOSED EP
- EXISTING OVERHEAD ELECTRICAL
- PROPOSED LOT LINES
- CENTER LINE OF STREETS
- PROJECT BOUNDARY
- PP EXISTING POWER POLE
- FH EXISTING FIRE HYDRANT

GENERAL NOTES

EXISTING USE: AGRICULTURE – WALNUT ORCHARD
PROPOSED USE: SINGLE & MULTI FAMILY RESIDENTIAL 142 UNITS
WATER, SEWER & STORM DRAINS: CITY OF LIVE OAK STANDARDS
ELECTRICAL: PG&E
TELEPHONE: PAC BELL
NATURAL GAS: PG&E
STORM DRAIN DETENTION FACILITY: SHOWN AS LOT B
STREET NAMES:
APRICOT STREET
ALLEN STREET
"A" STREET
"B" STREET
"C" STREET
"D" STREET
"A" COURT
"B" COURT
BALDRIDGE WAY
(NAME DESIGNATIONS ARE PRELIMINARY ONLY. FINAL NAMES WILL BE ASSIGNED UPON SUBMITTAL TO AND APPROVAL BY CITY OF LIVE OAK)
GROSS AREA: 34.82 ACRES
GENERAL PLAN DESIGNATION: SMALL LOT RESIDENTIAL
ZONING – R-2
MINIMUM LOT SIZE: 3,500 SQUARE FEET
MAXIMUM LOT SIZE: 10,013 SQUARE FEET



APN: 006-630-008 – 2.95 ACRES
APN: 006-640-009 – 0.32 ACRES
APN: 006-640-010 – 3.07 ACRES
APN: 006-640-013 – 0.32 ACRES
APN: 006-640-014 – 28.16 ACRES
TOTAL ACRES = 34.82

PROFESSIONAL LAND SURVEYOR
BRIEN G. HAMILTON, P.L.S. 8484
P.O. BOX 978
ORLAND, CA 95963
Brien G. Hamilton
08/18/24
DATE

WE THE UNDERSIGNED OWNERS HEREBY CONSENT TO THE PREPARATION OF THIS TENTATIVE MAP

MILLENNIUM FARMS LLC

OWNER AND SUBDIVIDER

MILLENNIUM FARMS LLC (OWNER)
3310 PENNINGTON RD LIVE
OAK CA 95953
PH: (530) 300-6593
ERNIE PHELAN(SUBDIVIDER)
1435 Butte House Rd.
Yuba City CA 95993
PH: (530) 701-4277

Millennium Farms

TENTATIVE SUBDIVISION MAP PROPOSED LAYOUT

OF
A PORTION OF
SECTION 32, T. 17 N., R. 3 E., M.D.B. & M.
COUNTY OF SUTTER STATE OF CALIFORNIA
FOR
MILLENNIUM FARMS LLC
BY
HAMILTON ENGINEERING INC.
APRIL 2024

JOB NO. 24-024

CITY OF LIVE OAK
STAFF REPORT

Date: November 17, 2026

To: Honorable Chair & Members of the Planning Commission

From: Jaspreet Kaur, Community and Economic Development Director

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Subject: Consideration of a New Quick-Serve Restaurant with a Double Drive-Through Lane Located at 10375 Live Oak Boulevard

Summary: Recommendation: A. Conduct a Public Hearing and make the necessary findings to:
B. Adopt a Resolution determining the project is Categorically Exempt from environmental review pursuant to CEQA Guidelines Section 15332, In-Fill Development, and approve Use Permit 26-03, for the construction of a new quick-serve restaurant with a double-drive through lane located at 10375 Live Oak Boulevard.

Purpose:
Consideration of Use Permit 26-03 for construction of a new quick-serve restaurant (McDonald's) with a double-drive through lane.

Background:
Applicant/Owner: Gerald Koh / Jaswant Saprai

Project Location: 10375 Live Oak Blvd.

General Plan: Commercial Mixed Use

Zoning: C-MU

Project Description:

The applicant is proposing to construct a new, approximately 4,180 square foot, quick-serve restaurant (McDonald's), with a double drive-through lane, parking lot, area lights, enhanced landscaping and trash enclosure as required by the Live Oak Municipal Code.

Analysis:
Compatibility with neighboring uses

The proposed project is expected to be compatible with neighboring retail uses. The site is zoned C-MU, which allows for a quick-serve restaurant with a drive-through, subject to an approved Use Permit by the Planning Commission. While the drive-through restaurant may generate different traffic than the site's previous use, the project incorporates site design features and Conditions of Approval to minimize potential impacts to surrounding properties.

The applicant is proposing to construct a new six-foot masonry wall along the existing residence(s) to the east of the parcel and a low-screen wall to the north of the parcel. The wall design and height shall be reviewed during the building permit process and approved by the Community Development Director.

Traffic

A Traffic Impact Study was prepared for the development where the study concluded that the impact is presumed to be less than significant under the LCI (Livable Communities Initiative) Local Serving Retail Criteria (site less than 50,000 sq. ft or less of local retail use). The traffic was analyzed to evaluate site circulation, truck delivery, necessary drive-through queuing lengths, parking, pedestrian access, and the level of service for vehicles at the State Route 99 and Nevada Street intersection, and at the project driveways. Caltrans and the City thoroughly reviewed the study and provided requirements related to the required improvements, fees, and conditions of approval for the proposed project. The impacts associated with the development are within the City's standards for acceptable level of service at the adjacent intersections accounting for the City's design standards and proposed Conditions of Approval.

The site plan provides access from State Route 99 and Nevada Street. The driveway along State Route 99 has been conditioned to restrict exiting - left out movements, but maintain left-in, right-in and right-out movements. Exiting vehicles will no longer be able to go southbound from that SR-99 driveway and will need to use the driveway along Nevada Street. It is expected that most customers familiar with the site using the drive-through are likely to enter the site via Nevada Street as it provides a direct route to the drive-through lanes.

Queuing at the drive-through lane was also reviewed to identify whether adequate storage is available to ensure queues do not spill out of the drive-through lanes. Based on a similar design in Gridley, it is expected that the 95th percentile queue is 10 vehicles. The drive-through lanes can accommodate up to 13 vehicles before blocking the parking aisle; therefore, adequate queuing for the restaurant has been accounted for. Additionally, a Condition of Approval (COA) has been added that all queuing must remain onsite and cannot be in the public-right-of-way, (COA #21). The public-right-of-way includes State Route 99 and Nevada Street.

Based upon comments from Caltrans, a condition has been added to construct a raised island to restrict vehicles exiting the State Route 99 driveway to the south, and a condition has been added should traffic volumes or driveway use increase to levels that impact the north bound vehicle travel along State 99, the City and/or Caltrans may require the removal of the existing parallel parking spaces along State Route 99, and the property owner is to install onsite signage as needed (COA #19).

As part of the development the City has also required intersection/road improvements that will construct the north side of Nevada street along the property frontage, and for the development to pay their fair share cost towards a future signal project at the intersection.

Noise

The project proposes a six-foot CMU masonry wall adjacent to the residential properties to provide screening and noise attenuation. The closest speaker box is 20' from the property line. The speaker boxes are meant to be clearly audible near the menu board and then the sound reduces the further you are away. The system also uses automatic volume control which adjusts the output based on ambient noise. This is important at nighttime when ambient noise tends to be lower. The speaker will reduce the volume when less amplification is needed. A noise study was provided from HM Electronics and included as an attachment.

There is a Condition of Approval added to the project that the speaker box shall be located, oriented, and operated in a manner that minimizes noise impacts (COA #20).

Site and Building Design

The building will be constructed to include stucco, aluminum composite, metal, and sconces to enhance the exterior. The colors are primarily grays, browns, and yellows to match the McDonald's signage.

Landscaping

The development is proposing for new landscaping to be installed along State Route 99 and Nevada Street. There are also existing trees that will remain in place on the east side of the parcel (adjacent to residential properties). There will also be shrub, groundcover, and bark installed in the planter areas. The landscaping plans will be reviewed during the building permit process to ensure it meets the requirements of the municipal code.

Availability of City Services

All City services are available to serve this site.

Environmental Review:

Based upon analysis of the use permit application, this project is Categorically Exempt from review under the California Environmental Quality Act (CEQA) Guidelines Section 15332, In-fill Development. The findings for the exemption can be made below (required findings are in italics):

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

Evidence. The Commercial-Mixed Use designation within which this property is located provides for all types of commercial uses. A quick-serve restaurant with a drive-through is a permitted use with an approved Use Permit.

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

Evidence. The site is located within city limits on 0.74 acres.

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

Evidence. The site is currently vacant but was previously developed as a gas station. Based upon the previously developed nature of the site, the project is not expected to provide habitat for endangered, rare, or threatened species.

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

Evidence. There are no anticipated significant effects relating to traffic, noise, air quality or water quality. Traffic resulting from the proposed uses is consistent with the General Plan Designation.

(e) The site can be adequately served by all required utilities and public services.

Evidence. All city services are available at this site.

Recommendation:

A. Conduct a Public Hearing and make the necessary findings to:
B. Adopt a Resolution determining the project is Categorically Exempt from environmental review pursuant to CEQA Guidelines Section 15332, In-Fill Development, and approve Use Permit 26-03, for the construction of a new quick-serve restaurant with a double-drive through lane located at 10375 Live Oak Boulevard.

Attachments:

Attachment 1 - Location Map
Attachment 2 - Site Plan and Elevations
Attachment 3 - Traffic Study
Attachment 4 - Noise Memo
Attachment 5 - Resolution Approving Use Permit 26-03
Exhibit A - Conditions of Approval

ATTACHMENT 1



Location Map:

10375 Live Oak Blvd.

APN: 006-070-020

McDonald's®

WALNUT CREEK FIELD OFFICE

10375 LIVE OAK BLVD., LIVE OAK, CA 95953

BB20 – NEW

DRAWING INDEX

CVR	COVER SHEET
SP1	PRELIMINARY SITE PLAN
LA1	PRELIMINARY LANDSCAPE PLAN
SD1	TRASH ENCLOSURE PLAN AND ELEVATIONS
SD2	DIGITAL MENU BOARDS
SD3	GATEWAY DETAILS AND DRIVE–THRU CANOPY
LT–1	SITE PHOTOMETRIC PLAN
LT–2	LIGHTING CUT SHEETS
A1.0	FLOOR PLAN
A2.0	BUILDING ELEVATIONS
A2.1	BUILDING ELEVATIONS
RE	RENDERING

VICINITY MAP



AREA MAP



PROJECT INFORMATION

ADDRESS:

STATE SITE CODE:	004–5367
STREET ADDRESS:	10375 LIVE OAK BLVD.
CITY:	LIVE OAK
COUNTY:	SUTTER
STATE:	CALIFORNIA
ZIP CODE:	95953

SITE DATA:

ZONING:	COMMERCIAL MIXED–USE (C–MU)
A.P.N.:	006–070–020–0000
SITE AREA:	±31,989 S.F. (0.734 AC.)

BUILDING DATA:

OCCUPANCY:	USE GROUP A2
CONSTRUCTION TYPE:	VB
NUMBER OF STORIES:	1
BUILDING HEIGHT:	21'–0" (PARAPET)
BUILDING AREA:	4,180 S.F.

SCOPE OF WORK:

- NEW GROUND UP RESTAURANT
- SIDE BY SIDE DRIVE THRU LAYOUT
- ACCESSIBLE PATH OF TRAVEL TO SIDEWALK
- PARKING & CIRCULATION
- SITE BRANDING
- SIGNAGE
- NEW TRASH ENCLOSURE

SYMBOL LEGEND:

- 6 / A4 — SECTION TAG
- 4 — DOOR TAG
- 5 / A6 — DETAIL TAG
- DINING ROOM 103 — ROOM NAME & NUMBER
- T/ SLAB ELEV. 0'–0" — ELEVATION TAG
- A — PARTITION TAG
- 6 / A4 DETAIL 1 1/2"=1'–0" — DRAWING TITLE / DETAIL NUMBER

DESIGNER OF RECORD:

DISCIPLINE:	NAME	REPRESENTATIVE	ADDRESS	PHONE #
ARCHITECT:	PM DESIGN INC.	HALA IBRAHIM	211 GATEWAY ROAD WEST, STE. 208, NAPA, CA 94558	(925) 222–1673
CIVIL & LANDSCAPE:	RSC ENGINEERING, INC.	TIFFANY ANN WILSON	1420 ROCKY RIDGE DRIVE, STE. 150, ROSEVILLE, CA 95661	(916) 788–2884
CONSTRUCTION MGR.:	McDONALD'S USA, LLC kelsie.heiber@us.mcd.com	KELSIE HEIBER	110 CARPENTER STREET, CHICAGO, IL 60607	(775) 741–4238

REV | DATE | DESCRIPTION | BY
A | 05/12/26 | 1ST PLANNING SUBMITTAL | CGR

Professional of Record:

PM DESIGN
211 GATEWAY RD W
SUITE 208
NAPA, CA 94558
PROGRAM MANAGER: HALA IBRAHIM
PHONE: (925) 222-1673
EMAIL: HIBRAHIM@PMDESIGN.COM

JEFF LIEDERMAN, ARCHITECT

Seal

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PREPARED FOR: McDonald's USA, LLC

DRAWN BY: JR | STD ISSUE DATE: 01/16/26
REVIEWED BY: CR | DATE ISSUED: 05/12/26

TITLE: 2025 STANDARD BUILDING – BB20
4590 – LIVE OAK, CA

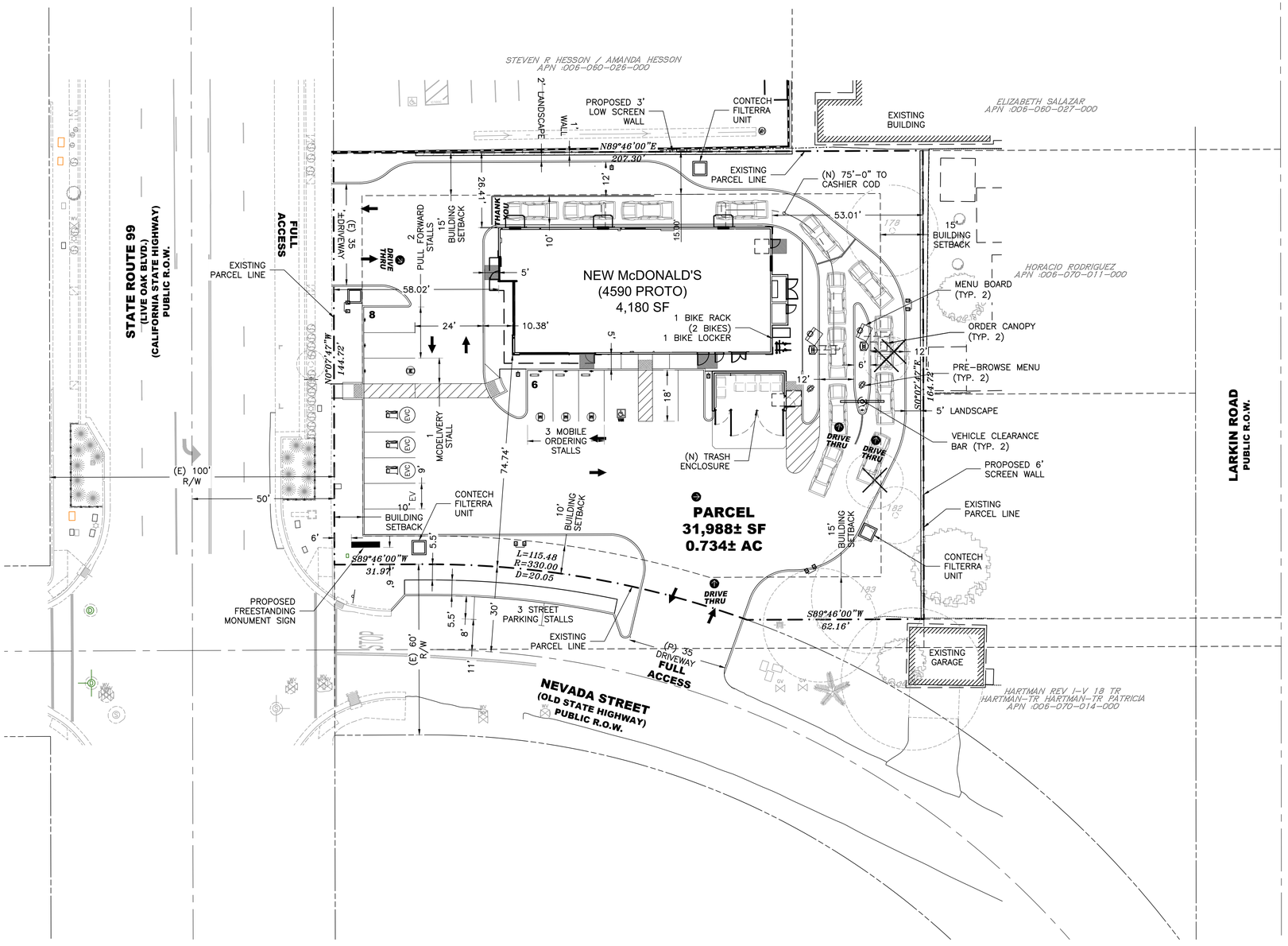
DESCRIPTION:
2025 STANDARD BUILDING – WOOD BEARING WALLS
WOOD TRUSS ROOF FRAMING
STUCCO/BATTEN/FIBER CEMENT LAP SIDING

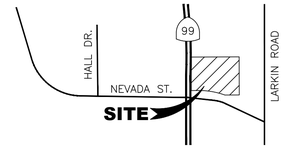
SITE ID: 4–5367
SITE ADDRESS: 10375 LIVE OAK BLVD., LIVE OAK, CA 95953

SHEET NO.: 4–5367.00.0
CVR
COVER SHEET

MCD26008.0 – LIVE OAK, CA

M:\MCDONALD'S_MCD 26081\MCD26008.0 - 4536? - NEW - LIVE OAK, CA\1 DRAWINGS\1-ARCH\2-PLANNING\01_26008_CVR.DWG 5/12/2026 1:11 PM CHET RUSIT





VICINITY MAP
NOT TO SCALE

PROJECT INFORMATION

APPLICANT

MILROSE
8370 WILSHIRE BLVD., #330
BEVERLY HILLS, CA 90211
CONTACT: GERALD KOH
(310) 634-5204
GKOH@MILROSE.COM

ENGINEER

RSC ENGINEERING, INC.
1420 ROCKY RIDGE DRIVE, SUITE 150
ROSEVILLE, CA 95661
CONTACT: TIFFANY WILSON
(916)788-2884
T.WILSON@RSC-ENGR.COM

ASSESSOR'S PARCEL NUMBER

006-070-020

EXISTING ZONING

OC-MU (COMMERCIAL - MIXED USE)

EXISTING PARCEL SIZE

31,988± SF / 0.734± AC

PROPOSED USE

RESTAURANT

PROPOSED BUILDING AREA

4,180± SF

PARKING REQUIRED

1 STALL PER 75 SF OF DINING AREA

900 SF OF DINING AREA = 12 STALLS REQUIRED

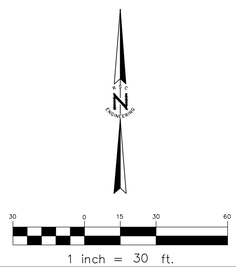
PARKING PROVIDED

STANDARD:	9 STALLS
ACCESSIBLE:	1 STALL (VAN)
EV CHARGING STATION:	3 STALLS
EV CAPABLE:	1 STALL
TOTAL:	14 STALLS

3 ON STREET PARKING STALLS PROVIDED
(NOT COUNTED TOWARDS OVERALL PARKING COUNT)

TREES TO BE REMOVED

3 TREES TO BE REMOVED
(#179, 180 AND 181 PER ARBORIST REPORT
DATED APRIL 21, 2026)



McDONALD'S USA, LLC

REV NO.	DATE	DESCRIPTION	ENG INT.	BY	CITY APPROVED	DATE

REVIEW ONLY - NOT FOR CONSTRUCTION

RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

PROJECT NO:	321-008
DRAWN BY:	RSC Eng
CHECKED BY:	RSC Eng
DESIGNED BY:	RSC Eng

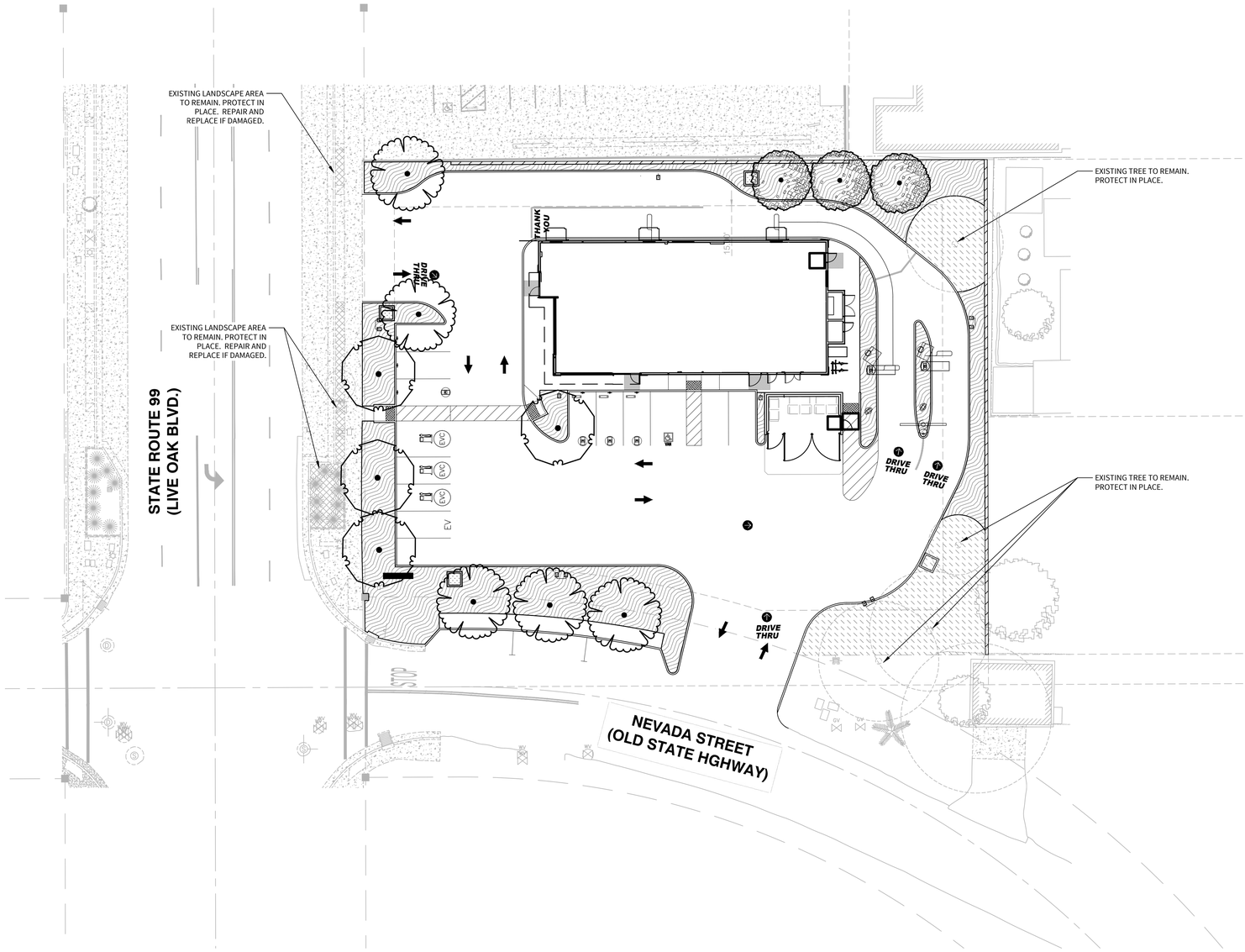
McDONALD'S - LIVE OAK 45367
4590 PROTOTYPE BUILDING
10375 LIVE OAK BLVD.
LIVE OAK, CA 95953

SHEET TITLE
PRELIMINARY SITE PLAN

SHEET NO.
SP

DATE: MAY 11, 2026

Xrefs: _321008_XBORDER.dwg
_321008_XPRPSL.dwg
_321008_XUTIL.dwg
DRAWING: P:\321-008\Planning\Connected\321008_SP.dwg
USER: tmccann
PLOT DATE: May 11, 2026 - 12:39
PLOT DATE: May 11, 2026 - 2:39:03 PM



PRELIMINARY LANDSCAPE DESIGN NOTES

1. ALL LANDSCAPE AREAS SHALL BE IRRIGATED USING AN AUTOMATIC IRRIGATION SYSTEM THAT WILL BE COMPLIANT WITH THE STATE WATER EFFICIENT LANDSCAPE ORDINANCE.
2. ALL ON-SITE TREES TO REMAIN. SEE CIVIL PLANS AND ARBORIST REPORT.
3. TREE PLANTING LOCATIONS, INCLUDING WELLS, ISLANDS, PARKWAYS, MEDIANS, ETC. SHALL PROVIDE ADEQUATE UNCOMPACTED SOIL AREA AMENABLE TO ROOT GROWTH. THE DEPTH OF SUITABLE SOIL SHALL BE A MINIMUM OF 24 INCHES AND A MAXIMUM OF 36 INCHES UNLESS OTHERWISE APPROVED.
4. ALL LANDSCAPE AREAS SHALL RECEIVE A 3" LAYER OF BARK MULCH TOP DRESSING.
5. GROUND COVERS SHALL NOT BE INSTALLED WITHIN A 4' RADIUS OF A TREE TRUNK.
6. SHRUBS SHALL BE PLANTED SO AS NOT TO BLOCK WINDOWS.
7. SCREEN PLANTING TO BE PROVIDED ALONG DRIVE-THRU ROAD.
8. ALL GROUND MOUNTED MECHANICAL EQUIPMENT SHALL BE SCREENED USING EVERGREEN PLANT MATERIAL.
9. FINAL TREE PLACEMENTS TO BE CONFIRMED SO AS NOT TO BLOCK BUILDING ADDRESSES.
10. OWNER WILL BE RESPONSIBLE FOR MAINTENANCE OF ALL PLANT MATERIAL AND THE IRRIGATION SYSTEM.
11. ALL EXISTING LANDSCAPE AREAS TO REMAIN AND BE PROTECTED IN PLACE. FRONTAGE LANDSCAPE ALONG WILDCAT BLVD. TO BE "REFRESHED" AS NECESSARY AT TIME OF CONSTRUCTION.

CONCEPT TREE SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	WATER USE	QTY
TREES				
	NYSSA SYLVATICA 'JFS-RED' FIRESTARTER® TUPELO	24" BOX	MEDIUM	5
	PODOCARPUS GRACILIOR FERN PINE	24" BOX	MEDIUM	3
	ZELKOVA SERRATA 'VILLAGE GREEN' VILLAGE GREEN JAPANESE ZELKOVA	24" BOX	MEDIUM	4

CONCEPT PLANT SCHEDULE

	SHRUB & GROUNDCOVER	
	CALLISTEMON VIMINALIS `LITTLE JOHN` / DWARF WEEPING BOTTLEBRUSH	5 GAL., LOW
	DIETES BICOLOR / FORTNIGHT LILY	5 GAL., LOW
	LANTANA X 'NEW GOLD' / NEW GOLD TRAILING LANTANA	1 GAL., LOW
	LOMANDRA LONGIFOLIA PLATINUM BEAUTY / PLATINUM BEAUTY LOMANDRA	5 GAL., LOW
	LOMANDRA LONGIFOLIA `LOMLON` / LIME TUFF DWARF MAT RUSH	5 GAL., LOW
	MYRTUS COMMUNIS `COMPACTA` / DWARF MYRTLE	5 GAL., LOW
	NEPETA X FAASSENII `WALKERS LOW` / WALKERS LOW CATMINT	1 GAL., LOW
	SCREENING SHRUBS	
	JUNIPERUS VIRGINIANA `SKYROCKET` / SKYROCKET JUNIPER	15 GAL., LOW
	PRUNUS CAROLINIANA `COMPACTA` / COMPACT CAROLINA LAUREL CHERRY	15 GAL., LOW
	ACCENT SHRUBS	
	CALAMAGROSTIS X ACUTIFLORA `KARL FOERSTER` / FEATHER REED GRASS	1 GAL., LOW
	PHLOMIS FRUTICOSA / JERUSALEM SAGE	5 GAL., LOW
	SALVIA GREGGII 'RED' / RED AUTUMN SAGE	5 GAL., LOW
	FILTERRA BIOFILTRATION SHRUBS	
	JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH	5 GAL., LOW
	LOMANDRA HYSTRIX 'TROPIC BELLE' / TROPIC BELLE MAT RUSH	5 GAL., LOW
	SHREDDED BARK (UNDER EXISTING OAKS)	

TOTAL SITE AREA: 31,988+/- SF
TOTAL LANDSCAPE AREA: 8,173 SF (25%)

SCALE: 1" = 20'–0"

0' 20' 80'

10' 40'

FUHRMAN LEAMY LAND GROUP
DESIGN · SERVICE · SOLUTIONS
3400 DOUGLAS BLVD., SUITE 275 ROSEVILLE, CA 95661

PROJECT:

McDONALD'S USA, LLC

REV NO.	DATE	DESCRIPTION	ENG INT.	BY	CITY APPROVED	DATE

RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

PROJECT NO:	RSC.26029
DRAWN BY:	SR
CHECKED BY:	KL
DESIGNED BY:	SR

McDONALD'S - LIVE OAK 45367
4590 PROTOTYPE BUILDING

10375 LIVE OAK BLVD.
LIVE OAK, CA 95953

SHEET TITLE
PRELIMINARY LANDSCAPE PLAN

SHEET NO.
PL1
1 OF **1**

DATE: MAY 12, 2026

HIGHWAY 99

PROPOSED
MEDIAN ISLAND
WITH MOUNTABLE CURB

STOP

DRIVE THRU

THANK YOU

P - Passenger Car

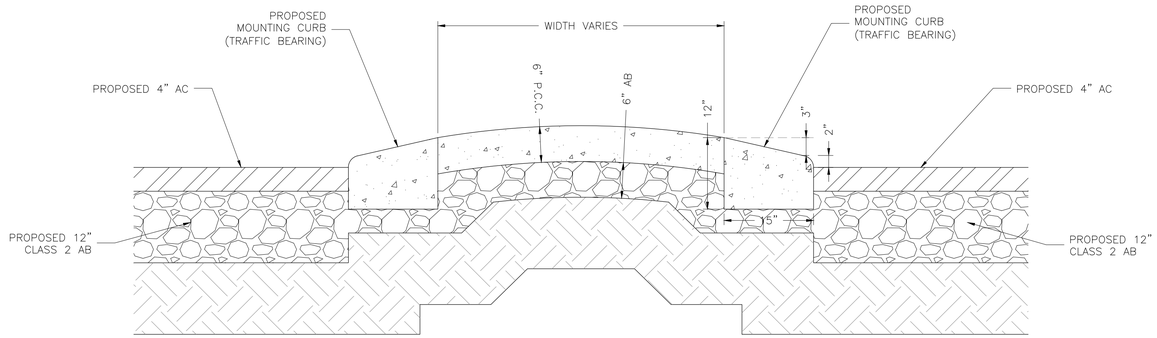
P - Passenger Car

EVC

EVC

EVC

EV



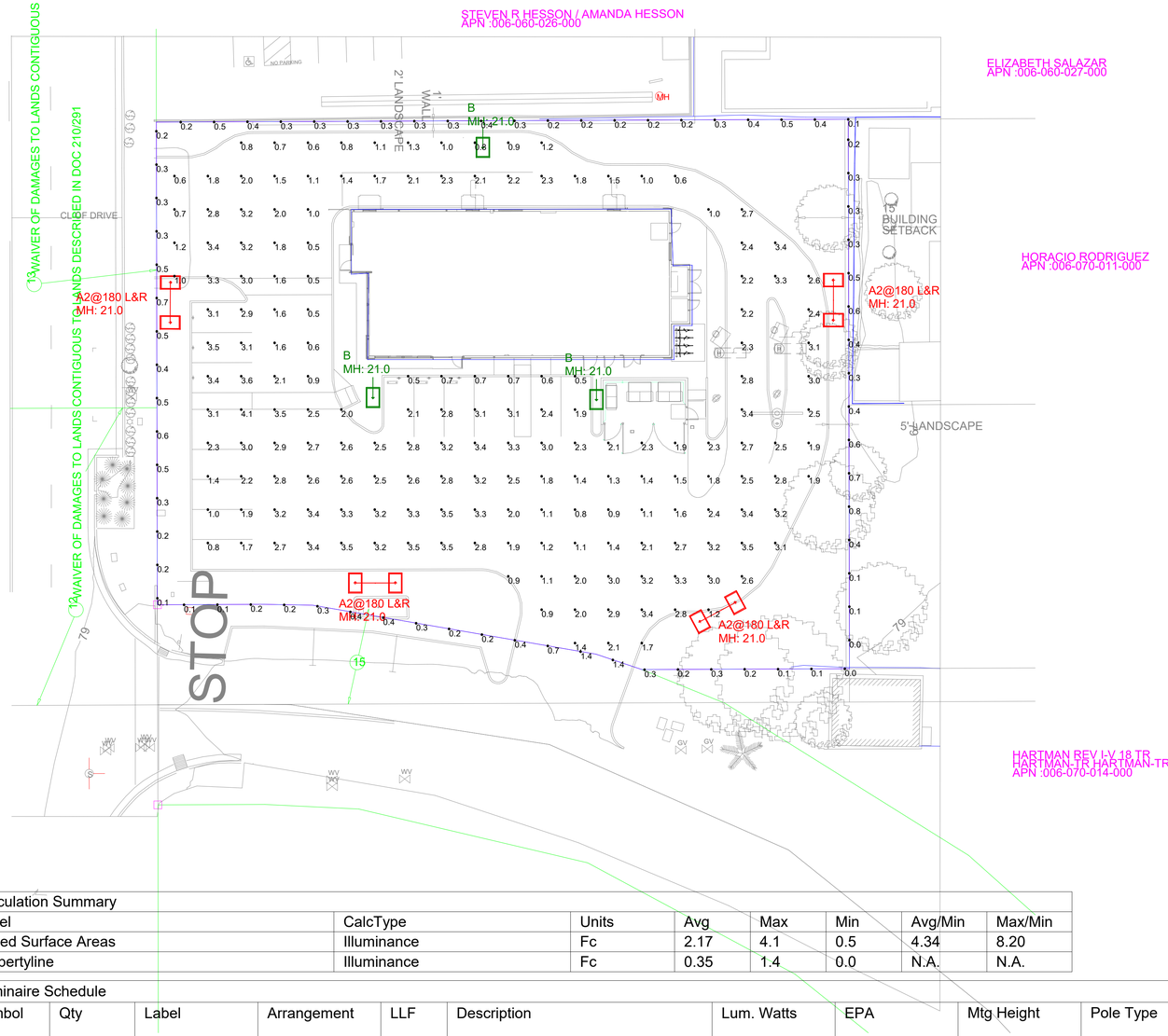
MEDIAN ISLAND (MOUNTABLE CURB)

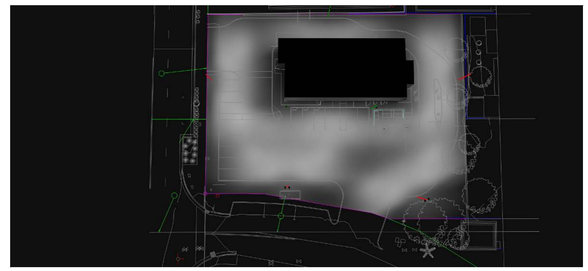
NOT TO SCALE

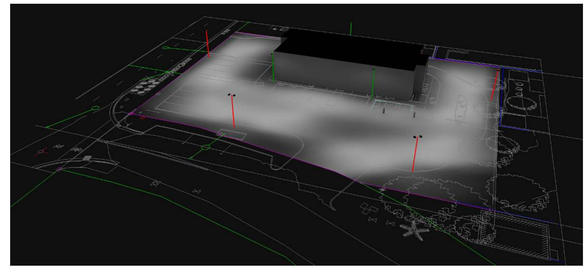
NOTES:

1. THE FOOTCANDLE LEVELS AS SHOWN ARE BASED ON THE FOLLOWING CRITERIA. ANY SUBSTITUTIONS IN SPECIFIED FIXTURES OR CHANGES TO LAYOUT WILL AFFECT LIGHTING LEVELS SHOWN AND WILL NOT BE THE RESPONSIBILITY OF SECURITY LIGHTING.

2. DISTANCE BETWEEN READINGS 10'







Pole Fixtures Are Full Cutoff
Tilt=0
Calculation Grids Are At Grade
Pole Light Mounting Height=21ft
(18' Pole + 3' Base)

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Paved Surface Areas	Illuminance	Fc	2.17	4.1	0.5	4.34	8.20
Propertyline	Illuminance	Fc	0.35	1.4	0.0	N.A.	N.A.

Luminaire Schedule										
Symbol	Qty	Label	Arrangement	LLF	Description	Lum. Watts	EPA	Mtg Height	Pole Type	Luminaire Lumens
	4	A2@180 L&R	Twin	0.850	VP-1-160L-75-5K7-4W-BC-UNV-A-PSS-BTS-40F L&R (Rotade Optics)	75	0.908	21	SES-18-40-1-TA-GL-xx (4")	5498
	3	B	Single	0.850	VP-1-160L-75-5K7-3-BC-UNV-A-PSS-BTS-40F	72	0.908	21	SES-18-40-1-TA-GL-xx (4")	5921

PROJECT WIND LOAD CRITERIA BASED ON:
ASCE 7-10 WIND SPEEDS (3-SEC PEAK GUST MPH)
50 YEAR MEAN RECURRENCE INTERVAL
ALLOWED EPA 13.6 @ WIND LOAD 85 MPH

Regional Drawing
4-5367

1. THIS LIGHTING DESIGN IS BASED ON INFORMATION SUPPLIED BY OTHERS TO SECURITY LIGHTING SYSTEMS. SITE DETAILS PROVIDED HEREON ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC.) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE PROJECT.

2. LUMINAIRE DATA IS TESTED TO INDUSTRY STANDARDS UNDER LABORATORY CONDITIONS. OPERATING VOLTAGE AND NORMAL MANUFACTURING TOLERANCES OF LAMP, BALLAST, AND LUMINAIRE MAY AFFECT FIELD RESULTS.

3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.

4. THIS LAYOUT MAY NOT MEET TITLE 24 OR LOCAL ENERGY REQUIREMENTS. IF THIS LAYOUT NEEDS TO E COMPLIANT WITH TITLE 24 OR OTHER ENERGY REQUIREMENTS, PLEASE CONSULT FACTORY WITH SPECIFIC DETAILS REGARDING PROJECT REQUIREMENTS SO THAT REVISONS MAY BE MADE TO THE DRAWING.

THIS DRAWING MEETS OR EXCEEDS McDONALDS CURRENT ILLUMINATION SPECIFICATIONS OF A 3-4 FOOTCANDLE AVERAGE, UNLESS SUPERSEDED BY OTHER REQUIREMENTS.

SECURITY LIGHTING™

UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN INCHES

SCALE 1"=20' 0"

DRAWN BY CLB

POINT-BY-POINT FOOTCANDLE PLOT FOR
MCDONALDS
10375 Live Oak Blvd Live Oak CA

NATIONAL STORE NUMBER
45654

DATE	DRAWING NUMBER	
4/30/2026	A260619B.AGI	LT-1

BB20 Design Elements – In Depth // **LIGHTING**



LIGHTING



LINEAR LED ACCENT FIXTURE BY SECURITY LIGHTING COLOR: BLACK

BATTEN AREAS



RADIAL LED WALL SCONCE BY SECURITY LIGHTING COLOR: WHITE

WHITE CANOPY



RADIAL LED WALL SCONCE BY SECURITY LIGHTING COLOR: SILVER

BACK OF HOUSE
DRIVE THRU



ARCHITECTURAL LED FLOOD LIGHT BY SECURITY LIGHTING COLOR: WHITE

WHITE CANOPY (ABOVE)
OPTIONAL HEARTH (OPTION 2)



6" LED DOWNLIGHT BY SECURITY LIGHTING COLOR: WHITE

DRIVE THRU CANOPIES
CUSTOMER ENTRIES AT GOLD UNDERSCORE

AREA LIGHT

BEACON
design · performance · technology

VIPER Area/Site

VIPER LUMINAIRE

MICROSTRIKE | SILICONE STRIKE | OPTICS STRIKE



FEATURES

- Low profile LED area/site luminaire with a variety of IES distributions for lighting applications such as auto dealership, retail, commercial, and campus parking lots
- Featuring two different optical technologies, Strike and Micro Strike Optics, which provide the best distribution patterns for retrofit or new construction
- Rated for high vibration applications including bridges and overpasses. All sizes are rated for 1.5G
- Control options including photo control, occupancy sensing, NX Lighting Controls™, LightGRID+ and 7-Pin with networked controls
- New customizable lumen output feature allows for the wattage and lumen output to be customized in the factory to meet whatever specification requirements may entail
- Field interchangeable mounting provides additional flexibility after the fixture has shipped

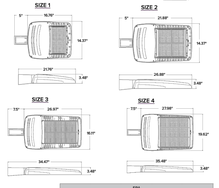
cULus IP65 IP66 IK10 | DLC LISTED | DLC LISTED PREMIUM | ida DARK-SKY APPROVED | BAA | TAA

CONTROL TECHNOLOGY

NX COMMAND | NX WIRELESS | NX NETWORK | LIGHTGRID

SERVICE PROGRAMS

STOCK | QS10



SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with 1000 hour powder coat paint finish
- External hardware is corrosion resistant

OPTICS

- Micro Strike Optics (160, 320, 480, or 720 LED counts) maximize uniformity in applications and come standard with mid-power LEDs which evenly illuminate the entire luminous surface area to provide a low glare appearance. Catalog logic found on page 2
- Strike Optics (36, 72, 108, or 162 LED counts) provide best in class distributions and maximum pole spacing in new applications with high powered LEDs. Strike optics are held in place with a polycarbonate bezel to mimic the appearance of the Micro Strike Optics so both solutions can be combined on the same application. Catalog logic found on page 3
- Silicone Strike Optics (40, 80, 120, or 180 LED counts) maximize uniformity in applications and provides the highest LPW. These include an integral gasket allowing for IP66 rating. Catalog logic found on page 4
- All optics maximize target zone illumination with minimal losses at the house-side, reducing light trespass issues. Additional backlight control shields and house side shields can be added for further reduction of illumination behind the pole
- One-piece silicone gasket ensures a weatherproof seal
- Zero up-light at 0 degrees of tilt
- Field rotatable optics

INSTALLATION

- Mounting patterns for each arm can be found on page 11
- Optional universal mounting block for ease of installation during retrofit applications. Available as an option (ASQU) or accessory for square and round poles
- All mounting hardware included

INSTALLATION (CONTINUED)

- Knuckle arm fitter option available for 2-3/8" OD tenon
- For products with EPA less than 1 mounted to a pole greater that 20ft, a vibration damper is recommended

ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40°C to 40°C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field replaceable surge protection device provides 20kA protection meeting ANSI/ IEEE C62.41.2 Category C High and Surge Location Category C3; Automatically takes fixture off-line for protection when device is compromised
- Dual Driver option provides 2 drivers within luminaire but only one set of leads exiting the luminaire, where Dual Power Feed provides two drivers which can be wired independently as two sets of leads are extended from the luminaire. Both options cannot be combined

CONTROLS

- Photo control, occupancy sensor programmable controls, and Zigbee wireless controls available for complete on/off and dimming control
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)
- 0-10V Dimming Drivers are standard. Select CD option to have dimming leads extended outside the luminaire. Must specify if wiring leads are to be greater than the 6" standard.

EPA				
	VP1 (Size 1)	VP2 (Size 2)	VP3 (Size 3)	VP4 (Size 4)	Config.
Single Fixture	0.454	0.555	0.655	0.698	
Two at 90°	0.908	1.110	1.310	1.396	
Two at 180°	0.583	0.771	0.857	0.948	
Three at 90°	1.037	1.266	1.512	1.646	
Three at 120°	0.943	1.155	1.392	1.680	
Four at 90°	1.166	1.422	1.714	1.896	

CONTROLS (CONTINUED)

- NX Lighting Controls™ available with in fixture wireless control module, features dimming and occupancy sensor
- LightGRID+ available with in fixture wireless control module, features dimming and occupancy sensor. Also available in 7-pin configuration

CERTIFICATIONS

- DLC® (DesignLights Consortium Qualified), with some Premium Qualified configurations. Not all product variations listed in this document are DLC® qualified. Refer to http://www.designlights.org for the most up-to-date list.
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40°C ambient temperatures
- 1.5 G rated for ANSI C136.31 high vibration applications
- Fixture is IP65 rated with Strike and Microstrike optics. Fixture is IP66 rated with Silicone Strike optics.
- Meets IDA recommendations using 3k CCT configuration at 0 degrees of tilt
- This product meets federal procurement law requirements under the Buy American Act (FAR 52.225-9) and Trade Agreements Act (FAR 52.225-11). See Buy America(n) Solutions (link to https://www.currentlighting.com/resources/america-solutions).
- FCC CFR Title 47 Part 15, Class A
- IK10 (Silicone Strike Optics Only)

WARRANTY

- 5 year warranty

Current

currentlighting.com/beacon

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HIRAF LINEAR LED FACADE FIXTURE



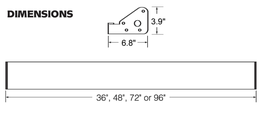
The HIRAF Linear Facade Lighting System is a holistic LED lighting solution designed from a clean slate to maximize the lighting effect for marketing your building as your brand while keeping energy usage and maintenance to an absolute minimum. Thanks to its intuitive plug and play mounting design with integral driver system, installation is quick and simple and only requires that power be brought to one fixture in each continuous row. The long life LED source minimizes maintenance to only an occasional cleaning of outer lens surfaces. This system is truly a "set it and forget it" solution only from Security Lighting!

Fixture Specifications

FEATURES

- Extruded aluminum construction, finished in weatherproof powder-coat paint
- Tempered glass lenses
- Power feed required only at beginning of each continuous row; subsequent fixtures plug together in series
- Fully integrated driver for completely self-contained lighting system
- Aluminum mounting brackets are finished in powder-coat paint and each order ships with a formed drilling template for ease of installation
- 70 CRI standard
- 5200K Color temperature standard. Consult factory for others.
- 50,000 hour long life LED illumination
- Fixtures available in up and down light, down light only or up light only
- **Down only full cut off, Dark Sky Compliant**

DIMENSIONS



ORDERING INFORMATION

SAMPLE CATALOG NUMBER

HIRAF	LED	XX	XX	XXX	PS
Series	Source	Size	Distribution	Voltage	Finish

SERIES	
HIRAF	Linear Façade Fixture

SOURCE	
LED	LED

SIZE	
96	8-Foot
72	6-Foot
48	4-Foot
36	3-Foot

DISTRIBUTION	
UD	Up and Down Light (1.4 watts per foot)
DO	Down Light Only (8.5 watts per foot)
UO	Up Light Only (5.75 watts per foot)

VOLTAGE	
120	120-Volt
277	277-Volt

FINISH	
Standard:	
PS =	Platinum Silver
Custom Color: Consult Factory	

SECURITY LIGHTING SYSTEMS
A HUBBELL LIGHTING, INC. COMPANY

Performance Designed Lighting Products

1085 Johnson Drive • Buffalo Grove, IL 60089 • TOLL-FREE: 800-544-4848 • PHONE: 847-279-0627 • FAX: 847-279-0642

www.securitylighting.com

SECURITY LIGHTING™

prescolite

LB6LEDA10L

LED Downlight Module (1000 Lumens)
12W High Efficacy
Wet Location
120V

APPLICATIONS:
LiteBox LED modules are designed for use in new construction as well as retrofit applications with existing Prescolite or competitive 6" housings using the screw base adapter included. Lumen output and distribution comparable to a 75W PAR while consuming only 12 watts. ENERGY STAR® qualified. Can be used to comply with California Title 24 IECC watts per square foot requirements. Suitable for use with continuous room side ambient temperature up to 25°C. Flicker-free dimming to 15% with most standard dimmers. (See Dimming Notes).

LIGHT ENGINE:
High efficacy LED light engine, 3000K and 3500K, 80+ CRI, integrated with durable aluminum heat sink for excellent thermal management. System designed for optimal life and lumen maintenance (60,000 hours at 70% lumen maintenance per TM-21).

LENS/REFLECTOR:
All LiteBox LED modules are provided standard with a diffuse optical grade acrylic lens for uniform illumination and superior glare control. Reflector powder coat finish creates aesthetic ceiling appearance and visually comfortable 55° cutoff.

LED DRIVER:
Integral high efficiency LED driver 120V, >0.9 power factor, dimmable to 15% with standard incandescent or electronic low voltage dimmers. (See Dimming Notes for recommended dimmers.) Output over-voltage, over-current, and short circuit protection. Life expectancy of 60,000 hours minimum at recommended ambient temperatures.

INSTALLATION:
For New Construction: Use with Prescolite DBX QuickLink LED housings. QuickLink connector mates directly to housing connector without a screw base adapter for California Title 24 compliance.

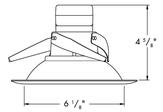
For Retrofit: Use in Prescolite or other compatible 6" recessed housings using supplied screw base adapter.

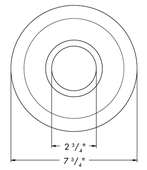
Easy installation with (3) stainless steel spring clips (pre-installed).

CERTIFICATIONS:
UL/cUL Classified for use in Prescolite or other 6" recessed housings including Halo, Juno, and Lithonia. (See page 3 for more details) Suitable for wet locations. ENERGY STAR qualified. Meets California Title 24 with DBXQL

WARRANTY:
5 year warranty
Additional information on page 3
See www.prescolite.com for details.







Aperture: Nominal 6"
See Housing Specification Sheet for ceiling cutout requirements
Not to Scale

CATALOG NUMBER — EXAMPLE: LB6LEDA10L30K WH

TRIM	LED COLOR	CRI	TRIM COLOR	-	ACCESSORIES
❑ **LB6LEDA10L** 6" 1000 lumen Litebox LED Module with dimming to 15% 120V	❑ **30K** 3000 Kelvin ❑ **35K** 3500 Kelvin	❑ **Blank** 80+ CRI	❑ **WH** White ❑ **BL** Black ❑ **Z** Zet ❑ **BZ** Bronze		❑ **LiteGear**[1] Inverter, single phase central lighting, 125VA-250VA ❑ **LP5 Series**[1] LitePower micro-inverter, 20VA-55VA ❑ **DBXQL** IC/Non-IC Airtight housing with supply wire quick connects

[1] See Central Inverter compatibility note and web links on page 2.

Web: www.securitylighting.com
2100 Gulf Road, Suite 460, Rolling Meadows, IL 60008-4704
Phone: 1-800-LIGHT IT, 1-800-544-4848, Fax: 847-279-0642
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HUBBELL Lighting

RADIUS WALL SCONCE



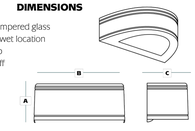
The RWSC Series radius wall sconce offers maximum versatility with multiple light sources and finishes. The available combination of uplight/downlight washes the building facade while the radial soft form housing will complement similar architectural design elements.

Fixture Specifications

FEATURES

- Durable cast aluminum housing
- Available in various lighting distributions for maximum versatility
- Integrated design eliminates high angle brightness
- Luminaire finished in weatherproof powder-coat paint
- Completely sealed, flat tempered glass lenses suitable for use in wet location
- Ships complete with lamp
- Downlight only, full cut-off Dark Sky compliant

DIMENSIONS



A	B	C
7.25"	18.0"	9.0"

ORDERING INFORMATION

SAMPLE CATALOG NUMBER

RWSC	XXXXXX	XX	XX	XXX
Series	Wattage/Source	Distribution	Finish	Voltage

SERIES	
RWSC	Radius Wall Sconce

WATTAGE/SOURCE[1]	
70PMH	70 watt pulse start metal halide
100PMH	100 watt pulse start metal halide
150PMH	150 watt pulse start metal halide
70HPS	70 watt high pressure sodium
100HPS	100 watt high pressure sodium
150HPS	150 watt high pressure sodium
26QF	26 watt quad tube fluorescent
32TRF	32 watt triple tube fluorescent
42TRF	42 watt triple tube fluorescent
226QF	2x26 watt quad tube fluorescent
232TRF	2x32 watt triple tube fluorescent
242TRF	2x42 watt triple tube fluorescent
30LED	19 watt LED [2] (RSWSRF1)
50LED	44 watt LED

DISTRIBUTION	
UD	Up/Downlight
WD	Downlight only (wide distribution)- standard
FT	Downlight only (forward throw)

FINISH[3]	
DB	Dark Bronze
BK	Black
WH	White
PS	Platinum Silver

1. Consult factory for other lamp wattage and sources.
2. Other finishes available. Consult factory.
3. Available with WD distribution only.
4. Not for use with LED source.

VOLTAGE	
120	120 volt
277	277 volt
MT	Multi-Tap

OPTIONS	
QSL	Quartz re-strike with lamp
F	Single fusing
FF	Double fusing
EM12[1]	1 MR16/MR16 two pin socket for 12v power (by others) 35w max. 35w MR11 lamp included.
2EM12[2]	2 MR16/MR16 two pin sockets for 12v power (by others) 35w max. 35w MR11 lamp included.

ACCESSORIES	
EM	Remote emergency ballast (fluorescent only)

SECURITY LIGHTING SYSTEMS
A HUBBELL LIGHTING, INC. COMPANY

Performance Designed Lighting Products

www.securitylighting.com

1085 Johnson Drive • Buffalo Grove, IL 60089 • TOLL-FREE: 800-544-4848 • PHONE: 847-279-0627 • FAX: 847-279-0642

1 LT-2 — BUILDING AND AREA LIGHTING – CUT SHEET
NO SCALE

P:\ACAD\PROJECTS\AMERICAN CANYON\MCDONALD'S_ MCD 2026\MCD26008.0 - 45387 - NEW - LIVE OAK, CA\1 DRAWINGS\1-ARCH\2 PLANNING\08_2-8000_LT-2 LIGHTING SPECS.DWG 6/8/2026 12:49 PM JEAN RUST

DESCRIPTION: 1ST PLANNING SUBMITTAL — DATE: 05/12/26 — REV: — BY: CGR

Professional of Record:

PM DESIGN
211 GATEWAY RD W
SUITE 208
NAPA, CA 94558
PROGRAM MANAGER: HALA IBRAHIM
PHONE: (925) 222-1673
EMAIL: HIBRAHIM@PMDESIGN.COM

JEFF LIEDERMAN, ARCHITECT

Seal

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PREPARED FOR: McDonald's USA, LLC

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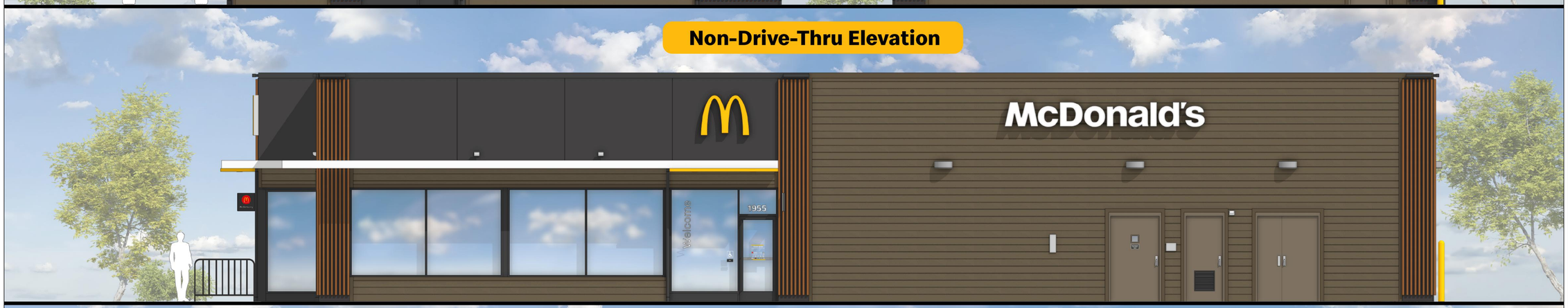
DRAWN BY	CHECKED BY
JR	CR
STD. ISSUE DATE	REVIEWED BY
01/16/26	CR
	DATE ISSUED
	05/12/26

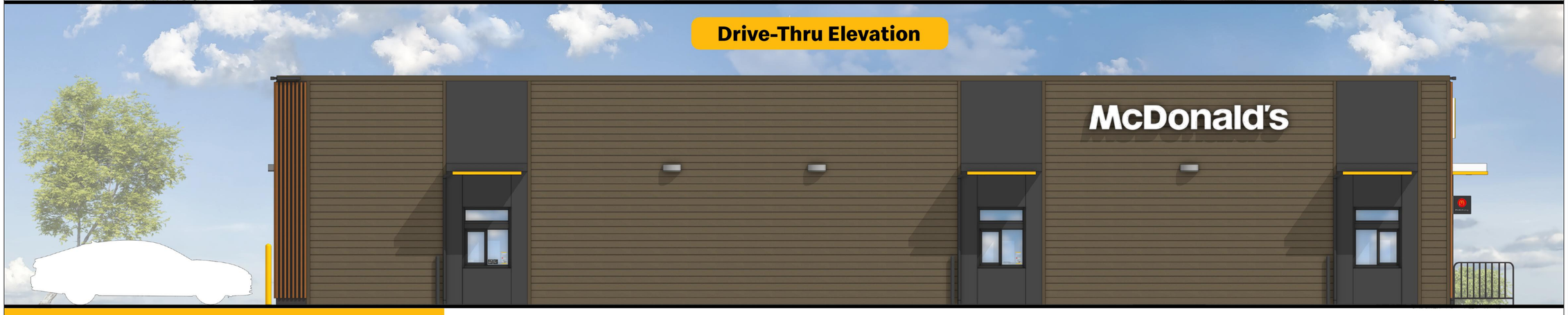
TITLE: 2025 STANDARD BUILDING – BB20
4590 – LIVE OAK, CA
DESCRIPTION: 2025 STANDARD BUILDING – WOOD BEARING WALLS
WOOD TRUSS ROOF FRAMING
STUCCO/BATTEN/FIBER CEMENT LAP SIDING
SITE ID: 4-5367
SITE ADDRESS: 10375 LIVE OAK BLVD., LIVE OAK, CA 95953

SHEET NO: 4-5367.00.0
LT-2
LIGHTING CUT SHEET

MCD26008.0 – LIVE OAK, CA







4590 Prototype

Fiber Cement Siding

Scheme: Desert

Materials Legend

- Hardie Plank Siding: Timber Bark by James Hardie
- Aluminium Composite: RAL 7022 by Metal Era
- EIFS/Stucco: SW 7069 "Iron Ore" Finish: Hydrophobic//Finessee
- Parapet Facia: Weathered Zinc by Metal Era
- Parapet Facia (Feature Wall): RAL 7022 by Metal Era
- 2x2 Aluminum Battens
- Aluminum Canopy (White)
- Glazing (Windows + Storefront)
- Gold Underscore
- Service Doors and Frames: Paint: "HC-85 Fairview Taupe" by Benjamin Moore

REV	DATE	DESCRIPTION	BY
	05/12/26	1ST PLANNING SUBMITTAL	CGR

Professional of Record:
PM DESIGN
211 GATEWAY RD W
SUITE 208
NAPA, CA 94558
PROGRAM MANAGER: HALA IBRAHIM
PHONE: (925) 222-1673
EMAIL: HIBRAHIM@PMDESIGN.COM
JEFF LIEDERMAN, ARCHITECT

Seal

PREPARED FOR:
McDonald's USA, LLC

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DRAWN BY	JR
STD. ISSUE DATE	01/16/26
REVIEWED BY	CR
DATE ISSUED	05/12/26

TITLE: 2025 STANDARD BUILDING – BB20
4590 – LIVE OAK, CA

DESCRIPTION	2025 STANDARD BUILDING – WOOD BEARING WALLS WOOD TRUSS ROOF FRAMING STUCCO/BATTEN/FIBER CEMENT LAP SIDING
SITE ID	4-5367
SITE ADDRESS	10375 LIVE OAK BLVD., LIVE OAK, CA 95953

SHEET NO.: 4-5367.00.0
RE
RENDERING

MCD26008.0 – LIVE OAK, CA

M:\MCDONALDS__MCD 2026\MCD26008.0 - 45367 - NEW - LIVE OAK, CA\1 DRAWINGS\1-ARCH\2 PLANNING\09_26008_RE.DWG 5/12/2026 11:09 AM CHET RUSIT

August 31, 2026

Ms. Tiffany Ann Wilson
RSC ENGINEERING, INC.
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661

RE: FOCUSED SITE ACCESS AND CIRCULATION ASSESSMENT FOR LIVE OAK MCDONALD'S, LIVE OAK, CA

Dear Ms. Wilson:

Flecker Associates has completed this focused study evaluating the projected trip generation, circulation and queuing assessment associated with proposed Live Oak McDonald's project in Live Oak. The project includes a 4,180 square foot McDonald's Restaurant with drive-through lane in Live Oak and is located on the east side of State Route 99 (SR 99), in the northeast quadrant of the SR 99 / Nevada Street intersection (Figure 1).

Figure 2 presents the proposed site plan. The site includes two proposed driveways, one along SR 99 and one along Nevada Street. Both will provide full access and are located farthest from the SR 99 / Nevada Street intersection.

The purpose of this study is to provide an operational assessment of the site and local area. This includes accessibility within the site, and to and from the site for both motor vehicles and pedestrians and bicyclists.

LEVEL OF SERVICE

To quantitatively evaluate traffic conditions and to provide a basis for comparison of operating conditions with and without project generated traffic, Levels of Service were determined at study area intersections.

"Level of Service" (LOS) is a quantitative measure of traffic operating conditions whereby a letter grade "A" through "F" is assigned to an intersection. LOS "A" through "F" represents progressively worsening traffic conditions. The characteristics associated with the various LOS for intersections are presented in Table 1. The City of Live Oak General Plan has established LOS



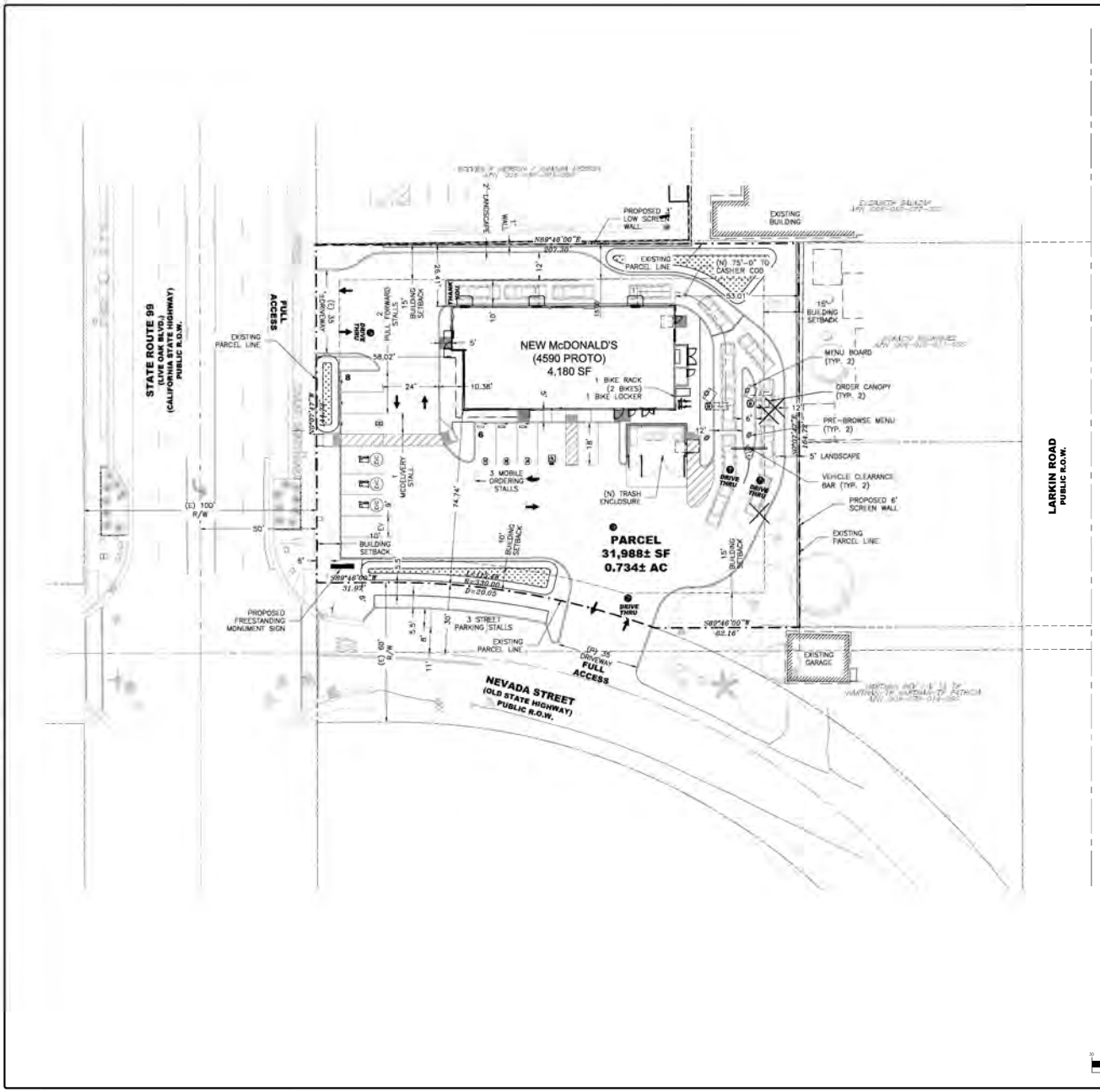
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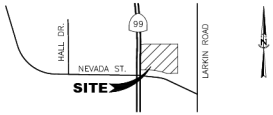
VICINTY MAP

FIGURE 1

FLECKER ASSOCIATES

6400-01





VICINITY MAP
NOT TO SCALE

PROJECT INFORMATION

APPLICANT

MILROSE
8370 WILSHIRE BLVD., #330
BEVERLY HILLS, CA 90211
CONTACT: GERALD KOH
(310) 634-5204
GKOH@MILROSE.COM

ENGINEER

RSC ENGINEERING, INC.
1420 ROCKY RIDGE DRIVE, SUITE 150
ROSEVILLE, CA 95661
CONTACT: TIFFANY WILSON
(916)788-2884
T.WILSON@RSC-ENGR.COM

ASSESSOR'S PARCEL NUMBER

006-070-020

EXISTING ZONING

OC-MU (COMMERCIAL - MIXED USE)

EXISTING PARCEL SIZE

31,988± SF / 0.734± AC

PROPOSED USE

RESTAURANT

PROPOSED BUILDING AREA

4,180± SF

PARKING REQUIRED

1 STALL PER 75 SF OF DINING AREA

900 SF OF DINING AREA = 12 STALLS REQUIRED

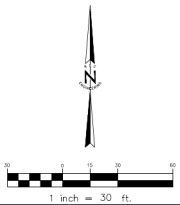
PARKING PROVIDED

STANDARD:	9 STALLS
ACCESSIBLE:	1 STALL (VAN)
EV CHARGING STATION:	3 STALLS
EV CAPABLE:	1 STALL
TOTAL:	14 STALLS

3 ON STREET PARKING STALLS PROVIDED
(NOT COUNTED TOWARDS OVERALL PARKING COUNT)

TREES TO BE REMOVED

3 TREES TO BE REMOVED
(#179, 180 AND 181 PER ARBORIST REPORT
DATED APRIL 21, 2026)



McDONALD'S USA, LLC

REV NO	DATE	DESCRIPTION	DRC MT	BY	DATE CITY APPROVED

REVIEW ONLY - NOT FOR CONSTRUCTION

RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax 916.788.4408

PROJECT NO:	321-008
DRAWN BY:	RSC Eng
CHECKED BY:	RSC Eng
DESIGNED BY:	RSC Eng

McDONALD'S - LIVE OAK 45367
4590 PROTOTYPE BUILDING
10375 LIVE OAK BLVD.
LIVE OAK, CA 95953

SHEET TITLE
PRELIMINARY SITE PLAN

SHEET NO.
SP

DATE: MAY 1, 2026

"D" measured over the peak hour as the minimum standard for City streets and LOS E for projects along SR 99 where the City is the lead agency . Levels of Service were calculated for this study using the methodologies contained in the *Highway Capacity Manual, 7th Edition (HCM)*. Level of Service was calculated using *Synchro* software, Version 12.

TABLE 1
LEVEL OF SERVICE DEFINITIONS

Level of Service	Signalized Intersection	Unsignalized Intersection	Roadway (Daily)
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay ≤ 10.0 sec	Little or no delay. Delay ≤ 10 sec/veh	Completely free flow.
"B"	Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and ≤ 20.0 sec	Short traffic delays. Delay > 10 sec/veh and ≤ 15 sec/veh	Free flow, presence of other vehicles noticeable.
"C"	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and ≤ 35.0 sec	Average traffic delays. Delay > 15 sec/veh and ≤ 25 sec/veh	Ability to maneuver and select operating speed affected.
"D"	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and ≤ 55.0 sec	Long traffic delays. Delay > 25 sec/veh and ≤ 35 sec/veh	Unstable flow, speeds and ability to maneuver restricted.
"E"	Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and ≤ 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and ≤ 50 sec/veh	At or near capacity, flow quite unstable.
"F"	Total breakdown, stop-and-go operation. Delay > 80.0 sec	Intersection blocked by external causes. Delay > 50 sec/veh	Forced flow, breakdown.

Sources: Highway Capacity Manual, 7th Edition.

EXISTING SETTING

Study Area. This focused assessment analyzed the operating conditions at one (1) existing intersection adjacent to the proposed project. The limits of the study area were identified through discussions with Live Oak staff based on their knowledge of the community.

The **SR 99 / Nevada Street** is a four-way side street stop-controlled intersection. The northbound and southbound approaches include a left turn lane, a through lane and a shared through-right lane; the southbound left turn lane converts to a continuous left turn lane (CLTL) about 75 feet north of the intersection. Both Nevada Street approaches are single lanes and stop-controlled. A marked crosswalk is present across the eastbound and westbound approaches.

Existing Traffic Volumes. A traffic count was conducted during the midweek of April 13, 2026. Caltrans also conducted a traffic count at the intersection September 14, 2023. These volumes are higher than the more recent counts and were used to provide a conservative assessment of the intersection. Figure 3 presents the existing traffic volumes at the study intersections.

Existing Peak Hour Levels of Service. A.m. and p.m. peak hour Levels of Service were calculated at the existing intersection. Table 2 shows that the SR 99 / Nevada Street intersection operates within accepted Live Oak thresholds, at LOS C or better.

TABLE 2
EXISTING LEVELS OF SERVICE

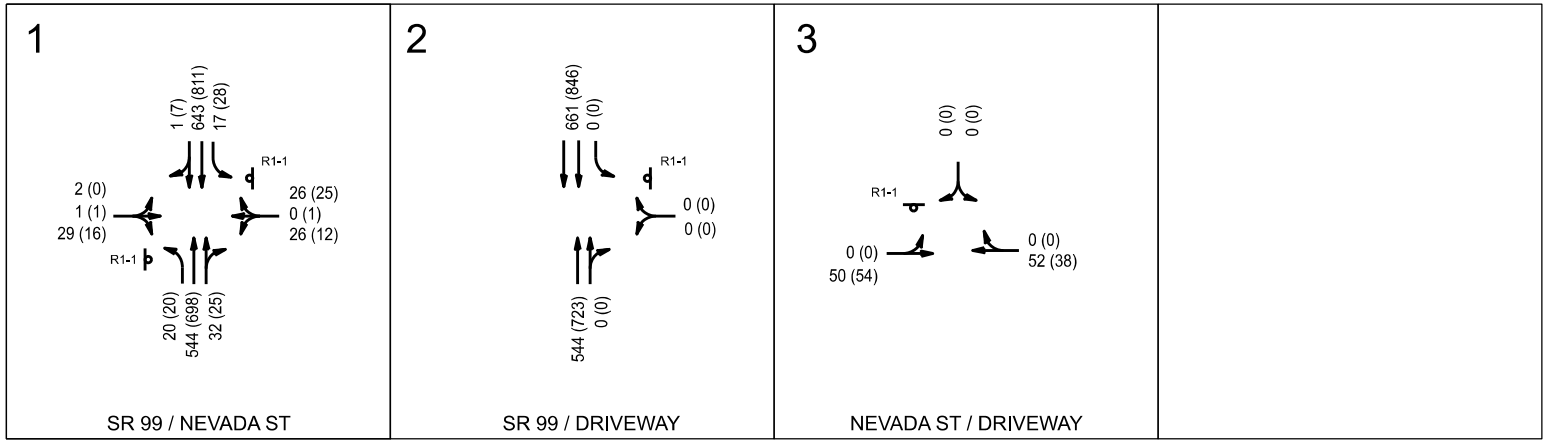
Intersection	Control	Min LOS	AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
SR 99 / Nevada St						
NB Left	EB/WB	E	9.1	A	9.9	A
SB Left	Stop		8.9	A	9.5	A
EB			12.9	B	14.2	B
WB			22.0	C	24.8	C

Intersection Queues. Intersection queues were evaluated at the study intersection based on the 95th percentile length. The 95th percentile queue length represents a condition where the queue during the peak period will be at or less than the queue length determined by the analysis 95% of the time, i.e. the queue will exceed the calculated queue 5% of the time. Table 3 presents the queues for the a.m. and p.m. peak periods. Queues in each left turn lane and along the approaches are less than 25 feet.

TABLE 3
EXISTING QUEUES

Intersection	Storage Length (feet)	AM Peak Hour (feet)	PM Peak Hour (feet)
SR 99 / Nevada Street			
NB Left	105	<25	<25
SB Left	100[1]	<25	<25
EB	---	<25	<25
WB	---	<25	<25

[1]length of turn lane to CLTL





N

LEGEND

XX - AM PEAK HOUR
(XX) - PM PEAK HOUR

R1-1 STOP SIGN

EXISTING TRAFFIC
AM / PM PEAK HOURS

PROJECT SETTING

Trip Generation Rates. The *ITE Trip Generation Manual, 12th Edition* offers trip generation rates that are appropriate for most land uses (LU). The trip generation rates used are presented in Table 4 for LU 934, Fast Food Restaurant with Drive-Through Lane. Based on the fast food restaurant with drive-through lane data the project will generate 1,873 daily trips, 139 a.m. peak hour trips and 132 p.m. peak hour trips.

Trips generated by retail commercial projects fit into two categories. Some trips will be made by patrons who would not otherwise be on the local street system and who go out of their way to reach the site. These are "new" trips. Other trips will be made by patrons who are already in the roadway network and stop by the site as part of a trip made for another purpose. These pass-by trips do not add traffic to the overall system. ITE research has suggested typical pass-by percentages for various retail land uses. Table 4 presents the pass-by trips used.

After considering pass-by trips, the net new primary traffic is expected to be 955 new daily trips, 72 new a.m. peak hour trips and 66 new p.m. peak hour trips.

Trip Distribution & Assignment. To evaluate the traffic related effects of the project, trips that would be generated by the project were distributed onto the roadway network. Trip distribution simulates the geographical pattern of travel, matching trips generated by one type of land use (e.g. residential) with trips generated by other types of land uses (e.g., education, employment, and shopping). The traffic distribution is shown in Table 5.

TABLE 4
TRIP GENERATION

Land Use	Unit Quantity	Size	Trips Per Unit						
			Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Fast Food with Drive-Thru (LU 934)	KSF	4.18	448.12	33.24	51%	49%	31.60	52%	48%
Fast Food with Drive-Thru			**1,873**	**139**	71	68	**132**	69	63
Pass-By									
Fast Food with Drive-Thru *(49% AM, 50%PM)*[1]			**(918)**	**(67)**	(34)	(33)	**(66)**	(34)	(32)
Net New Trips			**955**	**72**	**37**	**35**	**66**	**34**	**32**

KSF – thousand square feet
[1]ITE Trip Generation Handbook, 3rd Ed
Numbers may not match due to rounding

TABLE 5
PROJECT TRIP DISTRIBUTION

Direction	Route	Distribution
North	SR 99	10%
South	SR 99	60%
East	Nevada Street	20%
West	Nevada Street	10%
Total		100%

FA

VEHICLE MILES TRAVELED

Vehicles Miles Travelled. With the implementation of SB 743 the focus of a transportation impact analysis under CEQA moves from consideration of operating Level of Service (LOS) to evaluation of a project's effects on regional VMT. Vehicle Miles Traveled (VMT) refers to the amount and distance of vehicle travel attributable to a project. The City of Live Oak has adopted the guidelines from the Office of Planning and Research (OPR), now the Office of Land Use and Climate Innovation (LCI) to analyze the effects of VMT by the project.

The materials which follow describe the proposed land use for the McDonalds site and explains the methodology and significance criteria employed to determine regional VMT impacts. The results of the analysis are described in terms of quantitative analysis based on a review of the relationships between the project and its surrounding land uses.

Background. SB 743 changed the focus of transportation impact analyses in CEQA from measuring impacts to drivers to measuring the environmental impact of driving. The change has been made by replacing LOS with VMT. This change was made to align CEQA transportation impact analysis and mitigation with the State's goals for reducing greenhouse gas (GHG) emissions, to encourage infill development, and to improve public health through more active transportation. Level of Service is still used to assess a project's effects outside of CEQA.

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The Guidelines' changes were approved by the Office of Administrative Law and are now in effect. The provisions apply statewide as of July 1, 2020.

To help aid lead agencies with SB 743 implementation, the Governor's LCI produced the *Technical Advisory on Evaluating Transportation Impacts in CEQA*[1] (December 2018). This document provides guidance regarding the variety of implementation questions to be faced with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per capita" and "per employee" basis.
- OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable significance threshold. In other words, an

[1] *Technical Advisory on Evaluating Transportation Impacts in CEQA.* Governor's Office of Planning and Research State of California, December 2018.

office project that generates VMT per employee that is more than 85 percent of the regional average VMT per employee could result in a significant impact. OPR notes that this threshold is supported by evidence that connects this level of reduction to the State's emissions goals.

- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- OPR 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. Generally, OPR suggested that retail development including stores smaller than 50,000 square feet might be considered local serving.
- Lead agencies have the discretion to set or apply their own significance thresholds.

Process. As Live Oak has adopted the LCI guidelines for addressing VMT impacts for land development projects the analysis of VMT impact analysis is as follows:

- ***Screening Criteria***: Screening criteria are intended to quickly identify when a project should be expected to cause a less-than-significant VMT impact without conducting a detailed study.

- ***Significance Thresholds***: Significance thresholds define what constitutes an acceptable level of VMT and what is considered a significant level of VMT requiring mitigation.

- ***Analysis Methodology***: These are the procedures and tools for producing VMT forecasts to use in the VMT impact assessment.

- ***Mitigation***: Projects that are found to have a significant VMT impact based on the City's significance thresholds are required to implement mitigation measures to reduce impacts to a less than significant level (or to the extent feasible).

Screening Criteria. Screening criteria can be used to quickly identify whether sufficient evidence exists to presume a project will have a less than significant VMT impact without conducting a detailed study. However, each project should be evaluated against the evidence supporting that screening criteria to determine if it applies. Projects meeting at least one of the criteria below can be presumed to have a less than significant VMT impact, absent substantial evidence that the project will lead to a significant impact.

The following screening criteria have been reviewed. The extent to which the proposed project qualifies under each criterion is also noted.

- Small Projects – The proposed project is estimated to generate 955 new daily trips. This value exceeds the 110 daily threshold, and this screening criterion does not apply.

- Affordable Housing – The proposed project is not a residential use, and this screening criterion does not apply.

- Locations Served by High Quality Transit – The proposed project is service by Yuba-Sutter Transit with two trips per day between Live Oak and Yuba City and Marysville. The current service does not meet the 15-minute headway. Therefore, this screening criterion does not apply.

- Local Serving Retail – The proposed project consists of a 4,180 square foot fast food restaurant with drive-through lane. **This site is 50,000 square feet or less of local retail use and is therefore presumed to be less than significant under this screen line criteria.**

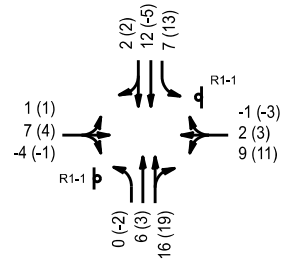
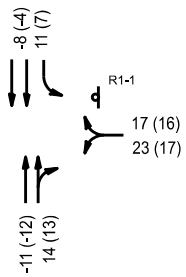
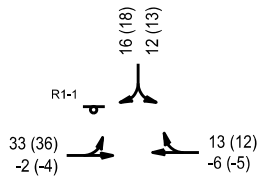
EXISTING PLUS PROJECT PEAK HOUR TRAFFIC CONDITIONS

Caltrans requested that two scenarios be analyzed, one scenario with full access at the SR 99 driveway and one with right-in, right-out access only at the SR 99 driveway.

Full Access Driveway

Figure 4 illustrates the trip generation of the project with full access at the driveway access along SR 99 while Figure 5 presents the Existing plus Project traffic volumes at the study intersections.

Intersection Level of Service. Existing plus Project a.m. and p.m. peak hour Levels of Service were calculated at the existing intersection and the two project driveway intersections. Table 6 presents the LOS results which show that the westbound approach will decline to LOS E in the p.m. peak hour. This remains acceptable under the City General Plan.

1	2	3	
			
SR 99 / NEVADA ST	SR 99 / DRIVEWAY	NEVADA ST / DRIVEWAY	



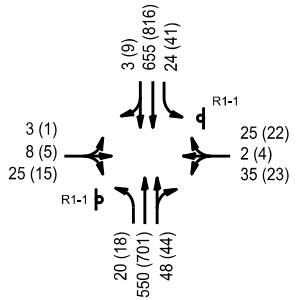
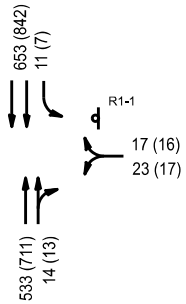
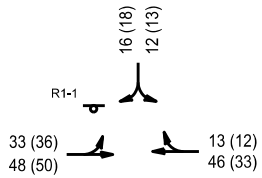
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LEGEND

XX - AM PEAK HOUR
(XX) - PM PEAK HOUR

R1-1 STOP SIGN

PROJECT TRAFFIC
AM / PM PEAK HOURS
FULL ACCESS

1	2	3	
			
SR 99 / NEVADA ST	SR 99 / DRIVEWAY	NEVADA ST / DRIVEWAY	



N

LEGEND

XX - AM PEAK HOUR
(XX) - PM PEAK HOUR

R1-1 STOP SIGN

EXISTING PLUS PROJECT TRAFFIC
AM / PM PEAK HOURS
FULL ACCESS

TABLE 6 EXISTING PLUS PROJECT LEVELS OF SERVICE FULL ACCESS						
			AM Peak Hour		PM Peak Hour	
Intersection	Control	Min LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
SR 99 / Nevada St	EB/WB Stop	E				
NB Left			9.2	A	9.9	A
SB Left			9.0	A	9.7	A
EB			19.5	C	26.6	D
WB			29.8	D	46.0	E
SR 99 / D/W	WB Stop	E				
SB Left			8.7	A	9.4	A
WB			13.5	B	15.2	C
Nevada St / D/W	SB Stop	E				
SB			9.1	A	9.1	A
EB Left			7.4	A	7.4	A

Intersection Queues. Table 7 presents the queues for the a.m. and p.m. peak periods under Existing plus Project conditions. The queue results show that the projected queues can be stored in the left turn lanes and through lanes with minimal backup. Although the westbound approach operates at LOS E, the queue of 40 feet is slightly longer than the a.m. queue of 33 feet under LOS D conditions.

TABLE 7 EXISTING PLUS PROJECT QUEUES FULL ACCESS			
Location	Storage Length (feet)	AM Peak Hour	PM Peak Hour
SR 99 / Nevada Street			
NB Left	105	<25	<25
SB Left	100[1]	<25	<25
EB	---	<25	<25
WB	---	33	40
SR 99 / Driveway			
SB Left	50[1]	<25	<25
WB		<25	<25
SR 99 / Driveway			
SB	---	<25	<25
EB Left	---	<25	<25
[1]length of CLTL to adjacent driveway			

Right-In, Right-out Access Driveway

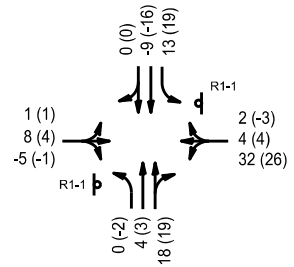
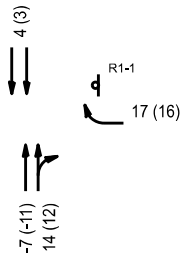
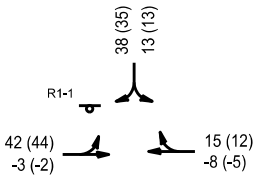
Figure 6 illustrates the trip generation of the project with right-in, right-out access at the SR 99 driveway. Figure 7 presents the Existing plus Project traffic volumes at the study intersections.

Intersection Level of Service. Existing plus Project a.m. and p.m. peak hour Levels of Service were calculated at the existing intersection and the two project driveway intersections. Table 8 shows that the LOS in the westbound approach will decline to LOS E in the a.m. peak hour and LOS F in the p.m. peak hour. The remaining approaches and intersections operate at LOS D or better.

TABLE 8
EXISTING PLUS PROJECT LEVELS OF SERVICE
RIGHT-IN, RIGHT-OUT ACCESS

Intersection	Control	Min LOS	AM Peak Hour		PM Peak Hour	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
SR 99 / Nevada St						
NB Left	EB/WB Stop	E	9.1	A	9.8	A
SB Left			9.0	A	9.7	A
EB			20.3	C	26.3	D
WB			42.9	E	70.1	F
SR 99 / D/W	WB Stop	E				
WB Rt			10.4	B	11.1	B
Nevada St / D/W						
SB	SB Stop	E	9.1	A	9.0	A
EB Left			7.4	A	7.4	A

Intersection Queues. Table 9 presents the queues for the a.m. and p.m. peak periods under Existing plus Project conditions. The queue results show that the projected queues can be stored in the left turn lanes. With the westbound approach operating at LOS E and F, the a.m. queue of 65 feet and p.m. queue of 73 feet exacerbates the existing conditions.

1	2	3	
			
SR 99 / NEVADA ST	SR 99 / DRIVEWAY	NEVADA ST / DRIVEWAY	



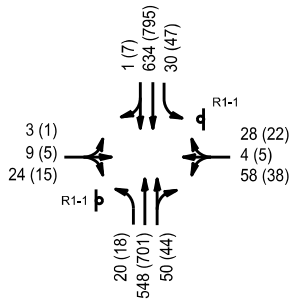
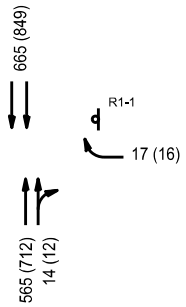
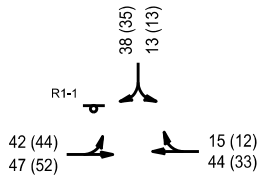
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LEGEND

XX - AM PEAK HOUR
(XX) - PM PEAK HOUR

R1-1 STOP SIGN

PROJECT TRAFFIC
AM / PM PEAK HOURS
RIGHT IN, RIGHT-OUT ACCESS

1	2	3	
			
SR 99 / NEVADA ST	SR 99 / DRIVEWAY	NEVADA ST / DRIVEWAY	



N

LEGEND

XX - AM PEAK HOUR
(XX) - PM PEAK HOUR

R1-1 STOP SIGN

EXISTING PLUS PROJECT TRAFFIC
AM / PM PEAK HOURS
RIGHT IN, RIGHT-OUT ACCESS

TABLE 9
EXISTING PLUS PROJECT QUEUES
RIGHT-IN, RIGHT-OUT ACCESS

Location	Storage Length (feet)	AM Peak Hour	PM Peak Hour
SR 99 / Nevada Street			
NB Left	105	<25	<25
SB Left	100[1]	<25	<25
EB	---	<25	<25
WB	---	65	73
SR 99 / Driveway			
SB Left	50[1]	<25	<25
WB		<25	<25
SR 99 / Driveway			
SB	---	<25	<25
EB Left	---	<25	<25

[1]length of CLTL to adjacent driveway

OPERATIONAL REVIEW

On Site Review. An on-site review of the site was conducted to assess traffic flow through the site. The site has two full access driveways, one along SR 99 and one along Nevada Street. Both are situated on the site farthest from the SR 99 / Nevada Street intersection. The store pad is situated towards the north side of the site, with the drive-through lane entrance directly from Nevada Street. The exit of the drive-through lane is positioned towards SR 99. The parking field consists of six spaces adjacent to the store and eight spaces fronting SR 99, providing a total of 14 spaces on site. On-street parking is also available along both SR 99 and Nevada Street.

Chapter 17.25.030 of the City's zoning code identifies parking requirements for various land uses. Table 8 identifies the required parking for the site. For fast food restaurants with drive-through lane the parking requirement is one space per 75 square feet of dining floor area. The dining area of the proposed McDonald's is 874 square feet, therefore, 12 parking spaces are required for the site. In addition to parking spaces the City notes that the drive-through lane reservoir can be included in the total parking availability. The site provides 27 spaces, 14 of which are for eat-in customers with 13 spaces in the drive-through reservoir. The project provides a net 15 space surplus.

TABLE 8
PARKING REQUIREMENTS PER ZONING CODE

Use Type	Parking Space Requirement	Size	Parking Required
Restaurants: Fast food, drive-through	1 space per 75 square feet of floor area. Drive through reservoir parking shall be counted towards required parking.	874	12
		Total Stalls Required	**12**
		Total Stalls Provided	14
		Drive-through Reservoir	13
		Total Parking Availability	**27**
		Net Surplus (Deficit)	**15**

On-site pedestrian and bicycle access requires these non-motorized users to cross active drive aisles. These users may come from Larkin Road to the east, the SR 99 / Nevada Street intersection and from the north, along the east side of SR 99. The primary entrances to the store are along the south facing side of the building facing the parking field while a secondary entrance is along the west side of the building facing SR 99.

An internal crosswalk is provided for pedestrian access along SR 99. The crosswalk is located about 90 feet north of Nevada Street, at the narrowest width of the internal drive aisle with a crossing width of about 24 feet. This crossing provides direct access to the store entrance.

Drive-Through Lane Queueing. Queuing for the McDonald's drive-through lane was analyzed to confirm that adequate storage would be available without blocking the internal drive aisle. Upon entering the McDonald's drive-through lane two order boards are available, splitting traffic into two lanes. The configuration provides queuing for two additional vehicles before blocking the drive aisle, allowing four vehicles to queue for ordering. The lanes then merge into a single lane between the order board and the pick-up window. This distance allows nine vehicles to queue. The proposed drive-through lane layout accommodates 13 vehicles and is illustrated in Figure 2.

Drive-through queue observations at a similar McDonald's in Gridley was completed for the midweek a.m. and p.m. peak hours to confirm the adequacy of the proposed site plan. This location is an approximately 5,000 square foot pad. The 95th percentile and maximum observed queueing characteristics are shown in Table 9. The table identifies the queues observed between the pick-up window and the menu boards, the number of vehicles queued at each menu board and the number of vehicles queued at one time. At a 95% confidence level, the highest number of vehicles queued was 10 cars in both the a.m. and p.m. peak two-hour periods. This included a queue between the pick-up window and the order boards of up to 7 vehicles with a queue from the menu boards ranging from 1 to 3 vehicles. The maximum observed queues were 11 in the a.m. two-hour period and 12 vehicles in the p.m. two-hour peak period. A maximum of 8 vehicles was observed between the pick-up window and menu board while 2 vehicles were identified at each of the menu boards. The proposed 13 vehicle drive-through lane layout should be able to accommodate McDonald's traffic. Thus, the layout appears to be adequate.

TABLE 9
MCDONALD'S DRIVE THRU QUEUES

Location	Time	Pick-Up Window Queue	Menu Board 1 Queue	Menu Board 2 Queue	Total Vehicles Queued
Gridley, CA	AM	7 (7)	2 (2)	1 (2)	10 (11)
	PM	6 (8)	3 (2)	1 (2)	10 (12)

95th percentile queue (maximum observed queue)

Off-Site Pedestrian/Bicycle Access. Sidewalk is present along the west side of SR 99 from south of Elm Street to north of Ramsdell Drive and along the east side from south of Elm Street to the south side of Ramsdell Drive. Sidewalk is not present along Nevada Street. Marked crosswalks are present across both sides of Nevada Street and unmarked crosswalks are available across SR 99. One pedestrian was recorded crossing SR 99 in four hours of intersection traffic counts. Nevada Street is the northernmost link to SR 99 from the east side of Live Oak to the east, and the *Live Oak Bicycle, Pedestrian and Trails Plan, May 2016*, *Alta Planning and Design* recommended sidewalk construction along both sides of Nevada Street between Larkin Road and SR 99.

The *Bicycle, Pedestrian and Trails Plan* was reviewed to determine how well bicyclists are accommodated in the vicinity of the project. As of 2016 there were no identified bicycle facilities north of Pennington Road. The report recommended several additions to the network, and none of the recommendations are north of Pennington Road or east of the Union Pacific railroad track. The most likely route for local bicyclists would be to parallel SR 99 using Larkin Road to Nevada Street. Departing the site, they will head east on Nevada Street back to Larkin Road.

The project will construct half-street improvements along Nevada Street including sidewalk along the project frontage; sidewalk currently is present along the SR 99 frontage.

Due to the traffic volume and speed limit along SR 99 pedestrian traffic from the south and east will likely use the signalized intersection at Kola Street to get to the northeast quadrant of the intersection. There they will continue north to Nevada Street where they can utilize the crosswalk across Nevada Street to access the site. As noted above, an internal crosswalk from the SR 99 frontage to the store is provided to complete the route.

A review of the crash history in the intersection indicates six crashes occurred between 2023 and 2025 with one in the past year. None involved pedestrians.

TRAFFIC SIGNAL WARRANT ANALYSIS

In addition to analyzing the operations for full access an right-in, right-out only access at the driveway along SR 99 Caltrans also requested that a full traffic signal warrant analysis be completed.

Traffic Signal Criteria

The warrant analysis evaluation was based on the traffic data collected under the existing intersection geometric conditions. The signal warrant analyses were conducted under 'rural' conditions as the City of Live Oak has a population of under 10,000. Existing and Existing plus Project with full access and right-In, right-out access alternatives were considered.

Existing Conditions

Warrant No. 1 – EIGHT HOUR VEHICULAR VOLUME (MET – NO)
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A – Minimum Vehicle Volume (MET – NO). The volume along both approaches of SR 99 meet the minimum vehicle volume five of eight hours while the highest approach of the minor street meets the minimum volume for seven of eight hours. The Minimum Vehicle Volume condition is not satisfied for the 100% condition.

Condition B – Interruption of Continuous Traffic (MET - NO). The two-way traffic conditions along SR 99 are reached for one hour of a typical day while the corresponding highest volumes along the minor street exceed the minimum volume threshold for each of the eight hours.

Combination of Conditions A & B (MET - NO). The Combination of Conditions A and B are met when both conditions have volumes that are 80% satisfied and an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the issues. The volumes for the major street and minor street under Condition A meet the minimum 80% volumes threshold. However, the 80% minimum volumes for Condition B are only met for three hours along the major street. Thus, Condition B is not met. Additionally, if all-way stop were installed the intersection would have a worse level of service and queues would develop along the SR 99 approaches.

Warrant No. 1 is not met for either the 100% condition for either Condition A or Condition B, nor at the 80% threshold for both Conditions A and B.

Warrant No. 2 – FOUR HOUR VEHICULAR VOLUME (MET – NO)

The plotted points during the four highest hours fall below the MUTCD four-hour vehicular volume curve. This warrant is not met.

Warrant No. 3 – PEAK HOUR (MET – NO)
(Part A or Part B must be satisfied)

Part A (MET - NO). The peak hour delay warrant is not satisfied under each of the sub-parts, 1, 2 and 3.

Part B (MET - NO). The plotted points for vehicles per hour (vph) on both major approaches and highest minor approach during the peak hour volume fall below the MUTCD peak hour curve; the peak hour volume warrant is not satisfied.

Warrant No. 4 – PEDESTRIAN VOLUME
(Parts 1 and 2 Must Be Satisfied)

Part 1 / Sub Part A (MET - NO). The plotted points for pedestrians per hour for any 4 hours relative to the number of passing vehicles fall below the MUTCD peak four-hour volume curve; the four-hour peak pedestrian volume warrant is not satisfied.

Part 1 / Sub Part B (MET - NO). The plotted points for pedestrians per hour for any 1 hour relative to the number of passing vehicles fall below the MUTCD peak one-hour volume curve; the one-hour peak pedestrian volume warrant is not satisfied.

Part 2 (MET - YES). The distance to the nearest traffic signal along the major street (SR 99) is about 900 feet, which is greater than the minimum 300-foot requirement. This part of Warrant 4 is met.

As Parts 1 and 2 are both not satisfied this warrant is not met.

Warrant No. 5 - SCHOOL CROSSING
(Parts 1 and 2 Must Be Satisfied)

This warrant is not applicable.

Warrant No. 6 – COORDINATED SIGNAL SYSTEM (MET – NO)
(All Parts Must Be Satisfied)

This warrant is related to coordinated signal systems. It is applicable to signalized intersections not less than 1,000 feet apart. The closest signal is located at Kola Street, about 900 feet south of Nevada Street. This part of Warrant 6 is not met.

Warrant No. 7 – CRASH EXPERIENCE WARRANT (MET – NO)
(All Parts Must Be Satisfied)

Three years of crash data (1/1/2023 to 12/31/2025) was provided by the California Highway Patrol (CHP) through their Statewide Integrated Traffic Records System (SWITRS) database. Six crashes within the intersection area were reported in this three-year period, one in 2025, one in 2024 and four in 2023. The crashes included five failure to yield the right-of-way and one improper turn. Five crashes were identified as broadside while one was not identified. There were no fatalities while three crashes had injuries to one person each.

The highest number of crashes in a one-year period was four in 2023. Table 4C-4 notes that for a major street with 2 or more lanes and a single lane on the minor street the condition of 10 total angle and pedestrian crashes (all severities) was not met; nor was the condition of 6 total fatal and injury angle and pedestrian crashes met.

An adequate trial of alternatives, in this location installation of all-way stop control, was not completed as the level of service and queues along the major route, SR 99, worsened.

This warrant is not met.

Warrant No. 8 – ROADWAY NETWORK (MET – NO)
(All Parts Must Be Satisfied)

SR 99 is part of the Principal Network through Live Oak. However, Nevada Street is a local street and is not identified as a major route in the City. The characteristics of major routes is not met. Therefore, this warrant is not met.

Warrant No. 9 – INTERSECTION NEAR A GRADE CROSSING
(Both Parts A and B Must Be Satisfied)

This warrant is not applicable.

Full Access Driveway

Warrant No. 1 – EIGHT HOUR VEHICULAR VOLUME (MET – NO)
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A – Minimum Vehicle Volume (MET – NO). The volume along both approaches of SR 99 meet the minimum vehicle volume five of eight hours while the highest approach of the minor street meets the minimum volume for seven of eight hours. The Minimum Vehicle Volume condition is not satisfied for the 100% condition.

Condition B – Interruption of Continuous Traffic (MET - NO). The two-way traffic conditions along SR 99 are reached for one hour of a typical day while the corresponding highest volumes along the minor street exceed the minimum volume threshold for each of the eight hours.

Combination of Conditions A & B (MET - NO). The Combination of Conditions A and B are met when both conditions have volumes that are 80% satisfied and an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the issues. The volumes for the major street and minor street under Condition A meet the minimum 80% volumes threshold. However, the 80% minimum volumes for Condition B are only met for three hours along the major street. Thus, Condition B is not met. Additionally, if all-way stop were installed the intersection would have a worse level of service and queues would develop along the SR 99 approaches.

Warrant No. 1 is not met for either the 100% condition for either Condition A or Condition B, nor at the 80% threshold for both Conditions A and B.

Warrant No. 2 – FOUR-HOUR VEHICULAR VOLUME (MET – NO)

The plotted points during the four highest hours fall below the MUTCD four-hour vehicular volume curve. This warrant is not met.

Warrant No. 3 – PEAK HOUR (MET – YES)
(Part A or Part B must be satisfied)

Part A (MET - NO). The peak hour delay warrant is not satisfied under each of the sub-parts, 1, 2 and 3.

Part B (MET - YES). The plotted points for vehicles per hour (vph) on both major approaches and highest minor approach during the peak hour volume falls on the MUTCD peak hour curve; the peak hour volume warrant is satisfied.

Warrant No. 4 – PEDESTRIAN VOLUME
(Parts 1 and 2 Must Be Satisfied)

Part 1 / Sub Part A (MET - NO). The plotted points for pedestrians per hour for any 4 hours relative to the number of passing vehicles fall below the MUTCD peak four-hour volume curve; the four-hour peak pedestrian volume warrant is not satisfied.

Part 1 / Sub Part B (MET - NO). The plotted points for pedestrians per hour for any 1 hour relative to the number of passing vehicles fall below the MUTCD peak one-hour volume curve; the one-hour peak pedestrian volume warrant is not satisfied.

Part 2 (MET - YES). The distance to the nearest traffic signal along the major street (SR 99) is about 900 feet, which is greater than the minimum 300-foot requirement. This part of Warrant 4 is met.

As Parts 1 and 2 are both not satisfied this warrant is not met.

Warrant No. 5 - SCHOOL CROSSING
(Parts 1 and 2 Must Be Satisfied)

This warrant is not applicable.

Warrant No. 6 – COORDINATED SIGNAL SYSTEM (MET – NO)
(All Parts Must Be Satisfied)

This warrant is related to coordinated signal systems. It is applicable to signalized intersections not less than 1,000 feet apart. The closest signal is located at Kola Street, about 900 feet south of Nevada Street. This part of Warrant 6 is not met.

Warrant No. 7 – CRASH EXPERIENCE WARRANT (MET – NO)
(All Parts Must Be Satisfied)

Three years of crash data (1/1/2023 to 12/31/2025) was provided by the California Highway Patrol (CHP) through their Statewide Integrated Traffic Records System (SWITRS) database. Six crashes within the intersection area were reported in this three-year period, one in 2025, one in 2024 and four in 2023. The crashes included five failure to yield the right-of-way and one improper turn. Five crashes were identified as broadside while one was not identified. There were no fatalities while three crashes had injuries to one person each.

The highest number of crashes in a one-year period was four in 2023. Table 4C-4 notes that for a major street with 2 or more lanes and a single lane on the minor street the condition of 10 total angle and pedestrian crashes (all severities) was not met; nor was the condition of 6 total fatal and injury angle and pedestrian crashes met.

An adequate trial of alternatives, in this location installation of all-way stop control, was not completed as the level of service and queues along the major route, SR 99, worsened.

This warrant is not met.

Warrant No. 8 – ROADWAY NETWORK (MET – NO)
(All Parts Must Be Satisfied)

SR 99 is part of the Principal Network through Live Oak. However, Nevada Street is a local street and is not identified as a major route in the City. The characteristics of major routes is not met. Therefore, this warrant is not met.

Warrant No. 9 – INTERSECTION NEAR A GRADE CROSSING
Both Parts A and B Must Be Satisfied)

This warrant is not applicable.

Right-In, Right-out Access Driveway

Warrant No. 1 – EIGHT HOUR VEHICULAR VOLUME (MET – NO)
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A – Minimum Vehicle Volume (MET – NO). The volume along both approaches of SR 99 meet the minimum vehicle volume five of eight hours while the highest approach of the minor street meets the minimum volume for seven of eight hours. The Minimum Vehicle Volume condition is not satisfied for the 100% condition.

Condition B – Interruption of Continuous Traffic (MET - NO). The two-way traffic conditions along SR 99 are reached for one hour of a typical day while the corresponding highest volumes along the minor street exceed the minimum volume threshold for each of the eight hours.

Combination of Conditions A & B (MET - NO). The Combination of Conditions A and B are met when both conditions have volumes that are 80% satisfied and an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the issues. The volumes for the major street and minor street under Condition A meet the minimum 80% volumes threshold. However, the 80% minimum volumes for Condition B are only met for three hours along the major street. Thus, Condition B is not met. Additionally, if all-way stop were installed the intersection would have a worse level of service and queues would develop along the SR 99 approaches.

Warrant No. 1 is not met for either the 100% condition for either Condition A or Condition B, nor at the 80% threshold for both Conditions A and B.

Warrant No. 2 – FOUR-HOUR VEHICULAR VOLUME (MET – YES)

The plotted points during the four highest hours fall above the MUTCD four-hour vehicular volume curve. This warrant is met.

Warrant No. 3 – PEAK HOUR (MET – YES)
(Part A or Part B must be satisfied)

Part A (MET - NO). The peak hour delay warrant is not satisfied under each of the sub-parts, 1, 2 and 3.

Part B (MET - YES). The plotted points for vehicles per hour (vph) on both major approaches and highest minor approach during the peak hour volume fall above the MUTCD peak hour curve; the peak hour volume warrant is satisfied.

Warrant No. 4 – PEDESTRIAN VOLUME
(Parts 1 and 2 Must Be Satisfied)

Part 1 / Sub Part A (MET - NO). The plotted points for pedestrians per hour for any 4 hours relative to the number of passing vehicles fall below the MUTCD peak four-hour volume curve; the four-hour peak pedestrian volume warrant is not satisfied.

Part 1 / Sub Part B (MET - NO). The plotted points for pedestrians per hour for any 1 hour relative to the number of passing vehicles fall below the MUTCD peak one-hour volume curve; the one-hour peak pedestrian volume warrant is not satisfied.

Part 2 (MET - YES). The distance to the nearest traffic signal along the major street (SR 99) is about 900 feet, which is greater than the minimum 300-foot requirement. This part of Warrant 4 is met.

As Parts 1 and 2 are both not satisfied this warrant is not met.

Warrant No. 5 - SCHOOL CROSSING
(Parts 1 and 2 Must Be Satisfied)

This warrant is not applicable.

Warrant No. 6 – COORDINATED SIGNAL SYSTEM (MET – NO)
(All Parts Must Be Satisfied)

This warrant is related to coordinated signal systems. It is applicable to signalized intersections not less than 1,000 feet apart. The closest signal is located at Kola Street, about 900 feet south of Nevada Street. This part of Warrant 6 is not met.

Warrant No. 7 – CRASH EXPERIENCE WARRANT (MET – NO)
(All Parts Must Be Satisfied)

Three years of crash data (1/1/2023 to 12/31/2025) was provided by the California Highway Patrol (CHP) through their Statewide Integrated Traffic Records System (SWITRS) database. Six crashes within the intersection area were reported in this three-year period, one in 2025, one in 2024 and four in 2023. The crashes included five failure to yield the right-of-way and one improper turn. Five crashes were identified as broadside while one was not identified. There were no fatalities while three crashes had injuries to one person each.

The highest number of crashes in a one-year period was four in 2023. Table 4C-4 notes that for a major street with 2 or more lanes and a single lane on the minor street the condition of 10 total angle and pedestrian crashes (all severities) was not met; nor was the condition of 6 total fatal and injury angle and pedestrian crashes met.

An adequate trial of alternatives, in this location installation of all-way stop control, was not completed as the level of service and queues along the major route, SR 99, worsened.

This warrant is not met.

Warrant No. 8 – ROADWAY NETWORK (MET – NO)
(All Parts Must Be Satisfied)

SR 99 is part of the Principal Network through Live Oak. However, Nevada Street is a local street and is not identified as a major route in the City. The characteristics of major routes is not met. Therefore, this warrant is not met.

Warrant No. 9 – INTERSECTION NEAR A GRADE CROSSING
(Both Parts A and B Must Be Satisfied)

This warrant is not applicable.

SUMMARY OF TRAFFIC SIGNAL WARRANTS				
		Existing	Existing + Project	
Warrant No.	Description	Met?	Full Access Met?	Rt In, Rt Out Met?
1	8-Hour Vehicular Volume	No	No	No
2	4-Hour Vehicular Volume	No	No	Yes
3	Peak Hour	No	Yes	Yes
4	Pedestrian Volume	No	No	No
5	School Crossing	N/A	N/A	N/A
6	Coordinated Signal System	No	No	No
7	Crash Experience	No	No	No
8	Roadway Network	No	No	No
9	Intersection Near a Grade Crossing	N/A	N/A	N/A
N/A – not applicable				

CONCLUSIONS

The proposed McDonald's restaurant in the northeast quadrant of the SR 99 / Nevada Street intersection includes a 4,180 square foot building pad with drive-through lane. The project consists of a site that is 50,000 square feet or less of local retail use. This is presumed to be less than significant under the LCI VMT Local Serving Retail criteria.

The analysis also provided an operational assessment of the on-site facilities, driveway accessibility and the adjacent SR 99 / Nevada Street intersection. Peak hour traffic counts were conducted in April 2026 while school was in session. Caltrans also conducted full traffic counts for a 24-hour period in September 2023. The 2023 showed higher volumes and were therefore used to provide a conservative estimate of operational conditions at the study intersections.

Project traffic was analyzed to evaluate queuing the SR 99 / Nevada Street intersection and the project driveways. The site layout was also reviewed regarding circulation of both motor vehicles and pedestrians. The proposed site plan providing full access at the SR 99 driveway shows that traffic will utilize the existing two-way-left-turn-lane to either enter or exit the site's SR 99 driveway. The Nevada Street driveway will also be used by traffic from Larkin Road and SR 99. It is expected that most customers familiar with the site using the drive-through are likely to enter the site via Nevada Street as it provides a direct route to the drive-through lane.

The SR 99 / Nevada Street intersection currently operates with the westbound approach at LOS C or better conditions. Queues are 25 feet or less. With full access along SR 99 the westbound approach along Nevada Street will decrease to a LOS E condition in the p.m. peak hour. The queue

during this period will lengthen to 40 feet. With driveway traffic along SR 99 limited to right-in, right-out movements, the westbound approach along Nevada Street will decrease to LOS E and F conditions in the a.m. and p.m. peak hours, respectively. The queues will lengthen to 65 feet during the a.m. peak period and 73 feet during the p.m. peak hour.

Queuing at the drive-through lane was also reviewed to identify whether adequate storage is available or if queues may spill out of the drive-through lane. Based on a similar McDonald's in Gridley it is expected that the 95th percentile queue is 10 vehicles. The drive-through lane can accommodate up to 13 vehicles before blocking the parking aisle; therefore, adequate queueing appears available.

The project is expected to generate minimal non-motorized vehicular traffic. Minimal pedestrian and bicycle usage was identified at the intersection, and it is expected that this will continue. Between 2023 and 2025 six crashes were recorded at the SR 99 / Nevada Street intersection. None involved pedestrians or bicyclists.

A traffic signal warrant analysis was also conducted considering Existing conditions and Existing plus Project conditions for full access at the SR 99 driveway and right-in and right-out only access. Under the right-in, right-out only access scenario all southbound to eastbound left turning traffic and westbound to southbound left turning traffic would use the Nevada Street intersection.

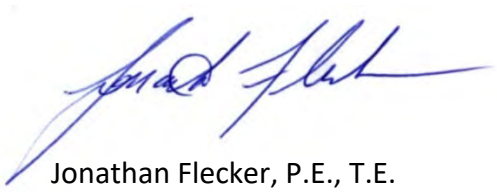
The traffic signal warrant analysis showed that under Existing and Existing plus Project traffic full access conditions no warrants are met. With right in, right-out access limiting traffic at the SR 99 driveway two warrants will be met, Warrant #2, Four-Hour Warrant and Warrant #3, Peak Hour Warrant.

No recommendations are made for the site.

Please feel free to contact me if you have any questions or need additional information.

Sincerely yours,

Flecker Associates



Jonathan Flecker, P.E., T.E.
President

Attachments

0 McDonalds Access_Queuing

Prepared by National Data & Surveying Services

SR 99/Golden State Hwy & Nevada St

Peak Hour Turning Movement Count

ID: 26-070071-001
City: Live Oak

Day: Wednesday
Date: 4/15/2026

PEAK HOURS		COUNT PERIODS
AM	07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND – SR 99/Golden State Hwy

	Right	Thru	Left	U-Turn	Out
AM	0	538	8	0	513
NOON	0	0	0	0	0
PM	1	590	13	0	653
Bikes/Peds	0	0	0	0	

WESTBOUND – Nevada St

		PM	NOON	AM
Right	0	19	0	24
Thru	0	2	0	4
Left	0	6	0	13
U-Turn	0	0	0	0
Out		38	0	39

EASTBOUND – Nevada St

	AM	NOON	PM	
Out	22	0	24	
U-Turn	0	0	0	0
Left	1	0	0	0
Thru	1	0	0	0
Right	25	0	15	0

NORTHBOUND – SR 99/Golden State Hwy

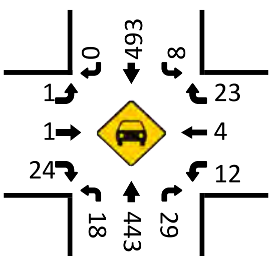
	Out	U-Turn	Left	Thru	Right
Bikes/Peds		0	0	0	0
PM	612	1	21	634	25
NOON	0	0	0	0	0
AM	577	1	18	488	30

CONTROL

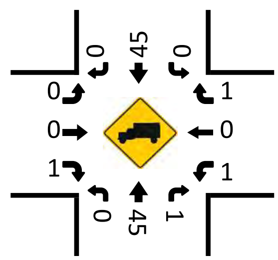
2-Way Stop(EB/WB)

	AM	NOON	PM
TEV	1151	0	1327
PHF	0.94		0.97

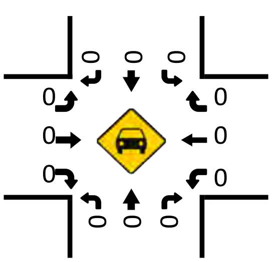
Cars (AM)



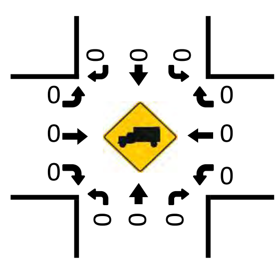
HT (AM)



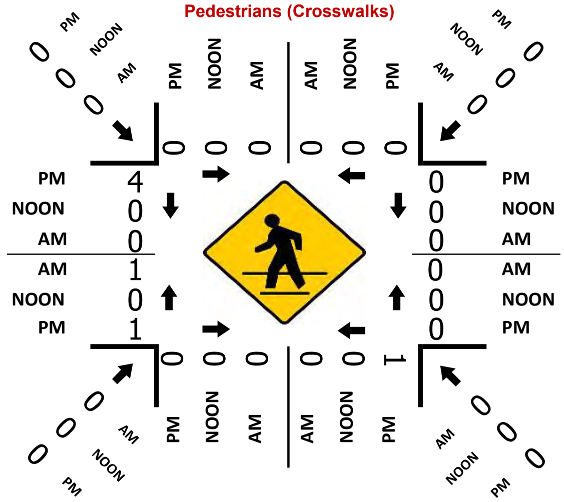
Cars (NOON)



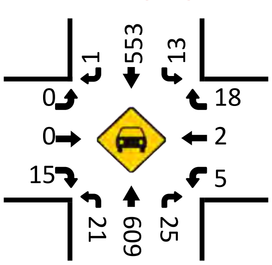
HT (NOON)



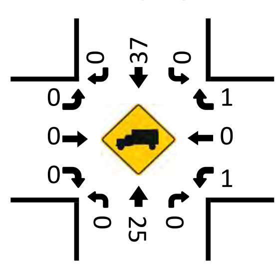
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 99/Golden State Hwy & Nevada St
City: Live Oak
Control: 2-Way Stop(EB/WB)

Project ID: 26-070071-001
Date: 4/15/2026

Data - Total

NS/EW Streets:	SR 99/Golden State Hwy				SR 99/Golden State Hwy				Nevada St				Nevada St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	108	4	0	2	103	0	0	1	2	4	0	1	1	1	0	230
7:15 AM	1	110	6	0	7	134	0	0	0	0	3	0	1	0	1	0	263
7:30 AM	3	127	8	0	4	149	0	0	1	0	7	0	3	1	4	0	307
7:45 AM	4	121	5	0	2	140	0	0	0	0	5	0	2	0	8	0	287
8:00 AM	5	113	9	0	1	130	0	0	0	1	7	0	7	1	5	0	279
8:15 AM	6	127	8	1	1	119	0	0	0	0	6	0	1	2	7	0	278
8:30 AM	3	128	3	0	0	115	1	0	0	0	7	0	1	0	3	0	261
8:45 AM	3	113	1	0	2	102	0	0	0	0	2	0	1	1	3	0	228
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	28	947	44	1	19	992	1	0	2	3	41	0	17	6	32	0	2133
APPROACH %'s :	2.75%	92.84%	4.31%	0.10%	1.88%	98.02%	0.10%	0.00%	4.35%	6.52%	89.13%	0.00%	30.91%	10.91%	58.18%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	18	488	30	1	8	538	0	0	1	1	25	0	13	4	24	0	1151
PEAK HR FACTOR :	0.750	0.961	0.833	0.250	0.500	0.903	0.000	0.000	0.250	0.250	0.893	0.000	0.464	0.500	0.750	0.000	0.937
	0.945				0.892				0.844				0.788				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	151	8	0	4	156	0	0	1	0	6	0	2	1	8	0	340
4:15 PM	3	172	6	0	4	141	0	0	0	0	1	0	3	0	8	0	338
4:30 PM	6	145	5	1	3	156	0	0	0	0	2	0	0	1	2	0	321
4:45 PM	7	153	5	0	1	149	1	0	0	0	5	0	0	0	5	0	326
5:00 PM	5	164	9	0	5	144	0	0	0	0	7	0	3	1	4	0	342
5:15 PM	7	146	8	0	5	142	0	0	1	0	9	0	2	0	7	0	327
5:30 PM	5	151	9	2	6	117	1	0	0	0	5	0	2	0	1	0	299
5:45 PM	7	125	6	0	4	117	0	0	0	0	2	0	0	0	3	0	264
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	43	1207	56	3	32	1122	2	0	2	0	37	0	12	3	38	0	2557
APPROACH %'s :	3.28%	92.21%	4.28%	0.23%	2.77%	97.06%	0.17%	0.00%	5.13%	0.00%	94.87%	0.00%	22.64%	5.66%	71.70%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	21	634	25	1	13	590	1	0	0	0	15	0	6	2	19	0	1327
PEAK HR FACTOR :	0.750	0.922	0.694	0.250	0.650	0.946	0.250	0.000	0.000	0.000	0.536	0.000	0.500	0.500	0.594	0.000	0.970
	0.941				0.950				0.536				0.614				

CALIFORNIA DEPARTMENT OF TRANSPORTATION

03-SUT-099 PM 40.625 Nevada St
Live Oak, CA



Notes
Classification
0.3% Motorcycles
67% Cars
22.7% Light Goods Vehicles
0.1% Buses
2.9% Single Unit Trucks
7.1% Tractor Trailers

Totals and Truck %
North Leg: 19369 10%
South Leg: 19840 10.3%
East Leg: 1092 2.7%
West Leg: 599 1.7%

Above values are for 24 hour period

Morning Interval	Miovision Cameras										sunny					Thursday, 14 September 2023					
Begin End	SBR	SBT	SBL	Ped	Total	WBR	WBT	WBL	Ped	Total	NBR	NBT	NBL	Ped	Total	EBR	EBT	EBL	Ped	Total	All Total
6:00 - 6:15	0	85	1	0	**86**	2	2	4	0	**8**	3	129	1	0	**133**	1	1	1	0	**3**	**230**
6:15 - 6:30	0	94	1	0	**95**	2	0	2	0	**4**	4	118	0	0	**122**	2	0	0	0	**2**	**223**
6:30 - 6:45	0	107	4	0	**111**	1	1	3	0	**5**	2	143	3	0	**148**	4	0	0	0	**4**	**268**
6:45 - 7:00	0	110	0	0	**110**	2	0	6	0	**8**	5	140	1	0	**146**	3	0	2	0	**5**	**269**
Total		**396**	**6**		**402**	**7**	**3**	**15**		**25**	**14**	**530**	**5**		**549**	**10**	**1**	**3**		**14**	**990**
7:00 - 7:15	0	118	1	1	**119**	3	0	3	0	**6**	8	133	3	0	**144**	3	0	0	0	**3**	**272**
7:15 - 7:30	0	125	4	0	**129**	4	1	3	0	**8**	4	132	2	0	**138**	3	0	0	0	**3**	**278**
7:30 - 7:45	1	177	6	0	**184**	9	0	9	0	**18**	5	132	5	0	**142**	11	1	0	0	**12**	**356**
7:45 - 8:00	0	162	1	0	**163**	3	0	6	0	**9**	15	149	4	0	**168**	7	0	1	0	**8**	**348**
Total	**1**	**582**	**12**	**1**	**595**	**19**	**1**	**21**		**41**	**32**	**546**	**14**		**592**	**24**	**1**	**1**		**26**	**1254**
8:00 - 8:15	0	143	4	0	**147**	3	0	3	0	**6**	5	119	3	0	**127**	3	0	0	0	**3**	**283**
8:15 - 8:30	0	161	6	0	**167**	11	0	8	0	**19**	7	144	8	0	**159**	8	0	1	0	**9**	**354**
8:30 - 8:45	1	143	2	2	**146**	5	1	3	0	**9**	2	141	5	2	**148**	2	0	0	0	**2**	**305**
8:45 - 9:00	0	145	2	1	**147**	2	1	5	0	**8**	1	147	3	0	**151**	2	0	1	0	**3**	**309**
Total	**1**	**592**	**14**	**3**	**607**	**21**	**2**	**19**		**42**	**15**	**551**	**19**	**2**	**585**	**15**		**2**		**17**	**1251**
9:00 - 9:15	0	138	2	0	**140**	2	0	0	0	**2**	5	137	4	0	**146**	4	0	0	0	**4**	**292**
9:15 - 9:30	0	134	3	0	**137**	7	1	0	0	**8**	2	145	1	0	**148**						**293**
9:30 - 9:45	0	118	1	0	**119**	1	0	4	0	**5**	1	122	2	0	**125**	2	0	0	0	**2**	**251**
9:45 - 10:00	0	143	2	0	**145**	3	0	2	0	**5**	3	113	1	0	**117**	7	0	0	0	**7**	**274**
Total		**533**	**8**		**541**	**13**	**1**	**6**		**20**	**11**	**517**	**8**		**536**	**13**				**13**	**1110**
Peak 15 Min.																					
7:40 - 7:55	0	172	2	0	174	6	0	7	0	13	9	166	6	0	181	8	1	1	0	10	**378**
Peak Hour																					
7:35 - 8:35	0	636	16	0	652	26	0	24	0	50	33	562	22	2	617	25	1	2	0	28	**1347**
PHF	######	0.92	0.67		0.94	0.50	#####	0.67		0.66	0.55	0.85	0.61		0.85	0.63	0.25	0.50		0.58	**0.89**
Truck %	######	9.0%	0.0%		8.7%	0.0%	######	4.2%		2.0%	0.0%	12.8%	0.0%		11.7%	4.0%	0.0%	0.0%		3.6%	**9.7%**

Midday Interval	Miovision Cameras										sunny					Thursday, 14 September 2023					
Begin End	SBR	SBT	SBL	Ped	Total	WBR	WBT	WBL	Ped	Total	NBR	NBT	NBL	Ped	Total	EBR	EBT	EBL	Ped	Total	All Total
10:00 - 10:15	2	126	0	1	**128**	1	0	2	0	**3**	2	117	1	0	**120**	8	0	0	0	**8**	**259**
10:15 - 10:30	0	114	2	0	**116**	2	0	0	0	**2**	3	123	1	0	**127**	0	1	0	0	**1**	**246**
10:30 - 10:45	1	119	3	0	**123**	3	0	3	0	**6**	1	131	1	0	**133**	2	0	0	0	**2**	**264**
10:45 - 11:00	1	132	1	2	**134**	4	0	2	0	**6**	5	129	2	0	**136**	4	0	1	0	**5**	**281**
Total	**4**	**491**	**6**	**3**	**501**	**10**		**7**		**17**	**11**	**500**	**5**		**516**	**14**	**1**	**1**		**16**	**1050**
11:00 - 11:15	1	137	1	2	**139**	3	0	1	0	**4**	2	102	1	0	**105**	3	0	0	0	**3**	**251**
11:15 - 11:30	0	140	4	0	**144**	2	1	0	0	**3**	4	148	1	0	**153**	2	1	0	0	**3**	**303**
11:30 - 11:45	1	132	0	0	**133**	3	0	2	0	**5**	2	123	3	0	**128**	1	0	0	0	**1**	**267**
11:45 - 12:00	0	150	6	1	**156**	1	0	4	0	**5**	3	156	2	0	**161**	4	0	0	0	**4**	**326**
Total	**2**	**559**	**11**	**3**	**572**	**9**	**1**	**7**		**17**	**11**	**529**	**7**		**547**	**10**	**1**			**11**	**1147**
12:00 - 12:15	1	107	1	3	**109**	5	0	2	0	**7**	2	118	7	0	**127**	4	0	0	0	**4**	**247**
12:15 - 12:30	0	153	5	0	**158**	2	1	2	0	**5**	7	131	1	0	**139**	2	1	0	0	**3**	**305**
12:30 - 12:45	0	118	4	0	**122**	2	1	2	0	**5**	4	162	2	0	**168**	3	0	0	0	**3**	**298**
12:45 - 13:00	0	155	3	1	**158**	1	1	3	0	**5**	6	135	5	1	**146**	2	0	0	0	**2**	**311**
Total	**1**	**533**	**13**	**4**	**547**	**10**	**3**	**9**		**22**	**19**	**546**	**15**	**1**	**580**	**11**	**1**			**12**	**1161**
13:00 - 13:15	0	166	1	0	**167**	5	0	2	0	**7**	6	130	4	0	**140**	0	5	0	0	**5**	**319**
13:15 - 13:30	0	153	4	0	**157**	2	0	4	0	**6**	2	144	3	0	**149**	2	0	0	0	**2**	**314**
13:30 - 13:45	0	138	2	0	**140**	4	1	2	0	**7**	1	118	3	0	**122**	0	0	2	0	**2**	**271**
13:45 - 14:00	0	147	3	0	**150**	2	1	0	0	**3**	6	146	1	0	**153**	0	1	1	0	**2**	**308**
Total		**604**	**10**		**614**	**13**	**2**	**8**		**23**	**15**	**538**	**11**		**564**	**2**	**6**	**3**		**11**	**1212**
Peak 15 Min.																					
11:45 - 12:00	0	150	6	1	156	1	0	4	0	5	3	156	2	0	161	4	0	0	0	4	**326**
Peak Hour																					
12:35 - 13:35	0	610	12	1	622	11	1	13	0	25	17	560	13	1	590	5	5	0	0	10	**1247**
PHF	######	0.88	0.60		0.89	0.55	0.25	0.65		0.69	0.61	0.86	0.65		0.87	0.63	0.25	#####		0.42	**0.97**
Truck %	######	12.8%	0.0%		12.5%	9.1%	0.0%	0.0%		4.0%	5.9%	12.7%	7.7%		12.4%	0.0%	20.0%	######		10.0%	**12.3%**

Evening Interval	Miovision Cameras										sunny					Thursday, 14 September 2023					
Begin End	SBR	SBT	SBL	Ped	Total	WBR	WBT	WBL	Ped	Total	NBR	NBT	NBL	Ped	Total	EBR	EBT	EBL	Ped	Total	All Total
14:00 - 14:15	2	162	4	1	**168**	4	1	5	0	**10**	4	148	3	0	**155**	5	1	0	0	**6**	**339**
14:15 - 14:30	0	135	4	0	**139**	2	0	3	0	**5**	4	112	5	0	**121**	8	0	2	0	**10**	**275**
14:30 - 14:45	0	155	3	0	**158**	3	1	1	0	**5**	3	129	3	0	**135**	3	1	0	0	**4**	**302**
14:45 - 15:00	1	184	3	0	**188**	11	0	5	0	**16**	5	163	4	2	**172**	6	0	0	0	**6**	**382**
Total	**3**	**636**	**14**	**1**	**653**	**20**	**2**	**14**		**36**	**16**	**552**	**15**	**2**	**583**	**22**	**2**	**2**		**26**	**1298**
15:00 - 15:15	0	165	4	0	**169**	4	0	5	0	**9**	9	152	3	0	**164**	2	0	0	0	**2**	**344**
15:15 - 15:30	1	163	4	0	**168**	7	0	2	0	**9**	1	143	0	0	**144**	3	1	0	0	**4**	**325**
15:30 - 15:45	0	216	5	1	**221**	11	1	9	0	**21**	12	189	11	2	**212**	6	1	0	0	**7**	**461**
15:45 - 16:00	2	193	10	0	**205**	9	1	5	0	**15**	5	135	3	0	**143**	6	0	2	0	**8**	**371**
Total	**3**	**737**	**23**	**1**	**763**	**31**	**2**	**21**		**54**	**27**	**619**	**17**	**2**	**663**	**17**	**2**	**2**		**21**	**1501**
16:00 - 16:15	3	229	11	0	**243**	1	0	3	0	**4**	5	172	2	2	**179**	3	0	0	1	**3**	**429**
16:15 - 16:30	1	195	2	0	**198**	7	0	3	0	**10**	9	182	5	0	**196**	5	0	0	0	**5**	**409**
16:30 - 16:45	2	203	4	0	**209**	8	0	4	0	**12**	5	169	7	0	**181**	3	0	0	0	**3**	**405**
16:45 - 17:00	1	184	11	0	**196**	9	1	2	0	**12**	6	175	6	0	**187**	5	1	0	1	**6**	**401**
Total	**7**	**811**	**28**		**846**	**25**	**1**	**12**		**38**	**25**	**698**	**20**	**2**	**743**	**16**	**1**		**2**	**17**	**1644**
17:00 - 17:15	1	164	11	0	**176**	5	1	2	0	**8**	8	187	4	0	**199**	2	2	0	0	**4**	**387**
17:15 - 17:30	1	147	5	0	**153**	2	0	6	0	**8**	3	155	6	1	**164**	4	0	0	0	**4**	**329**
17:30 - 17:45	0	187	5	0	**192**	8	0	4	0	**12**	5	174	4	0	**183**	1	0	0	0	**1**	**388**
17:45 - 18:00	4	178	5	0	**187**	6	0	7	0	**13**	2	179	3	1	**184**	6	0	0	0	**6**	**390**
Total	**6**	**676**	**26**		**708**	**21**	**1**	**19**		**41**	**18**	**695**	**17**	**2**	**730**	**13**	**2**			**15**	**1494**
Peak 15 Min.																					
15:30 - 15:45	0	216	5	1	221	11	1	9	0	21	12	189	11	2	212	6	1	0	0	7	**461**
Peak Hour																					
15:25 - 16:25	7	847	27	1	881	26	2	20	0	48	30	680	19	4	729	20	1	2	1	23	**1681**
PHF	0.58	0.92	0.56		0.91	0.54	0.50	0.56		0.57	0.63	0.89	0.43		0.86	0.83	0.25	0.25		0.72	**0.97**
Truck %	0.0%	8.3%	0.0%		7.9%	3.8%	0.0%	0.0%		2.1%	3.3%	5.4%	0.0%		5.2%	0.0%	0.0%	0.0%		0.0%	**6.5%**
12 hour truck % and Total Pedestrian	3.6%	10.4%	0.6%	16	10.2%	3.5%	5.3%	5.1%	0	4.3%	1.9%	11.6%	0.7%	11	11.1%	2.4%	5.6%	0.0%	2	2.5%	**10.3%**

Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

03-SUT-099 PM 40.625 Nevada Street
Live Oak, CA

PM Overnight	Miovision Cameras										dark					Thursday, 14 September 2023					
Begin End	SBR	SBT	SBL	Ped	Total	WBR	WBT	WBL	Ped	Total	NBR	NBT	NBL	Ped	Total	EBR	EBT	EBL	Ped	Total	All Total
0:00 - 0:15	0	17	0	0	**17**	0	0	1	0	**1**	1	20	1	0	**22**						**40**
0:15 - 0:30	0	10	0	0	**10**	0	0	2	0	**2**	1	18	0	0	**19**						**31**
0:30 - 0:45	0	9	0	0	**9**	1	0	1	0	**2**	0	22	0	0	**22**						**33**
0:45 - 1:00	0	12	0	0	**12**						0	15	0	0	**15**						**27**
Total		**48**			**48**	**1**		**4**		**5**	**2**	**75**	**1**		**78**						**131**
1:00 - 1:15	0	18	0	0	**18**						1	10	0	0	**11**						**29**
1:15 - 1:30	0	11	0	0	**11**	0	0	1	0	**1**	0	9	0	0	**9**						**21**
1:30 - 1:45	0	12	0	0	**12**	0	0	1	0	**1**	0	7	1	0	**8**						**21**
1:45 - 2:00	0	8	0	0	**8**						0	15	0	0	**15**						**23**
Total		**49**			**49**			**2**		**2**	**1**	**41**	**1**		**43**						**94**
2:00 - 2:15	0	8	0	0	**8**	0	0	1	0	**1**	0	6	0	0	**6**						**15**
2:15 - 2:30	0	4	0	0	**4**	1	0	1	0	**2**	0	8	1	0	**9**	1	0	0	0	**1**	**16**
2:30 - 2:45	0	14	0	0	**14**						0	16	0	0	**16**	1	0	0	0	**1**	**31**
2:45 - 3:00	0	13	0	0	**13**						0	11	0	0	**11**						**24**
Total		**39**			**39**	**1**		**2**		**3**		**41**	**1**		**42**	**2**				**2**	**86**
3:00 - 3:15	0	22	0	0	**22**	0	0	1	0	**1**	0	13	1	0	**14**	1	0	0	0	**1**	**38**
3:15 - 3:30	0	15	0	0	**15**						0	8	0	0	**8**						**23**
3:30 - 3:45	0	22	1	0	**23**						1	13	0	0	**14**						**37**
3:45 - 4:00	0	23	0	0	**23**	1	0	1	0	**2**	1	12	0	0	**13**						**38**
Total		**82**	**1**		**83**	**1**		**2**		**3**	**2**	**46**	**1**		**49**	**1**				**1**	**136**
4:00 - 4:15	0	26	1	0	**27**	0	0	2	0	**2**	0	19	0	0	**19**	2	0	0	0	**2**	**50**
4:15 - 4:30	0	34	0	0	**34**	1	0	1	0	**2**	2	25	0	0	**27**						**63**
4:30 - 4:45	0	61	0	0	**61**	1	0	0	0	**1**	0	24	0	0	**24**	2	0	0	0	**2**	**88**
4:45 - 5:00	0	58	0	0	**58**	0	1	3	0	**4**	1	61	1	0	**63**	3	0	0	0	**3**	**128**
Total		**179**	**1**		**180**	**2**	**1**	**6**		**9**	**3**	**129**	**1**		**133**	**7**				**7**	**329**
5:00 - 5:15	0	60	1	0	**61**	1	0	1	0	**2**	2	83	2	0	**87**	2	0	1	0	**3**	**153**
5:15 - 5:30	1	74	0	0	**75**	0	0	7	0	**7**	2	96	0	0	**98**	3	1	0	0	**4**	**184**
5:30 - 5:45	1	87	0	0	**88**	5	0	5	0	**10**	6	125	2	0	**133**	5	0	1	0	**6**	**237**
5:45 - 6:00	1	92	4	0	**97**	2	0	4	0	**6**	3	110	3	0	**116**	5	0	1	0	**6**	**225**
Total	**3**	**313**	**5**		**321**	**8**		**17**		**25**	**13**	**414**	**7**		**434**	**15**	**1**	**3**		**19**	**799**
Peak 15 Min.																					
5:30 - 5:45	1	87	0	0	88	5	0	5	0	10	6	125	2	0	133	5	0	1	0	6	**237**
Peak Hour																					
5:00 - 6:00	0	176	1	0	177	2	1	5	0	8	3	119	0	0	122	5	0	0	0	5	**312**
PHF	0.00	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00		0.00	**0.00**
Truck %	33.3%	8.3%	0.0%		8.4%	0.0%	######	0.0%		0.0%	0.0%	14.7%	0.0%		14.1%	6.7%	0.0%	0.0%		5.3%	**11.1%**

PM Overnight	Miovision Cameras										dark					Thursday, 14 September 2023					
Begin End	SBR	SBT	SBL	Ped	Total	WBR	WBT	WBL	Ped	Total	NBR	NBT	NBL	Ped	Total	EBR	EBT	EBL	Ped	Total	All Total
18:00 - 18:15	0	131	2	0	**133**	3	1	2	0	**6**	4	144	7	0	**155**	4	0	0	0	**4**	**298**
18:15 - 18:30	0	116	6	0	**122**	5	0	3	0	**8**	6	143	4	0	**153**	5	2	1	0	**8**	**291**
18:30 - 18:45	0	110	3	0	**113**	4	0	3	0	**7**	6	133	7	0	**146**	2	0	0	0	**2**	**268**
18:45 - 19:00	1	95	4	0	**100**	7	2	3	0	**12**	7	112	5	0	**124**	3	1	0	1	**4**	**240**
Total	**1**	**452**	**15**		**468**	**19**	**3**	**11**		**33**	**23**	**532**	**23**		**578**	**14**	**3**	**1**	**1**	**18**	**1097**
19:00 - 19:15	1	97	4	0	**102**	2	0	4	0	**6**	3	104	4	0	**111**	3	1	0	1	**4**	**223**
19:15 - 19:30	0	94	3	0	**97**	3	1	0	0	**4**	2	120	5	0	**127**	5	0	1	0	**6**	**234**
19:30 - 19:45	0	83	10	0	**93**	7	2	3	0	**12**	3	93	2	0	**98**	3	0	0	0	**3**	**206**
19:45 - 20:00	0	99	2	2	**101**	1	0	1	0	**2**	9	127	8	0	**144**	1	0	1	0	**2**	**249**
Total	**1**	**373**	**19**	**2**	**393**	**13**	**3**	**8**		**24**	**17**	**444**	**19**		**480**	**12**	**1**	**2**	**1**	**15**	**912**
20:00 - 20:15	1	93	5	2	**99**	3	0	1	0	**4**	6	92	1	0	**99**	2	0	1	0	**3**	**205**
20:15 - 20:30	1	70	1	0	**72**	4	0	0	0	**4**	2	81	3	0	**86**	1	1	0	0	**2**	**164**
20:30 - 20:45	1	77	0	0	**78**	5	0	2	0	**7**	3	60	3	0	**66**	1	2	0	0	**3**	**154**
20:45 - 21:00	0	57	3	1	**60**	2	3	4	0	**9**	3	67	5	0	**75**	4	1	0	0	**5**	**149**
Total	**3**	**297**	**9**	**3**	**309**	**14**	**3**	**7**		**24**	**14**	**300**	**12**		**326**	**8**	**4**	**1**		**13**	**672**
21:00 - 21:15	0	78	0	0	**78**	0	1	2	0	**3**	1	72	5	0	**78**	5	0	0	0	**5**	**164**
21:15 - 21:30	0	47	1	0	**48**	1	0	4	0	**5**	5	77	4	0	**86**						**139**
21:30 - 21:45	0	47	1	0	**48**	3	1	2	0	**6**	4	54	3	0	**61**	2	0	0	0	**2**	**117**
21:45 - 22:00	0	33	2	0	**35**	0	0	2	0	**2**	1	38	2	0	**41**	3	0	0	1	**3**	**81**
Total		**205**	**4**		**209**	**4**	**2**	**10**		**16**	**11**	**241**	**14**		**266**	**10**			**1**	**10**	**501**
22:00 - 22:15	0	47	1	0	**48**	2	0	1	0	**3**	1	52	5	0	**58**	1	0	0	0	**1**	**110**
22:15 - 22:30	0	38	0	0	**38**	0	0	4	0	**4**	1	48	1	0	**50**						**92**
22:30 - 22:45	0	45	0	0	**45**	0	1	0	0	**1**	0	46	0	0	**46**	1	1	0	0	**2**	**94**
22:45 - 23:00	0	35	0	0	**35**						1	37	1	0	**39**						**74**
Total		**165**	**1**		**166**	**2**	**1**	**5**		**8**	**3**	**183**	**7**		**193**	**2**	**1**			**3**	**370**
23:00 - 23:15	0	32	0	0	**32**						0	27	0	0	**27**						**59**
23:15 - 23:30	0	23	0	0	**23**						1	28	1	0	**30**						**53**
23:30 - 23:45	0	25	0	0	**25**	1	0	0	0	**1**	2	23	3	0	**28**						**54**
23:45 - 0:00	0	15	0	0	**15**	2	0	0	0	**2**	1	27	0	0	**28**						**45**
Total		**95**			**95**	**3**				**3**	**4**	**105**	**4**		**113**						**211**
Peak 15 Min.																					
18:00 - 18:15	0	131	2	0	133	3	1	2	0	6	4	144	7	0	155	4	0	0	0	4	**298**
Peak Hour																					
18:00 - 19:00	1	452	15	0	468	19	3	11	0	33	23	532	23	0	578	14	3	1	1	18	**1097**
PHF	0.25	0.86	0.63		0.00	0.68	0.38	0.69		0.00	0.82	0.92	0.82		0.00	0.70	0.38	0.25		0.56	**0.92**
Truck %	0.0%	5.3%	0.0%		5.1%	0.0%	0.0%	0.0%		0.0%	0.0%	4.5%	0.0%		4.2%	0.0%	0.0%	0.0%		0.0%	**4.4%**
12 hour truck % and Total Pedestrian	12.5%	11.6%	0.0%	5	11.4%	2.9%	0.0%	2.7%	0	2.6%	3.2%	8.7%	0.0%	0	8.2%	1.4%	0.0%	0.0%	3	1.1%	**9.3%**

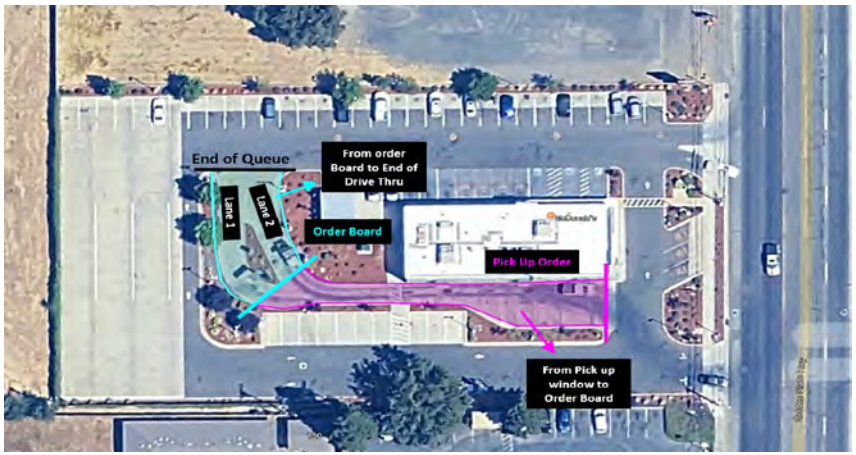
Prepared by National Data & Surveying Services

Max Queue

Location: McDonald's, 1513 CA-99
City: Gridley, CA

Date: 4/16/2026, Thu

MAX QUEUE LENGTH (# OF VEHICLES)					
TIME	DRIVE THRU QUEUE			Notes	
	FROM PICKUP WINDOW TO ORDER BOARD	FROM ORDER BOARD TO END OF DRIVE THRU			
		LANE 1	LANE 2		
7:00 AM	0	0	0	0	
7:02 AM	1	1	0	2	
7:04 AM	3	1	1	5	
7:06 AM	3	0	0	3	
7:08 AM	2	2	1	5	
7:10 AM	5	1	1	7	
7:12 AM	6	1	1	8	
7:14 AM	7	2	1	10	3-Jan
7:16 AM	6	2	0	8	
7:18 AM	0	0	0	0	
7:20 AM	2	1	1	4	
7:22 AM	2	0	0	2	
7:24 AM	0	1	0	1	
7:26 AM	1	1	0	2	
7:28 AM	2	1	1	4	
7:30 AM	4	2	1	7	
7:32 AM	2	1	0	3	
7:34 AM	1	1	1	3	
7:36 AM	2	1	1	4	
7:38 AM	2	1	0	3	
7:40 AM	1	1	0	2	
7:42 AM	2	1	1	4	
7:44 AM	2	0	0	2	overall / am or pm
7:46 AM	0	0	0	0	
7:48 AM	1	1	1	3	
7:50 AM	3	1	1	5	
7:52 AM	5	1	1	7	
7:54 AM	5	1	1	7	
7:56 AM	5	1	1	7	
7:58 AM	5	1	0	6	
8:00 AM	4	1	1	6	
8:02 AM	3	1	1	5	
8:04 AM	4	2	1	7	
8:06 AM	5	1	1	7	
8:08 AM	3	0	0	3	
8:10 AM	3	2	1	6	
8:12 AM	3	1	1	5	
8:14 AM	5	1	1	7	
8:16 AM	3	1	1	5	
8:18 AM	1	1	0	2	
8:20 AM	1	1	1	3	
8:22 AM	2	1	1	4	
8:24 AM	4	2	1	7	
8:26 AM	5	1	1	7	
8:28 AM	5	2	1	8	
8:30 AM	5	1	0	6	
8:32 AM	3	2	0	5	
8:34 AM	3	1	1	5	
8:36 AM	4	1	0	5	
8:38 AM	3	0	0	3	
8:40 AM	1	0	0	1	
8:42 AM	1	1	0	2	
8:44 AM	1	1	0	2	
8:46 AM	0	1	0	1	
8:48 AM	1	1	0	2	
8:50 AM	2	1	0	3	
8:52 AM	2	1	0	3	
8:54 AM	4	2	1	7	
8:56 AM	6	3	1	10	2
8:58 AM	7	2	2	11	1



MAX QUEUE LENGTH (# OF VEHICLES)				
TIME	DRIVE THRU QUEUE			Notes
	FROM PICKUP WINDOW TO ORDER BOARD	FROM ORDER BOARD TO END OF DRIVE THRU		
		LANE 1	LANE 2	
4:00 PM	3	0	1	4
4:02 PM	1	1	0	2
4:04 PM	2	1	0	3
4:06 PM	3	1	1	5
4:08 PM	4	1	1	7
4:10 PM	4	1	1	6
4:12 PM	3	1	0	4
4:14 PM	2	1	0	3
4:16 PM	2	1	1	4
4:18 PM	3	0	0	3
4:20 PM	2	1	0	3
4:22 PM	1	1	0	2
4:24 PM	3	1	1	5
4:26 PM	2	0	1	3
4:28 PM	3	1	1	5
4:30 PM	2	3	1	6
4:32 PM	4	3	2	9
4:34 PM	6	2	2	10
4:36 PM	8	2	2	12
4:38 PM	7	2	2	11
4:40 PM	6	3	1	10
4:42 PM	6	1	1	8
4:44 PM	4	2	1	7
4:46 PM	5	0	1	6
4:48 PM	2	1	1	4
4:50 PM	1	0	0	1
4:52 PM	0	0	0	0
4:54 PM	1	1	0	2
4:56 PM	1	1	0	2
4:58 PM	1	0	1	2
5:00 PM	1	1	1	3
5:02 PM	2	1	1	4
5:04 PM	2	2	0	4
5:06 PM	2	1	1	4
5:08 PM	2	2	0	4
5:10 PM	2	1	1	4
5:12 PM	3	1	1	5
5:14 PM	3	1	1	5
5:16 PM	4	1	1	6
5:18 PM	4	1	1	6
5:20 PM	5	1	1	7
5:22 PM	5	0	1	6
5:24 PM	4	1	0	5
5:26 PM	1	0	0	1
5:28 PM	0	0	0	0
5:30 PM	0	0	0	0
5:32 PM	2	1	1	4
5:34 PM	3	2	1	6
5:36 PM	3	2	2	7
5:38 PM	4	1	1	6
5:40 PM	4	0	0	4
5:42 PM	2	0	1	3
5:44 PM	3	1	1	5
5:46 PM	3	1	0	4
5:48 PM	2	1	1	4
5:50 PM	0	0	0	0
5:52 PM	0	0	0	0
5:54 PM	0	0	0	0
5:56 PM	0	0	0	0
5:58 PM	0	0	0	0
Totals	332	120	75	



overall / am or pm

1
2
3

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	2	1	29	26	0	26	20	544	32	17	643	1
Future Vol, veh/h	2	1	29	26	0	26	20	544	32	17	643	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	110	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	32	28	0	28	22	591	35	18	699	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1076	1406	350	1039	1389	313	700	0	0	626	0	0
Stage 1	736	736	-	652	652	-	-	-	-	-	-	-
Stage 2	339	670	-	387	737	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	174	138	646	185	141	683	893	-	-	951	-	-
Stage 1	377	423	-	423	462	-	-	-	-	-	-	-
Stage 2	649	454	-	608	423	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	159	132	646	167	135	683	893	-	-	951	-	-
Mov Cap-2 Maneuver	159	132	-	167	135	-	-	-	-	-	-	-
Stage 1	369	415	-	413	451	-	-	-	-	-	-	-
Stage 2	607	443	-	566	415	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.87	21.98	0.31	0.23
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	893	-	-	492	268	951	-	-
HCM Lane V/C Ratio	0.024	-	-	0.071	0.211	0.019	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	12.9	22	8.9	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.8	0.1	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	16	12	1	25	20	698	25	28	811	7
Future Vol, veh/h	0	1	16	12	1	25	20	698	25	28	811	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	110	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	17	13	1	27	22	759	27	30	882	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1370	1776	445	1318	1766	393	889	0	0	786	0	0
Stage 1	946	946	-	816	816	-	-	-	-	-	-	-
Stage 2	423	829	-	502	950	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	105	82	561	115	83	606	758	-	-	829	-	-
Stage 1	281	338	-	337	389	-	-	-	-	-	-	-
Stage 2	579	383	-	520	337	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	93	77	561	103	78	606	758	-	-	829	-	-
Mov Cap-2 Maneuver	93	77	-	103	78	-	-	-	-	-	-	-
Stage 1	271	326	-	328	378	-	-	-	-	-	-	-
Stage 2	535	372	-	484	324	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.22	24.81	0.27	0.31
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	758	-	-	409	223	829	-	-
HCM Lane V/C Ratio	0.029	-	-	0.045	0.185	0.037	-	-
HCM Ctrl Dly (s/v)	9.9	-	-	14.2	24.8	9.5	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.7	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	8	25	35	2	25	20	550	48	24	655	3
Future Vol, veh/h	3	8	25	35	2	25	20	550	48	24	655	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	110	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	9	27	38	2	27	22	598	52	26	712	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1109	1459	358	1080	1435	325	715	0	0	650	0	0
Stage 1	766	766	-	667	667	-	-	-	-	-	-	-
Stage 2	343	693	-	412	767	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	164	128	639	172	133	671	881	-	-	932	-	-
Stage 1	361	410	-	414	455	-	-	-	-	-	-	-
Stage 2	645	443	-	587	409	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	147	121	639	146	126	671	881	-	-	932	-	-
Mov Cap-2 Maneuver	147	121	-	146	126	-	-	-	-	-	-	-
Stage 1	351	399	-	404	444	-	-	-	-	-	-	-
Stage 2	601	432	-	535	398	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.51	29.77	0.3	0.32
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	881	-	-	287	212	932	-	-
HCM Lane V/C Ratio	0.025	-	-	0.136	0.319	0.028	-	-
HCM Ctrl Dly (s/v)	9.2	-	-	19.5	29.8	9	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.3	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	17	533	14	11	653
Future Vol, veh/h	23	17	533	14	11	653
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	-	-	-	120	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	18	579	15	12	710

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	966	297	0	0	595	0
Stage 1	587	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	252	699	-	-	978	-
Stage 1	519	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	249	699	-	-	978	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.54	0	0.14
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	465	978	-
HCM Lane V/C Ratio	-	-	0.094	0.012	-
HCM Ctrl Dly (s/v)	-	-	13.5	8.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	48	46	13	12	16
Future Vol, veh/h	33	48	46	13	12	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	52	50	14	13	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	181	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	124	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1538	-	-	-	808	1009
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1538	-	-	-	789	1009
Mov Cap-2 Maneuver	-	-	-	-	789	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.01	0	9.13
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	733	-	-	-	901
HCM Lane V/C Ratio	0.023	-	-	-	0.034
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	15	23	4	22	18	701	44	41	816	9
Future Vol, veh/h	1	5	15	23	4	22	18	701	44	41	816	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	110	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	16	25	4	24	20	762	48	45	887	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1403	1830	448	1360	1811	405	897	0	0	810	0	0
Stage 1	981	981	-	825	825	-	-	-	-	-	-	-
Stage 2	422	849	-	535	986	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	99	76	558	107	78	595	753	-	-	812	-	-
Stage 1	268	326	-	333	385	-	-	-	-	-	-	-
Stage 2	580	375	-	497	324	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	70	558	89	72	595	753	-	-	812	-	-
Mov Cap-2 Maneuver	83	70	-	89	72	-	-	-	-	-	-	-
Stage 1	253	308	-	324	375	-	-	-	-	-	-	-
Stage 2	536	366	-	448	306	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	26.56	46.04	0.23	0.46
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	753	-	-	190	139	812	-	-
HCM Lane V/C Ratio	0.026	-	-	0.12	0.383	0.055	-	-
HCM Ctrl Dly (s/v)	9.9	-	-	26.6	46	9.7	-	-
HCM Lane LOS	A	-	-	D	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	1.6	0.2	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	16	711	13	7	842
Future Vol, veh/h	17	16	711	13	7	842
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	-	-	-	120	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	17	773	14	8	915

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1253	393	0	0	787	0
Stage 1	780	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	164	606	-	-	828	-
Stage 1	413	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	163	606	-	-	828	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	409	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.21	0	0.08
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	388	828	-
HCM Lane V/C Ratio	-	-	0.092	0.009	-
HCM Ctrl Dly (s/v)	-	-	15.2	9.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	50	33	12	13	18
Future Vol, veh/h	36	50	33	12	13	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	54	36	13	14	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	49	0	-	0	175	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1558	-	-	-	815	1028
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1558	-	-	-	794	1028
Mov Cap-2 Maneuver	-	-	-	-	794	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.09	0	9.09
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	753	-	-	-	915
HCM Lane V/C Ratio	0.025	-	-	-	0.037
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	9	24	58	4	28	20	548	50	30	634	1
Future Vol, veh/h	3	9	24	58	4	28	20	548	50	30	634	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	110	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	10	26	63	4	30	22	596	54	33	689	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1098	1448	345	1081	1422	325	690	0	0	650	0	0
Stage 1	755	755	-	666	666	-	-	-	-	-	-	-
Stage 2	343	693	-	415	755	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	167	130	651	172	135	671	900	-	-	932	-	-
Stage 1	367	415	-	415	455	-	-	-	-	-	-	-
Stage 2	645	443	-	586	415	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	145	122	651	144	127	671	900	-	-	932	-	-
Mov Cap-2 Maneuver	145	122	-	144	127	-	-	-	-	-	-	-
Stage 1	354	400	-	405	444	-	-	-	-	-	-	-
Stage 2	595	432	-	529	400	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.26	42.87	0.29	0.41
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	900	-	-	275	189	932	-	-
HCM Lane V/C Ratio	0.024	-	-	0.142	0.518	0.035	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	20.3	42.9	9	-	-
HCM Lane LOS	A	-	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	2.6	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	17	565	14	0	665
Future Vol, veh/h	0	17	565	14	0	665
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	-	-	-	120	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	614	15	0	723

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	983	315	0	0	629	0
Stage 1	622	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	246	681	-	-	949	-
Stage 1	498	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	246	681	-	-	949	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	675	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.43	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	681	949	-
HCM Lane V/C Ratio	-	-	0.027	-	-
HCM Ctrl Dly (s/v)	-	-	10.4	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	47	44	15	13	38
Future Vol, veh/h	42	47	44	15	13	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	51	48	16	14	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	198	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	142	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1538	-	-	-	790	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1538	-	-	-	766	1011
Mov Cap-2 Maneuver	-	-	-	-	766	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	885	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.5	0	9.09
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	849	-	-	-	935
HCM Lane V/C Ratio	0.03	-	-	-	0.059
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	15	38	5	22	18	701	44	47	795	7
Future Vol, veh/h	1	5	15	38	5	22	18	701	44	47	795	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	110	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	16	41	5	24	20	762	48	51	864	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1393	1819	436	1362	1799	405	872	0	0	810	0	0
Stage 1	970	970	-	825	825	-	-	-	-	-	-	-
Stage 2	423	849	-	537	974	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	101	77	568	107	79	595	769	-	-	812	-	-
Stage 1	272	330	-	333	385	-	-	-	-	-	-	-
Stage 2	579	375	-	496	328	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	70	568	88	72	595	769	-	-	812	-	-
Mov Cap-2 Maneuver	83	70	-	88	72	-	-	-	-	-	-	-
Stage 1	255	309	-	324	375	-	-	-	-	-	-	-
Stage 2	534	366	-	443	308	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	26.34	70.12	0.23	0.54
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	769	-	-	191	121	812	-	-
HCM Lane V/C Ratio	0.025	-	-	0.119	0.585	0.063	-	-
HCM Ctrl Dly (s/v)	9.8	-	-	26.3	70.1	9.7	-	-
HCM Lane LOS	A	-	-	D	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	2.9	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	16	712	12	0	849
Future Vol, veh/h	0	16	712	12	0	849
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	-	-	-	120	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	774	13	0	923

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1242	393	0	0	787	0
Stage 1	780	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	167	606	-	-	828	-
Stage 1	412	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	167	606	-	-	828	-
Mov Cap-2 Maneuver	295	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	601	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	606	828	-
HCM Lane V/C Ratio	-	-	0.029	-	-
HCM Ctrl Dly (s/v)	-	-	11.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	52	33	12	13	35
Future Vol, veh/h	44	52	33	12	13	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	57	36	13	14	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	49	0	-	0	195	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1558	-	-	-	794	1028
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	876	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1558	-	-	-	769	1028
Mov Cap-2 Maneuver	-	-	-	-	769	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	876	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.38	0	9.04
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	825	-	-	-	942
HCM Lane V/C Ratio	0.031	-	-	-	0.055
HCM Ctrl Dly (s/v)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 9/14/23

DIST ____ CO ____ RTE ____ PM ____

CALC ____ DATE ____

CHK ____ DATE ____

Major St: SR99 Critical Approach Speed 40 mph

Minor St: NEVADA ST Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or } RURAL (R)
In built up area of isolated community of < 10,000 population..... ☒
☐ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☐ NO ☒
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				16°17°	7°8°	17°18°	15°16°	6°7°	14°15°	8°9°	13°14°
	U	R	U	R								Hour
APPROACH LANES	1		2 or More									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1589	1438	1438	1426	1312	1236	1192	1178
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	38	41	41	54	25	36	42	23

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				16°17°	7°8°	17°18°	15°16°	6°7°	14°15°	8°9°	13°14°
	U	R	U	R								Hour
APPROACH LANES	1		2 or More									
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1589	1438	1438	1426	1312	1236	1192	1178
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	38	41	41	54	25	36	42	23

Combination of Conditions A & B SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

Major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

EXISTING

Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☐ NO ☒

Record hourly vehicular volumes for any four hours of an average day

APPROACH LANES	One	2 or More	15-16	16-17	7-8	17-18 Hour
Both Approaches - Major Street		X	1426	1192	1438	1438
Higher Approach - Minor Street	X		54	42	41	41

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☒

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED YES ☐ NO ☒

PART A

SATISFIED YES ☐ NO ☒

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐ No ☒
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

PART B

SATISFIED YES ☐ NO ☒

APPROACH LANES	One	2 or More	15-16 Hour
Both Approaches - Major Street		✓	1426
Higher Approach - Minor Street	✓		54

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Part 1 (Parts A or B must be satisfied)

A.

Hours - - ->	4:00-9:00	16:00-17:00	7:00-8:00	15:00-16:00
Vehicles per hour for any 4 hours	1192	1589	1438	1426
Pedestrians per hour for any 4 hours	1	1	0	0

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☒

B.

Hours - - ->	9:00-10:00			
Vehicles per hour for any 1 hour	1192			
Pedestrians per hour for any 1 hour	1			

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☒

Part 2

SATISFIED YES ☒ NO ☐

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☒ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐ No ☒

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☐ N/A

Part A
Gap/Minutes and # of Children

NOT APPLICABLE

SATISFIED YES ☐ NO ☐

Hour	
Gaps vs Minutes — Minutes Children Using Crossing	
Gaps vs Minutes — Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr	

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

Part B

SATISFIED YES ☐ NO ☐

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System (All Parts Must Be Satisfied) — **SATISFIED YES ☐ NO ☒**

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N 75280 ft, S 900 ft, E — ft, W — ft	Yes ☐ No ☒
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☒
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant (All Parts Must Be Satisfied) — **SATISFIED YES ☐ NO ☒**

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			Yes ☐ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☐ No ☒
5 OR MORE			
REQUIREMENTS	CONDITIONS	✓	
ONE CONDITION SATISFIED **MINIMUM REPORTED CRASHES**	Table 4C-2, Angle crashes and pedestrian crashes		Yes ☐ No ☒
	OR, Table 4C-2, Fatal-and-injury angle crashes and pedestrian crashes		
	OR, Table 4C-3, Angle crashes and pedestrian crashes		
	OR, Table 4C-3, Fatal-and-injury angle crashes and pedestrian crashes		
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes ☐ No ☒
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

WARRANT 8 - Roadway Network (All Parts Must Be Satisfied) — **SATISFIED YES ☐ NO ☒**

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☒
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic	✓		
Rural or Suburban Highway Outside Of, Entering, or Traversing a City	✓		
Appears as Major Route on an Official Plan	✓		
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

EXISTING

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

WARRANT 9 - Intersection Near a Grade Crossing (Both Parts A and B Must Be Satisfied) SATISFIED YES ☐ NO ☐ N/A

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	Yes ☐ No ☐

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

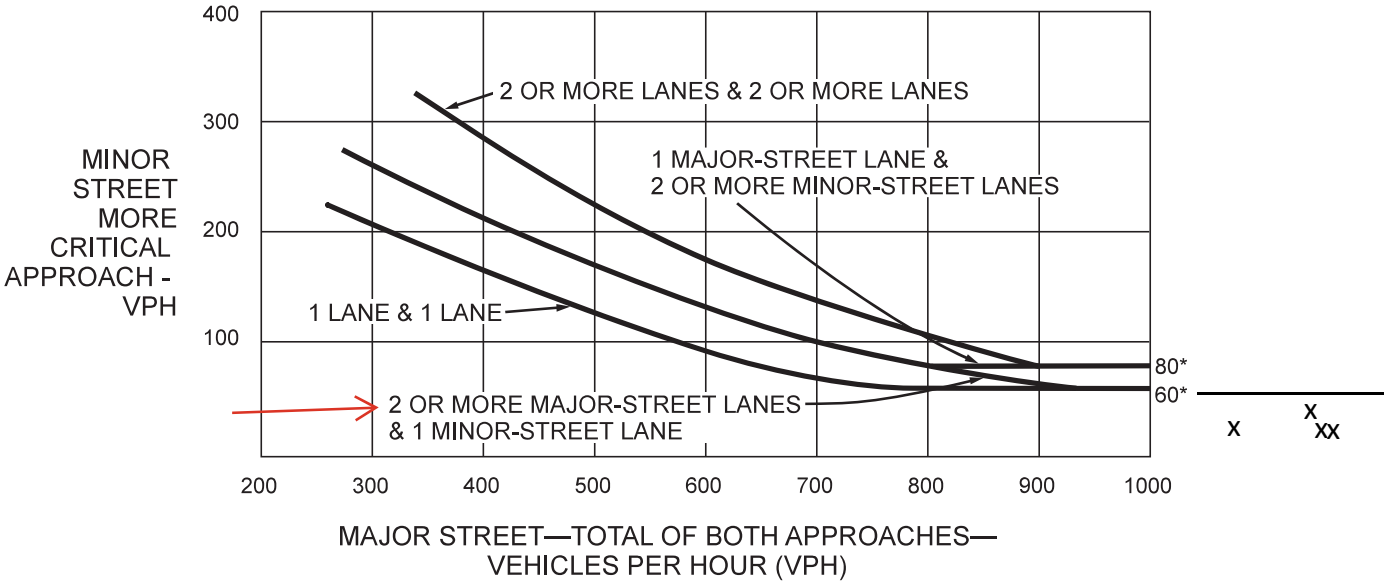
3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

NOT APPLICABLE

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

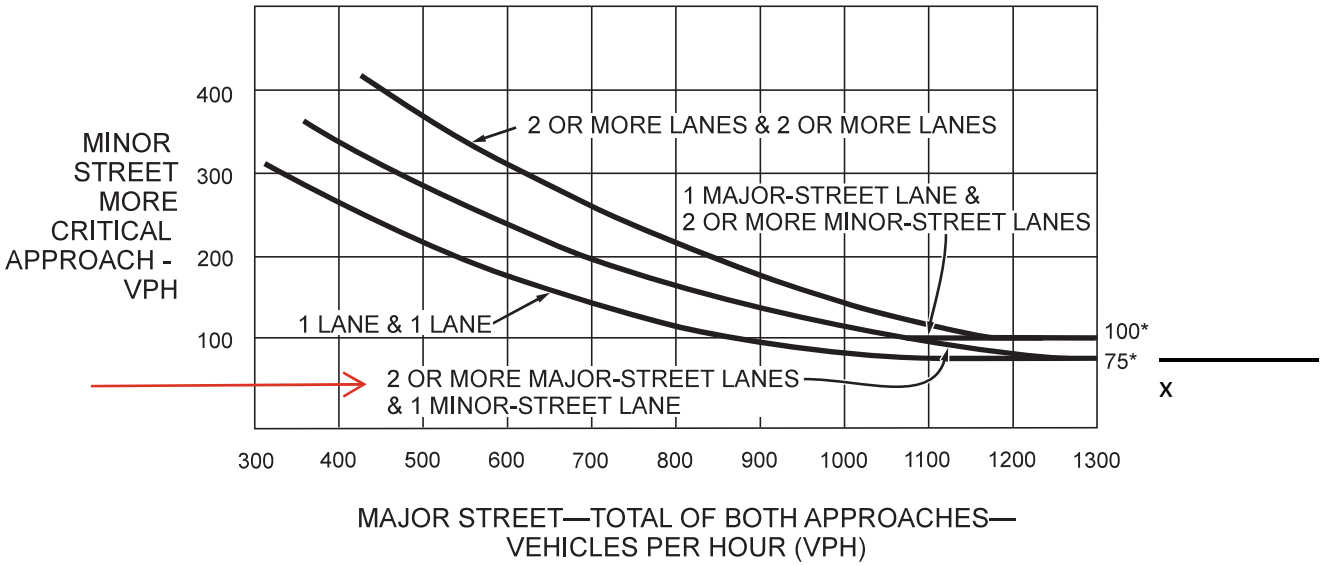


*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

EXISTING

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

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

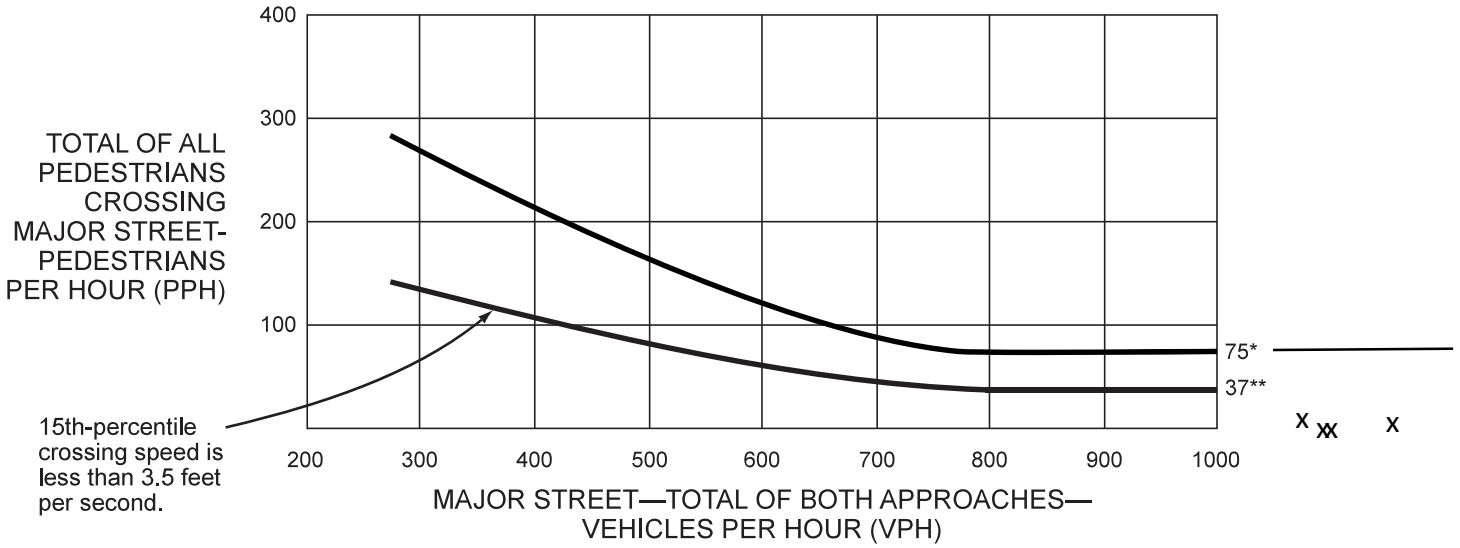


*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane

EXISTING

Figure 4C-7. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40* MPH ON MAJOR STREET)**



* 75 pph applies as the lower threshold volume

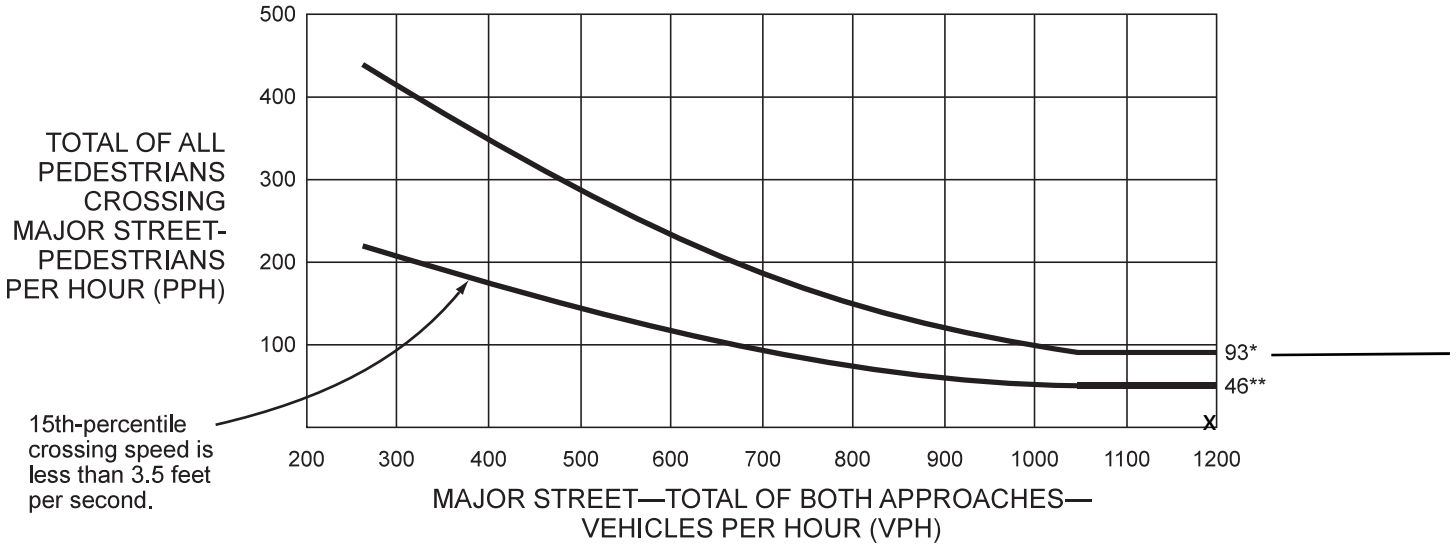
** 37 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

*** Refer to FHWA's List of Known Errors for error in the parenthesis below the figure title. Refer to Section 1A.04 for more details.

EXISTING

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40* MPH ON MAJOR STREET)**



* 93 pph applies as the lower threshold volume

** 46 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

*** Refer to FHWA's List of Known Errors for error in the parenthesis below the figure title. Refer to Section 1A.04 for more details.

EXISTING

Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 9/14/23

DIST ____ CO ____ RTE ____ PM ____

CALC ____ DATE ____

CHK ____ DATE ____

Major St: SR 99 — Critical Approach Speed 40 mph

Minor St: NEVADA ST — Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or } RURAL (R)
In built up area of isolated community of < 10,000 population..... ☒
☐ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☐ NO ☒
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				15°16°	17°18°	16°17°	14°15°	13°14°	9°9°	7°8°	6°7°
	U	R	U	R								Hour
APPROACH LANES	1		2 or More									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1475	1495	1644	1284	1243	1222	1466	1329
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	75	63	56	54	53	53	51	30

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				15°16°	17°18°	16°17°	14°15°	13°14°	9°9°	7°8°	6°7°
	U	R	U	R								Hour
APPROACH LANES	1		2 or More									
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1475	1495	1644	1284	1243	1222	1466	1329
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	75	63	56	54	53	53	51	30

Combination of Conditions A & B SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

Major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

EXIST + PROJ
FULL DRIVEWAY ACCESS

Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☐ NO ☒

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	15-16	17-18	16-17	14-15 Hour
Both Approaches - Major Street		✓	1475	1495	1644	1284
Higher Approach - Minor Street	✓		75	63	56	54

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED YES ☒ NO ☐

PART A

SATISFIED YES ☐ NO ☒

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐ No ☒
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	15-16 Hour
Both Approaches - Major Street		X	1475
Higher Approach - Minor Street	X		75

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

EXIST + PROJ FULL DRIVEWAY ACCESS

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Part 1 (Parts A or B must be satisfied)

A.

Hours - - ->	8:00	16:00	17:00	7:00	15:00	16:00
Vehicles per hour for any 4 hours	1222	1644	1466	1475		
Pedestrians per hour for any 4 hours	33	33	32	32		

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☒

B.

Hours - - ->	8:00	8:01				
Vehicles per hour for any 1 hour	1222					
Pedestrians per hour for any 1 hour	33					

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☒

Part 2 **SATISFIED YES ☒ NO ☐**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☒ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐ No ☒

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☐ N/A

Part A NOT APPLICABLE
Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Hour	
Gaps vs Minutes — Minutes Children Using Crossing	
Gaps vs Minutes — Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr	

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

EXIST + PROJ. FULL DRIVEWAY ACCE

Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System (All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N >5280 ft, S 9100 ft, E — ft, W — ft	Yes ☐ No ☒
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☒
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant (All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			Yes ☐ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☐ No ☒
5 OR MORE			
REQUIREMENTS	CONDITIONS	✓	
ONE CONDITION SATISFIED **MINIMUM REPORTED CRASHES**	Table 4C-2, Angle crashes and pedestrian crashes		Yes ☐ No ☒
	OR, Table 4C-2, Fatal-and-injury angle crashes and pedestrian crashes		
	OR, Table 4C-3, Angle crashes and pedestrian crashes		
	OR, Table 4C-3, Fatal-and-injury angle crashes and pedestrian crashes		
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes ☐ No ☒
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

WARRANT 8 - Roadway Network (All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☒
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic	✓	
Rural or Suburban Highway Outside Of, Entering, or Traversing a City	✓	
Appears as Major Route on an Official Plan	✓	
Any Major Route Characteristics Met, Both Streets		Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

EXIST + PROJ FULL DRIVEWAY ACCESS.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

WARRANT 9 - Intersection Near a Grade Crossing **SATISFIED YES ☐ NO ☐** N/A
(Both Parts A and B Must Be Satisfied)

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

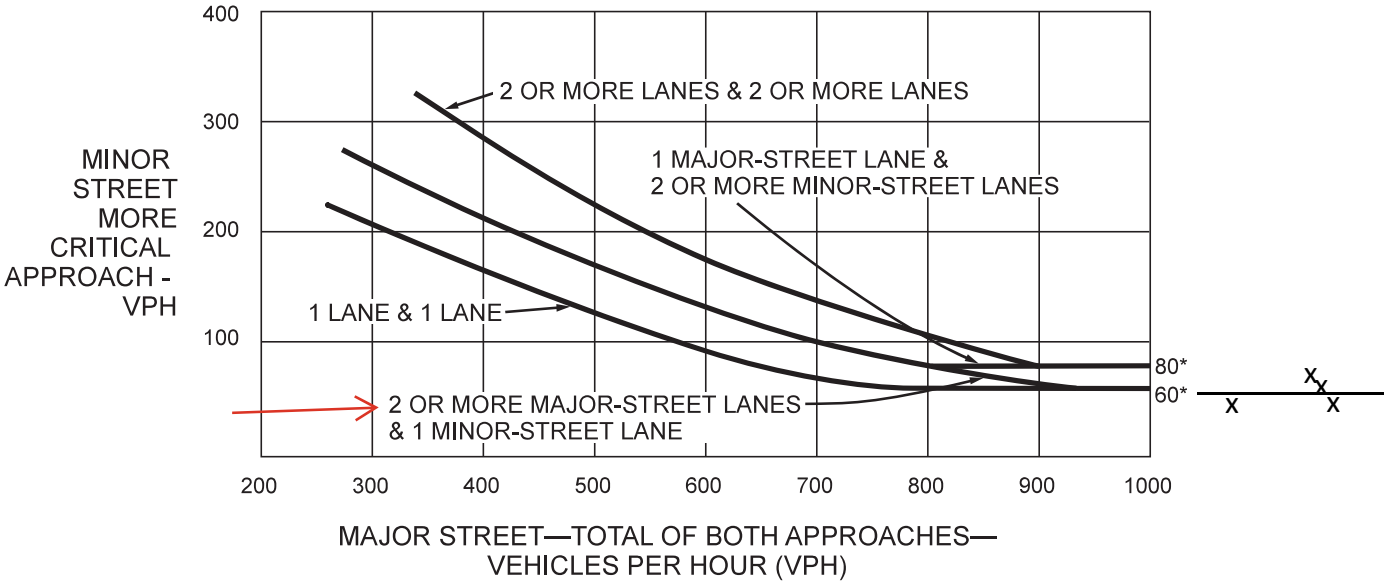
NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

NOT APPLICABLE

EXIST + PROJ
FULL DRIVEWAY ACCESS

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

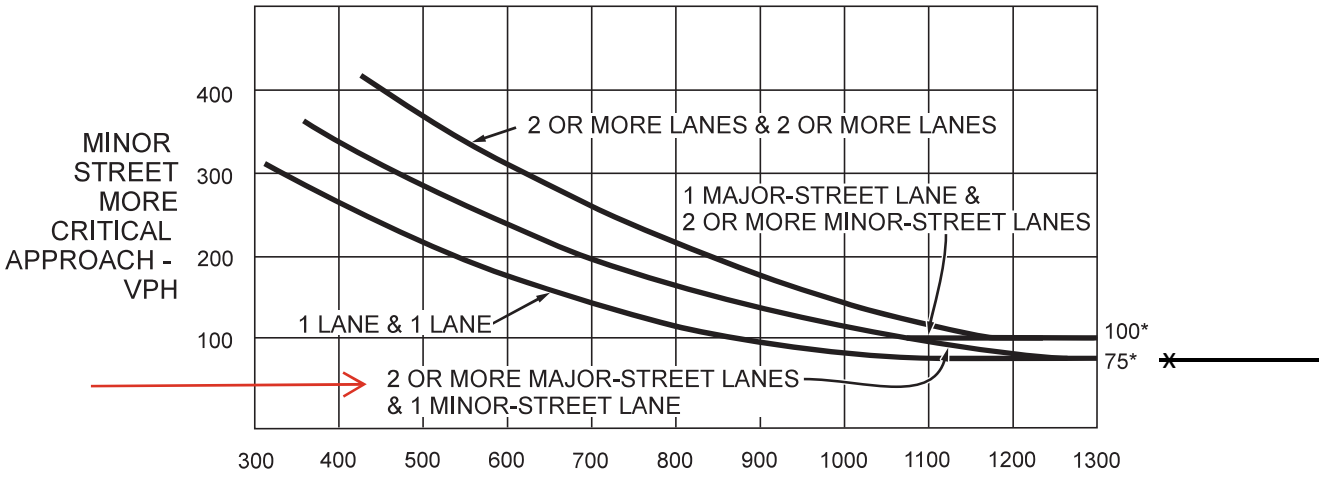


*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

EXISTING PLUS PROJECT
FULL DRIVEWAY ACCESS

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

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

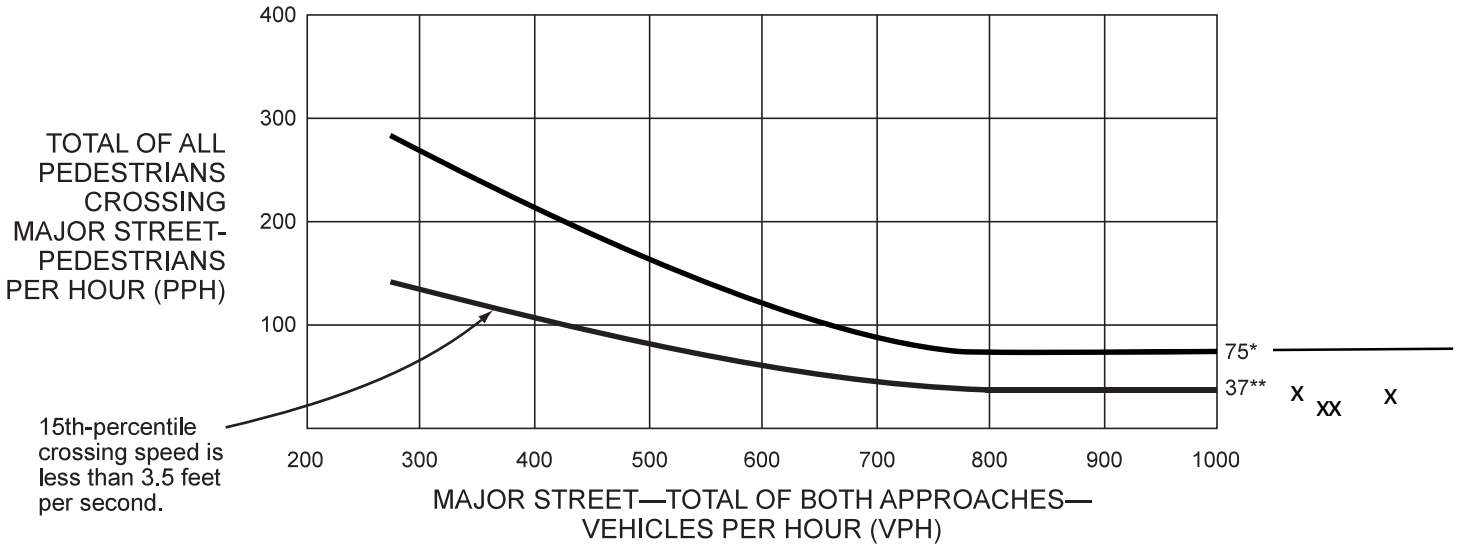


*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane

EXISTING PLUS PROJECT
FULL DRIVEWAY ACCESS

Figure 4C-7. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40* MPH ON MAJOR STREET)**



* 75 pph applies as the lower threshold volume

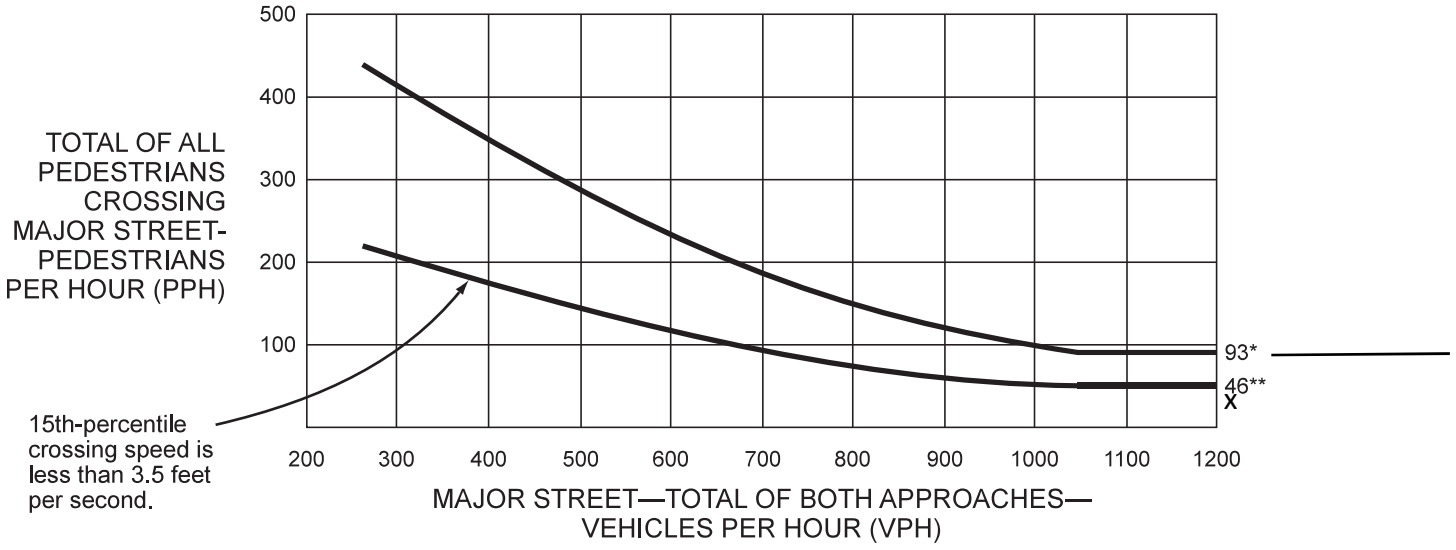
** 37 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

*** Refer to FHWA's List of Known Errors for error in the parenthesis below the figure title. Refer to Section 1A.04 for more details.

EXISTING PLUS PROJECT
FULL DRIVEWAY ACCESS

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40* MPH ON MAJOR STREET)**



* 93 pph applies as the lower threshold volume

** 46 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

*** Refer to FHWA's List of Known Errors for error in the parenthesis below the figure title. Refer to Section 1A.04 for more details.

EXISTING PLUS PROJECT
FULL DRIVEWAY ACCESS

Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 9/14/2023

DIST ____ CO ____ RTE ____ PM ____

CALC ____ DATE ____

CHK ____ DATE ____

Major St: SR 99

Minor St: NEVADA ST

Critical Approach Speed 40 mph

Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☒
} RURAL (R)

☐ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☐ NO ☒
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				15-16	17-18	13-14	16-17	14-15	8-9	7-8	6-7	Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1466	1488	1233	1630	1277	1217	1462	1329	
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	98	90	89	81	81	76	66	35	

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				15-16	17-18	13-14	16-17	14-15	8-9	7-8	6-7	Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1466	1488	1233	1630	1277	1217	1462	1329	
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	98	90	89	81	81	76	66	35	

Combination of Conditions A & B SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

Major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

EXIST + PROJ RT IN RT OUT DRIVEWAY

Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☒ NO ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	15-16	17-18	13-14	16-17 Hour
Both Approaches - Major Street		X	1466	1488	1233	1630
Higher Approach - Minor Street	X		98	90	89	81

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☒ No ☐

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED YES ☒ NO ☐

PART A

SATISFIED YES ☐ NO ☒

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐ No ☒
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	15-16 Hour
Both Approaches - Major Street		X	1466
Higher Approach - Minor Street	X		98

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

EXIST + PROJ
RT IN RT OUT DRIVEWAY

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume (Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Part 1 (Parts A or B must be satisfied)

A.

Hours - - ->	8:00-9:00	16:00-17:00	7:00-8:00	15:00-16:00
Vehicles per hour for any 4 hours	1217	1630	1462	1466
Pedestrians per hour for any 4 hours	33	33	32	32

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☒

B.

Hours - - ->	8:00-9:00			
Vehicles per hour for any 1 hour	1217			
Pedestrians per hour for any 1 hour	33			

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☒

Part 2 SATISFIED YES ☒ NO ☐

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☒ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐ No ☒

WARRANT 5 - School Crossing (Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☐ N/A

Part A NOT APPLICABLE
Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

		Hour
Gaps vs Minutes	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

Part B SATISFIED YES ☐ NO ☐

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

EXIST + PROJ
RT IN RT OUT DRIVEWAY

Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System (All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N 7520 ft, S 900 ft, E — ft, W — ft	Yes ☐ No ☒
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☒
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant (All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			Yes ☐ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☐ No ☒
5 OR MORE			
REQUIREMENTS	CONDITIONS	✓	
ONE CONDITION SATISFIED **MINIMUM REPORTED CRASHES**	Table 4C-2, Angle crashes and pedestrian crashes		Yes ☐ No ☒
	OR, Table 4C-2, Fatal-and-injury angle crashes and pedestrian crashes		
	OR, Table 4C-3, Angle crashes and pedestrian crashes		
	OR, Table 4C-3, Fatal-and-injury angle crashes and pedestrian crashes		
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes ☐ No ☒
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

WARRANT 8 - Roadway Network (All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☒
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic	✓		
Rural or Suburban Highway Outside Of, Entering, or Traversing a City	✓		
Appears as Major Route on an Official Plan	✓		
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

EXIST + PROJ RT IN RT OUT DRIVEWAY

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

WARRANT 9 - Intersection Near a Grade Crossing (Both Parts A and B Must Be Satisfied) **SATISFIED YES ☐ NO ☐** N/A

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

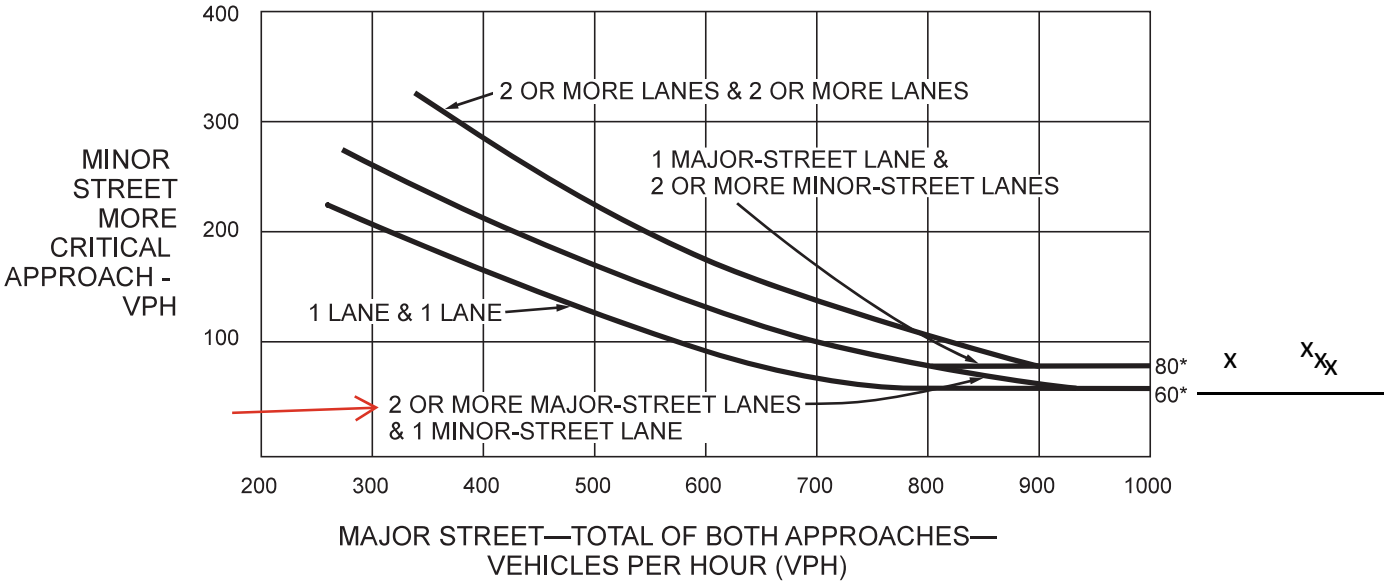
NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

NOT APPLICABLE

EXIST + PROJ
RT IN RT OUT DRIVEWAY

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

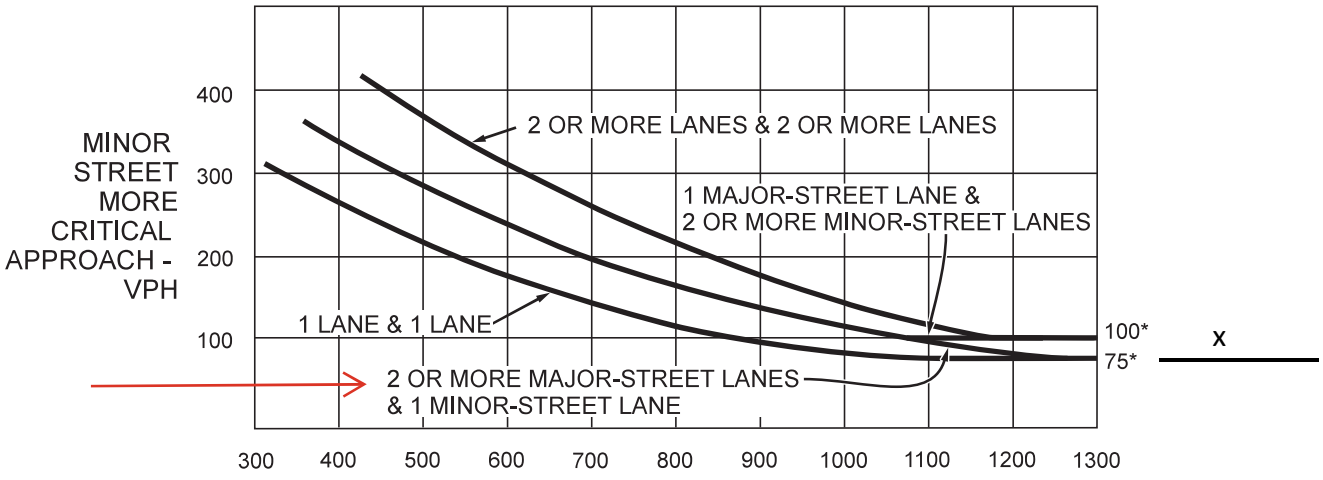


*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

EXISTING PLUS PROJECT
RT IN RT OUT DRIVEWAY ACCESS

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

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

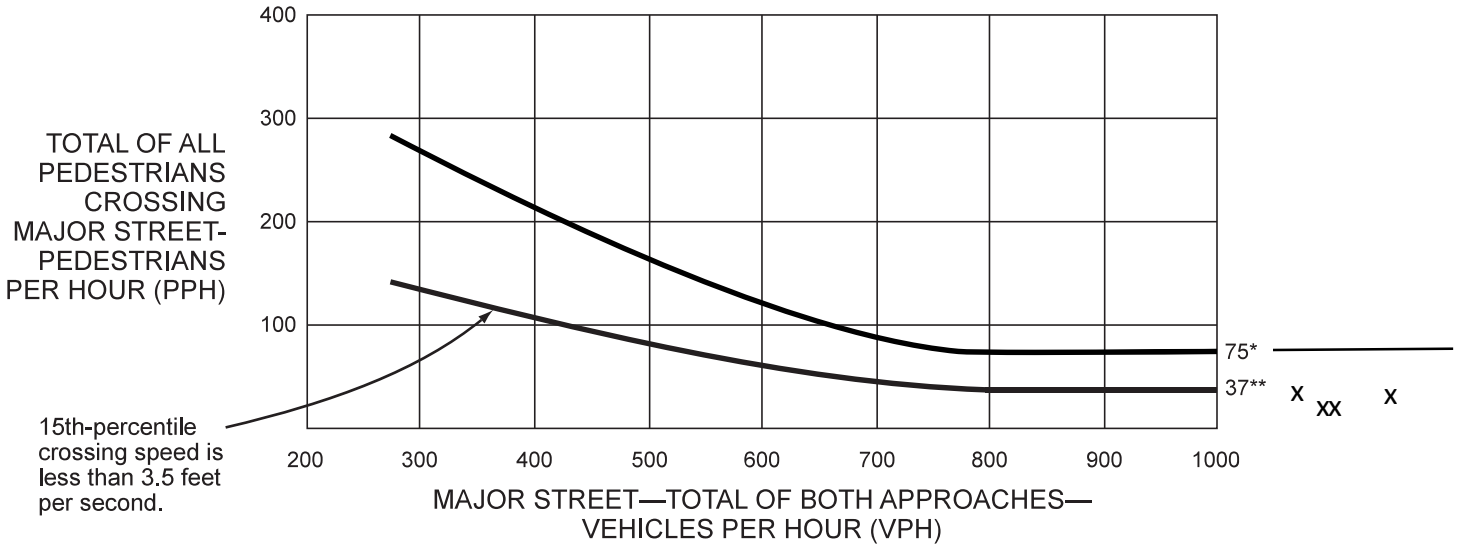


*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane

EXISTING PLUS PROJECT
RT IN RT OUT DRIVEWAY

Figure 4C-7. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40* MPH ON MAJOR STREET)**



* 75 pph applies as the lower threshold volume

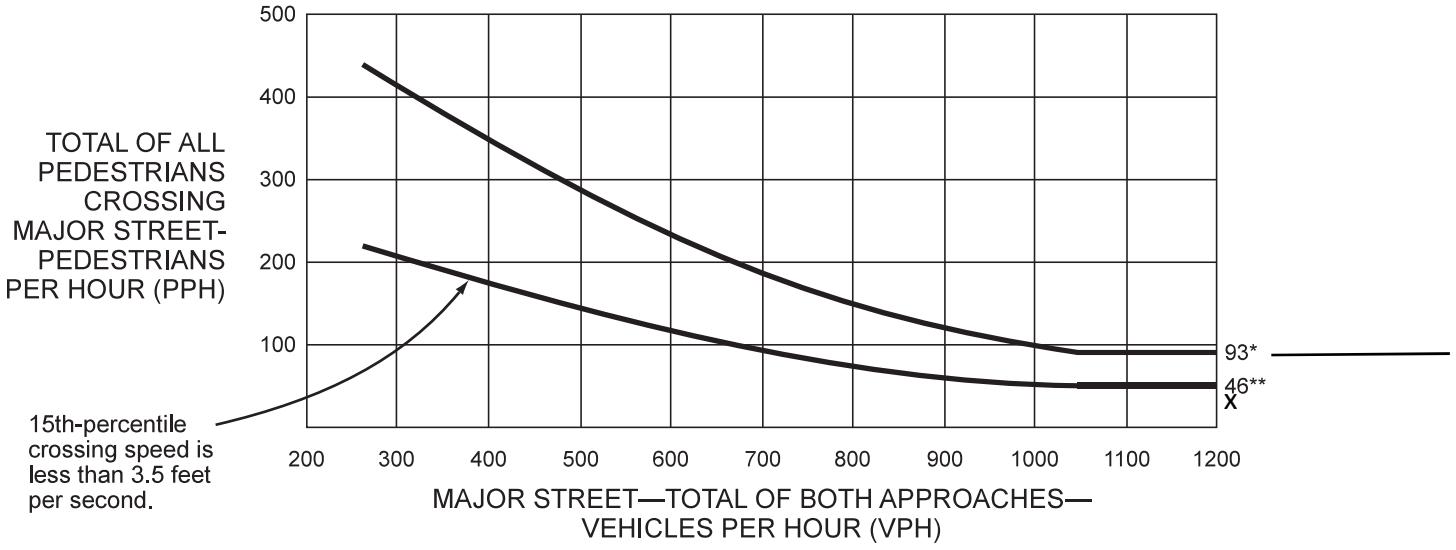
** 37 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

*** Refer to FHWA's List of Known Errors for error in the parenthesis below the figure title. Refer to Section 1A.04 for more details.

EXISTING PLUS PROJECT
RT IN RT OUT DRIVEWAY

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40* MPH ON MAJOR STREET)**



* 93 pph applies as the lower threshold volume

** 46 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

*** Refer to FHWA's List of Known Errors for error in the parenthesis below the figure title. Refer to Section 1A.04 for more details.

EXISTING PLUS PROJECT
RT IN RT OUT DRIVEWAY

Intersection	
Intersection Delay, s/veh	30.7
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	15	23	4	22	18	701	44	41	816	9
Future Vol, veh/h	1	5	15	23	4	22	18	701	44	41	816	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	16	25	4	24	20	762	48	45	887	10
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay, s/veh	10.8	11.7	25.4	37
HCM LOS	B	B	D	E

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	5%	47%	100%	0%	0%
Vol Thru, %	0%	100%	84%	24%	8%	0%	100%	97%
Vol Right, %	0%	0%	16%	71%	45%	0%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	467	278	21	49	41	544	281
LT Vol	18	0	0	1	23	41	0	0
Through Vol	0	467	234	5	4	0	544	272
RT Vol	0	0	44	15	22	0	0	9
Lane Flow Rate	20	508	302	23	53	45	591	305
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.035	0.842	0.491	0.048	0.117	0.079	0.96	0.494
Departure Headway (Hd)	6.472	5.969	5.857	7.646	7.925	6.348	5.844	5.822
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	553	604	616	467	451	564	621	617
Service Time	4.218	3.715	3.603	5.418	5.693	4.091	3.587	3.565
HCM Lane V/C Ratio	0.036	0.841	0.49	0.049	0.118	0.08	0.952	0.494
HCM Control Delay, s/veh	9.5	32.7	14.2	10.8	11.7	9.6	50.8	14.2
HCM Lane LOS	A	D	B	B	B	A	F	B
HCM 95th-tile Q	0.1	9.1	2.7	0.2	0.4	0.3	13.4	2.7

Intersection	
Intersection Delay, s/veh	30.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	15	38	5	22	18	701	44	47	795	7
Future Vol, veh/h	1	5	15	38	5	22	18	701	44	47	795	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	16	41	5	24	20	762	48	51	864	8
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay, s/veh	10.9	12.4	26.6	36.1
HCM LOS	B	B	D	E

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	5%	58%	100%	0%	0%
Vol Thru, %	0%	100%	84%	24%	8%	0%	100%	97%
Vol Right, %	0%	0%	16%	71%	34%	0%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	467	278	21	65	47	530	272
LT Vol	18	0	0	1	38	47	0	0
Through Vol	0	467	234	5	5	0	530	265
RT Vol	0	0	44	15	22	0	0	7
Lane Flow Rate	20	508	302	23	71	51	576	296
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.036	0.854	0.498	0.049	0.158	0.092	0.952	0.487
Departure Headway (Hd)	6.557	6.052	5.94	7.725	8.068	6.454	5.949	5.931
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	545	599	604	461	443	554	611	606
Service Time	4.312	3.808	3.696	5.508	5.845	4.207	3.702	3.684
HCM Lane V/C Ratio	0.037	0.848	0.5	0.05	0.16	0.092	0.943	0.488
HCM Control Delay, s/veh	9.6	34.5	14.5	10.9	12.4	9.9	49.7	14.2
HCM Lane LOS	A	D	B	B	B	A	E	B
HCM 95th-tile Q	0.1	9.4	2.8	0.2	0.6	0.3	12.9	2.7

Table 4C-3. Minimum Number of Reported Crashes in a Three-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)[a]		Total of fatal-and-injury angle and pedestrian crashes[a]	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	6	5	4	4
2 or more	2 or more	6	5	4	4
1	2 or more	6	5	4	4

[a] Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Table 4C-4. Minimum Number of Reported Crashes in a One-Year Period

Community less than 10,000 population or above 40 mph on major street					
Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)[a]		Total of fatal-and-injury angle and pedestrian crashes[a]	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	4	3	3	3
2 or more	1	10	9	6	6
2 or more	2 or more	10	9	6	6
1	2 or more	4	3	3	3

[a] Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Table 4C-5. Minimum Number of Reported Crashes in a Three-Year Period

Community less than 10,000 population or above 40 mph on major street					
Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)[a]		Total of fatal-and-injury angle and pedestrian crashes[a]	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	16	13	9	9
2 or more	2 or more	16	13	9	9
1	2 or more	6	5	4	4

[a] Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

HME

Customer Driven

Memo

Re: Drive-Thru Sound Pressure Levels From the Menu Board or Speaker Post

The sound pressure levels from the menu board or speaker post are as follows:

1. Sound pressure level (SPL) contours (A weighted) were measured on a typical HME SPP2 speaker post. The test condition was for pink noise set to 84 dBA at 1 foot in front of the speaker. All measurements were conducted outside with the speaker post placed 8 feet from a non-absorbing building wall and at an oblique angle to the wall. These measurements should not be construed to guarantee performance with any particular speaker post in any particular environment. They are typical results obtained under the conditions described above.

2. The SPL levels are presented for different distances from the speaker post:

Distance from the Speaker (Feet)	SPL (dBA)
1 foot	84 dBA
2 feet	78 dBA
4 feet	72 dBA
8 feet	66 dBA
16 feet	60 dBA
32 feet	54 dBA

3. The above levels are based on factory recommended operating levels, which are preset for HME components and represent the optimum level for drive-thru operations in the majority of the installations.

Also, HME incorporates automatic volume control (AVC) into many of our Systems. AVC will adjust the outbound volume based on the outdoor, ambient noise level. When ambient noise levels naturally decrease at night, AVC will reduce the outbound volume on the system. See below for example:

Distance from Outside Speaker	Decibel Level of standard system with 45 dB of outside noise without AVC	Decibel level of standard system with 45 dB of outside noise with AVC active
1 foot	84 dBA	60 dBA
2 feet	78 dBA	54 dBA
4 feet	72 dBA	48 dBA
8 feet	66 dBA	42 dBA
16 feet	60 dBA	36 dBA

If there are any further questions regarding this issue please contact HME customer service at 1-800-848-4468.

Thank you for your interest in HME's products.

ATTACHMENT 5

Resolution No.

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LIVE OAK DETERMINING THAT USE PERMIT 26-03 IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND APPROVING USE PERMIT 26-03 FOR A QUICK-SERVE RESTAURANT WITH A DOUBLE-LANE DRIVE THROUGH AT 10375 LIVE OAK BLVD.

WHEREAS, the City of Live Oak has received an application for Use Permit 26-03 for the development of a quick-serve restaurant with a drive-through at 10375 Live Oak Blvd., Live Oak, California; and

WHEREAS, the project site is identified as Assessor's Parcel Number 006-070-020 and is designated Commercial Mixed Use by the City's General Plan and zoned C-MU (Commercial Mixed Use); and

WHEREAS, the proposed project includes a quick-serve restaurant with a double drive-through lane; and

WHEREAS, a restaurant with a drive-through is allowed in the C-MU zoning district subject to approval of a Use Permit by the Planning Commission; and

WHEREAS, the project site is currently vacant and is located within an area surrounded by urban and commercial uses; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on November 17, 2026, at which time the Planning Commission considered the staff report, project plans, applicable provisions of the Live Oak Municipal Code, testimony received from City staff, the applicant, and members of the public, and all other information presented; and

WHEREAS, the Planning Commission has reviewed and considered the project and finds that the proposed use, subject to the Conditions of Approval attached hereto as **Exhibit A**, is consistent with the General Plan and applicable zoning regulations and will not result in significant adverse impacts to surrounding properties; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, the Planning Commission has reviewed the proposed project to determine the appropriate level of environmental review; and

WHEREAS, the Planning Commission finds that the project qualifies for the categorical exemption set forth in **CEQA Guidelines Section 15332, In-Fill Development**, because:

1. The project is consistent with the applicable General Plan designation and applicable General Plan policies and is consistent with the applicable zoning designation and regulations. The site has a Commercial Mixed Use General Plan designation and is zoned C-MU, which allows the proposed commercial uses subject to approval of a Use Permit;

2. The proposed development occurs within the City limits on a project site of approximately 0.74 acres that is substantially surrounded by urban uses;

3. The site is currently vacant but was previously developed as a gas station. Based upon the previously developed nature of the site, the project is not expected to provide habitat for endangered, rare, or threatened species;

4. Based on the project review and available technical information, approval of the project would not result in significant effects relating to traffic, noise, air quality, or water quality; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Live Oak hereby:

1. **Recitals**. The Planning Commission hereby specifically finds that all of the facts set forth in the recitals above are true and correct and incorporated herein.

2. **CEQA Determination**. After reviewing and considering the project in its entirety and all the information provided, a determination is made pursuant to CEQA that the Project is categorically exempt pursuant to Section 15332 (In-fill Development) of the CEQA Guidelines, that none of the exceptions to the use of a categorical exemption set forth in CEQA Guidelines, Section 15300.2 apply to the project and the project does not present any unusual circumstances.

3. **Use Permit Findings**. Based upon analysis of the Use Permit application, and subject to the applicant's compliance with the Conditions of Approval, the following required Use Permit findings of Section 17.35.030(E) can be made (the required findings are in italics).

   a. *The proposal is consistent with the General Plan and any relevant specific plan, neighborhood plan, or area plan.*

      Evidence. The Community-Mixed Use General Plan Designation within which the property is located provides for all types of commercial uses. A restaurant with a drive-through is permitted with an approved Use Permit.

   b. *The site for the proposed use is adequate in size and shape to accommodate said use and its associated yards, parking, landscaping, and other improvements required by this title and other relevant City standards.*

      Evidence. The proposed use is adequate in size and shape to accommodate the use, with public access from State Route 99 and Nevada Street, with sufficient parking and landscaping.

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

      Evidence. Traffic resulting from the proposed use is anticipated to be consistent with commercial uses. The streets are adequate to carry the traffic generated by the proposed use.

   d. *The site design and the size and design of the building(s) will complement neighboring facilities.*

      Evidence. The site design and design of the building will complement and enhance the neighboring facilities with architectural elements and landscaping.

   e. *The establishment and operation of the use will not be detrimental to the health, safety, peace, comfort, and general welfare of persons residing or working in*

the vicinity of the proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

Evidence. The proposed use will be required to meet all building and code and other City requirements. Therefore, there should be no physical threats to any person or property.

Use Permit 26-03 is hereby approved for the construction of a new quick-serve restaurant with a drive-through subject to the Conditions of Approval provided as Exhibit A to this resolution.

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the Planning Commission of the City of Live Oak at a regular meeting thereof held on November 17, 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

_____
Jerry Stewart, Planning Commission Chair

ATTEST:

_____
Clarissa Menchaca, City Clerk

Exhibit:

a. Conditions of Approval

EXHIBIT A

CITY OF LIVE OAK
CONDITIONS OF APPROVAL
USE PERMIT 26-03
NOVEMBER 17, 2026

QUICK SERVE RESTAURANT WITH DRIVE-THROUGH
APN: 006-070-020
10375 LIVE OAK BLVD

NOTICE TO PROJECT APPLICANT

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

IMPORTANT: PLEASE READ CAREFULLY

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

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

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

conditions to ensure compliance with federal, state, or local laws and regulations does not preclude any other type of compliance enforcement.

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

CONDITIONS OF APPROVAL

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

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

   The City may, at any time, require the applicant to reimburse the City for costs that have been, or which the City reasonably anticipates will be, incurred by the City during the course of processing or defending any Third-Party Actions. The City shall provide applicant/property owner with an invoice detailing all reasonable costs incurred. Applicant/property owner shall tender to the City payment-in-full of all reasonable and necessary costs within thirty (30) days from the date upon the invoice. Applicant/property owner shall contact the City within a reasonable time to arrange any extension of the thirty (30) day time period for payment-in-full of the invoiced amount. Applicant/property owner further acknowledges and agrees, failure to timely tender payment-in-full to the City shall be considered a breach and non-compliance with the conditions of approval for the project. Applicant/property owner

shall also be required, upon request of the City, to deposit two month's estimated costs anticipated by the City to be incurred, which may be used by the City as a draw down account to maintain a positive balance pending tender of payment by Applicant/property owner as noted herein.

2. The site design shall be designed in substantial conformance with the site plan and elevations, as approved by the Planning Commission, or Community Development Director.

3. Approval of Use Permit 26-03 shall be null and void without further action if either 1) the project has not been substantially commenced within two years of the approval date of Use Permit 26-03; or 2) that a request for an extension of time, pursuant to the Live Oak Municipal Code has not been submitted to the City.

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

5. The Developer or Representative shall obtain an Encroachment Permit from the City prior to performing any work within the City public right-of-way.

6. An encroachment permit from the State of California Department of Transportation (CalTrans) will be required for any work to be done within any State Highway right-of-way. Encroachment Permit staff can be reached at (530) 741-4403 or d3encpermit@dot.ca.gov. A copy of this permit must be supplied to the City prior to approval of the improvement plans.

7. All exterior lighting shall be decorative in nature. No wall packs are permitted where lights are visible from the public right-of-way.

8. All electrical panels shall be located inside the building, painted to match the primary building, or screened from the public right of way.

9. Roof-mounted equipment shall be screened from the public view.

10. To help contain fugitive dust, construction sites shall be watered down during the construction phase of the project or as directed by the Public Works Department. Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.

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

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

13. The Developer shall comply with all City requirements related to drainage, including submittal of a drainage plan for any drainage improvements for the proposed

development. A drainage analysis, along with calculations, shall be submitted to the City Engineer for approval. The analysis shall include, but is not limited to:

a. Grading and drainage plan showing the proposed drainage conveyance and storage system.
b. Supporting calculations demonstrating adequacy of conveyance capacity and storage volume. The calculation analysis shall meet the requirements of the City and Caltrans.
c. The drainage analysis shall be completed and stamped by a Professional Engineer and determined by the City Engineer, if necessary, to be comprehensive, accurate, and adequate.

14. The development shall comply with all applicable Reclamation District 777 (RD 777) requirements related to drainage, including submittal of a drainage plan for any drainage improvements that utilize RD 777 facilities for approval by RD 777.

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

16. The development shall comply with all applicable mitigations of the Traffic Study or as otherwise approved by the Public Works Director.

17. As part of the onsite development, work is to include the construction of a raised island to restrict vehicles exiting the SR-99 driveway to right turns only, while maintaining right-in and left-in access. The island may be constructed to be a mountable type of curb to facilitate truck ingress/egress. The island shall be finished with stamped concrete or other decorative hardscape treatment. Final design is subject to review and approval by the Community Development Director.

18. Should left turn movements into the State Route 99 driveway cause traffic safety concerns, Caltrans may, at its discretion, install traffic control mitigation measures along State Route 99, which may include, but not limited to, permanent barriers restricting full access to driveways along State Route 99. Mitigation measures will be implemented based on necessity, and/or as approved by Caltrans.

19. Should traffic volumes and/or driveway use increase to levels that are negatively impacting north bound vehicle travel along SR-99, the City and/or Caltrans may require the removal of the existing parallel parking along State Route 99, south of the SR-99 driveway, the property owner is to install onsite signage as needed.

20. The drive-through speaker box shall be located, oriented, and operated in a manner that minimizes noise impacts to adjacent residential properties. The City may require adjustments to the speaker box location, orientation, volume, or other noise-mitigation measures if necessary to address noise impacts.

21. All queuing of vehicles must be maintained onsite. There shall be no stacking and/or queuing of vehicles entering the facility and/or waiting to access the drive–thru in the public right-of-way. “Public right of way” includes but is not limited to; State Route 99 and Nevada Street. Operational mechanisms are to be put in place to avoid any impact to the public right-of-way. Effective changes shall be implemented within 24 hours of notification by the City or may be revoked or modified per Live Oak Municipal Code Section 17.37.100, Permit and Variance Revocation or Modification.

22. Required Improvement Plan Notes:

    a. "Any excess materials shall be considered the property of the contractor/owner and shall be disposed of away from the job site in accordance with applicable local, state and federal regulations."

    b. "During construction, the Contractor shall be responsible for controlling noise, odors, dust and debris to minimize impacts on surrounding properties and roadways. The Contractor shall be responsible for all construction equipment to be equipped with manufacturers approved muffler baffles. Failure to do so may result in the issuance of an order to stop work."

    c. "If any hazardous waste is encountered during the construction of this project, all work shall be immediately stopped and the Sutter County Environmental Health Department, the Fire Department, the Police Department, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies."

    d. "The Contractor(s) shall be required to maintain traffic flow on affected roadways during non-working hours, and to minimize traffic restriction during construction. The Contractor shall be required to follow traffic safety measures in accordance with the CalTrans "Manual of Traffic Safety Controls for Construction and Maintenance Work Zones." The City of Live Oak emergency service providers shall be notified, at least two working days in advance, of proposed construction scheduled by the contractor(s)."

    e. "Soil shall not be treated with lime or other cementitious material without prior express permission by the Public Works Department."

    f. "Should any field conditions, conflicts, errors, and/or omissions be overlooked during the design review process, or during construction of the development, then any additional work identified during construction shall be implemented by the Developer at the Developer's expense."

23. All underground drainage structures, catch basins, culverts, etc. shall completely drain so mosquitos cannot lay eggs. Structures shall have removable lids and caps to allow for inspections and treatment should they hold water, or as approved by the Public Works Director. Inspections to be coordinated with Sutter-Yuba Mosquito and Vector Control District.

24. The proposed commercial driveway on Nevada Street shall be constructed in accordance with the Live Oak Public Works Improvement Standard Detail 206 as a "Parkway Sidewalk."

25. Frontage improvements along Nevada Street shall consist of curb, gutter, and sidewalk constructed in accordance with City of Live Oak Public Works Improvement Standard Details 202-5 "Barrier Curb and 204 – 5-foot-wide sidewalk minimum." Sidewalk shall connect to the existing pedestrian facilities at the northeast corner of Nevada Street and Live Oak Blvd, or as approved by the Public Works Director.

26. A grading and drainage plan shall be provided which accounts for the increase in impervious areas and runoff in accordance with the Live Oak Public Works Improvement Standards. Grading plans shall provide existing topographic surface elevations to show conforms to existing improvements and neighboring properties. Vertical datum should reference and be consistent with City of Live Oak datum.

PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY

27. All sidewalks along the City and Caltrans rights-of-way shall be free of any non-control joint cracking. In addition, any concrete with cracks, chips, blemishes, and spalling greater than an inch in diameter shall be replaced from control joint to control joint.

28. Prior to issuance of any certificate of occupancy, all underground utilities, public improvements, and site improvements, including rough grading, shall be completed in accordance with City requirements.

29. Applicant shall comply with all applicable CALGreen construction and demolition debris diversion requirements and provide any required documentation as part of project approval and permitting.

30. Prior to the issuance of a certificate of occupancy, all reduced pressure backflow preventers shall be tested and a backflow preventer certification performed by an AWWA licensed tester shall be submitted to the Public Works Department.

31. Development of this property shall require satisfaction of the Sutter Butte Basin Regional Levee Improvement Development Impact Fee (LDIF) through one of the following methods:

    1. Upfront payment of the Regional LDIF;
    2. Financing of the fee through a lawfully established Assessment District or Community Facilities District (CFD), as documented within an agreement or memorandum by the Land Use Agency;
    3. Voluntary early advance payment of the fee at the time of application for a tentative subdivision map, parcel map, or other discretionary land use approval, at the applicable rate, as documented within an agreement or memorandum by the Land Use Agency; or

    At the discretion of the Land Use Agency, payment of the Regional LDIF or execution of an agreement satisfying the Regional LDIF obligation shall occur prior to issuance of building permits or prior to issuance of a certificate of occupancy. The applicant shall provide all information necessary to calculate the project's flood protection impact. For questions regarding the Regional LDIF, contact SBFCA at (530) 755-9859.

32. Prior to Certificate of Occupancy for the development, the project applicant and/or property owner shall be responsible for payment of their fair share for traffic impact fees associated with the intersection improvements at SR 99/Nevada Street established by the Traffic Engineer – Flecker Associates in the amount of **$8,875**. Fees are to adjust with the ENR inflation index annually.

CITY OF LIVE OAK
STAFF REPORT

Date: November 17, 2026

To: Honorable Chair & Members of the Planning Commission

From: Jaspreet Kaur, Community and Economic Development Director

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Subject: Consideration to Approve Tentative Parcel Map 26-01 for 10295 Larkin Road

Summary: Recommendation: A. Conduct a Public Hearing and make the necessary findings to:

B. Adopt a Resolution determining the project is Categorically Exempt from environmental review pursuant to CEQA Guidelines Section 15315, Minor Land Divisions, and approve Tentative Parcel Map 26-01, subject to the Conditions of Approval, creating two lots on approximately 0.70-acres located at 10295 Larkin Road.

Purpose:
Consideration of Tentative Parcel Map 26-01 to subdivide the 0.70-acres into two new parcels.

Background:
Applicant/Owner: Jason Banks

Project Location: 10295 Larkin Road

General Plan: Commercial Mixed Use

Zoning: C-MU

The property owner for 10295 Larkin Road submitted an application to split an existing 0.7-acre property identified as Assessor Parcel Number (APN) 06-093-004 into two properties (proposed project). The subject property is located west of Larkin Road and east of Highway 99 and is currently zoned Commercial Mixed Use (C-MU) and is designated Commercial Mixed Use (C-MU) in the Live Oak General Plan. The property currently includes two existing single-family residences, and an existing duplex residence with a shed. The applicant is proposing to develop Parcel 1 into future commercial use and will demo the existing building. The duplex on Parcel 2 shall remain as is.

Analysis:
Pursuant to Chapter 16.12.030 of the Live Oak Municipal Code, Planning Commission approval of a Tentative Parcel Map is required to split an existing property and create a new parcel. The existing 0.7-acre property is proposed to be split into two properties consisting of a new approximately 14,437-square-foot property (Parcel 1) and a new approximately 17,050-square foot property (Parcel 2). The proposed project includes no site improvements.

The City has reviewed the proposed Tentative Parcel Map and provided draft conditions of approval, as detailed in the attached resolution.

Pursuant to the Live Oak Municipal Code, once the Tentative Parcel Map is approved by the Live Oak Planning Commission, the applicant will then prepare a Final Parcel Map incorporating all conditions of approval, subject to review by the City Engineer, which will then go to City Council for final approval. The Final Parcel Map will then be delivered to Sutter County for recordation.

Environmental Review:

The project is determined to be exempt from the provisions of the California Environmental Quality Act (CEQA) under Class 15, Section number 15315 (Minor Land Divisions) which consists of the division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous two years, and the parcel does not have an average slope greater than 20 percent.

Recommendation:
A. Conduct a Public Hearing and make the necessary findings to:

B. Adopt a Resolution determining the project is Categorically Exempt from environmental review pursuant to CEQA Guidelines Section 15315, Minor Land Divisions, and approve Tentative Parcel Map 26-01, subject to the Conditions of Approval, creating two lots on approximately 0.70-acres located at 10295 Larkin Road.

Attachments:
Attachment 1 - Resolution Approving TPM 26-01
Exhibit A - TPM 26-01 Conditions of Approval
Exhibit B - TPM 26-01
Attachment 2 - Location Map

ATTACHMENT 1

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LIVE OAK APPROVING TENTATIVE PARCEL MAP 26-01, SUBJECT TO THE CONDITIONS OF APPROVAL AND DETERMINE THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW PURSUANT TO CEQA GUIDELINES SECTION 15315, MINOR LAND DIVISIONS, LOCATED AT 10295 LARKIN ROAD, ASSESSOR'S PARCEL NUMBER 06-093-004.

WHEREAS, the City received an application for a requested tentative parcel map to subdivide a 0.7-acre property into two separate parcels. The project site is located at 10295 Larkin Road (APN 06-093-004); and

WHEREAS, the property is within Live Oak's city limits; and

WHEREAS, a review of the General Plan and Zoning Regulations determined the proposed subdivision is consistent with the Live Oak General Plan and Zoning Regulations; and

WHEREAS, the City of November 7, 2026, published a legal notice and a Public Hearing notice was mailed to each property owner within at least 300 feet of the project site in compliance with State law concerning the Planning Commission's consideration on November 17, 2026; and

WHEREAS, the project meets the requirements for a Class 15 categorical exemption from the California Environmental Quality Act (CEQA) under CEQA Guidelines Section Minor Land Divisions; and

WHEREAS, on November 17, 2026, the Planning Commission duly held a public hearing on the matter and received and considered evidence both oral and documentary.

NOW, THEREFORE, BE IT RESOLVED the Planning Commission of the City of Live Oak resolves and orders as follows:

Environmental Review: Based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, section 15315 and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines:

1. The project proposes the division of a property located within an area zoned for residential with less than four parcels.
2. The proposed subdivision is consistent with the City of Live Oak General Plan and zoning regulations, requires no variances or exceptions, and has access to existing public services and infrastructure. Therefore, the project is exempt from further environmental review under CEQA.
3. The parcel does not have an average slope greater than twenty.

4. The parcel was not involved in the division of a larger parcel within the previous two years.

Findings: None of the following findings set forth in Live Oak Municipal Code Section 16.14, and the California Subdivision Map Act Section 66474 that require the City to deny the approval of a tentative map apply to this project

1. The proposed tentative map is not consistent with the with the City of Live Oak General Plan, any applicable specific plan, Zoning Regulations, the Improvement Standards, the Citywide Design Guidelines, or any portions of the City of Live Oak Municipal Code or its standards and specifications, or the Subdivision Map Act;
2. The site is not physically suited for the proposed density of development.
3. The site is not physically suited for the proposed type of development.
4. The design of the subdivision or the type of improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
5. The design of the subdivision or the type of improvements is likely to cause serious public health problems.
6. The design of the subdivision or the type of improvements will conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

AND, BE IT FURTHER RESOLVED, that the Planning Commission, approves Tentative Parcel Map 26-01, subject to the Conditions of Approval as provided in Exhibit A.

PASSED AND ADOPTED by the City Council of the City of Live Oak this 17th day of November 2026, by the following vote:

AYES:
NOES:
ABSENT:
NOT VOTING:

APPROVED:

_____
Jerry Stewart, Chairperson

ATTEST:

_____
Clarissa Menchaca, City Clerk

Attachments:
Exhibit A: Conditions of Approval

EXHIBIT A

CITY OF LIVE OAK
CONDITIONS OF APPROVAL
TENTATIVE PARCEL MAP 26-01
NOVEMBER 17, 2026

BANKS PARCEL MAP
10295 LARKIN ROAD
APN: 006-093-004

NOTICE TO PROJECT APPLICANT

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

IMPORTANT: PLEASE READ CAREFULLY

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

Discretionary conditions of approval may be appealed. All code requirements, however, are mandatory and may only be modified by variance, provided the findings can be made.

All discretionary conditions of approval will ultimately be deemed mandatory unless appealed by the applicant to the City Council within ten (10) days after the decision by the Planning Commission. In the event you wish to appeal the Planning Commission's decision or discretionary conditions of approval, you may do so by filing a written appeal with the City Clerk. The appeal shall state the grounds for the appeal and wherein the Commission failed to conform to the requirements of the zoning ordinance. This should include identification of the decision or action appealed and specific reasons why you believe the decision or action appealed should not be upheld.

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

CONDITIONS OF APPROVAL

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

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

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

2. Preparation of the Final Parcel Map and lot design shall comply with all related provisions of the California Subdivision Map Act, Live Oak Municipal Code, Live

Oak Improvement Standards, and in conformance with TPM 26-01, as approved by the Planning Commission

3. The development and operation of the project shall comply with CEQA Guidelines sec. 15315 Minor Land Divisions.

4. The development and operation of the project shall comply with all local, state, and federal codes (including Building and Fire codes) and local development standards.
    a. The Developer or Representative shall obtain an Encroachment Permit from the City prior to performing any work within city right of way.
    b. The Developer or Representative shall obtain an Encroachment Permit from Caltrans prior to performing any work within the public right of way.
5. Any new development shall be serviced with underground utilities. No new overhead utilities, including but not limited to electrical and telecommunications are allowed, except as otherwise determined by the Community Development Director.

PRIOR TO APPROVAL OF IMPROVEMENTS PLANS

6. The improvement plans for the development of the subject property shall include all measures required to ensure that no drainage runoff resulting from the development of the property flow onto the adjacent lands or impede the drainage from those lands. At first submittal of the improvement plans, provide existing / proposed grades at the perimeter of the proposed development, and existing grades at the adjacent lands. If retaining walls are required, they shall be constructed of concrete or masonry block.

7. Obtain all necessary approvals from City, State, and Federal agencies, utilities and other effected parties that are required for the project including, but not limited to, the preparation of drawings, studies, reports and permit applications, and payment of fees.

8. The development shall comply with all applicable Reclamation District 777 requirements related to drainage, including submittal of a drainage plan for any drainage improvements that utilize RD 777 facilities for approval by RD 777.

9. Prior to new development, all existing well(s), septic tank(s), and service lines shall be destroyed in accordance with the requirements of the Sutter County Environmental Health and Live Oak Building Departments, or as approved by the Public Works Director. New connections shall be made to public sewer and water. The Developer shall pay all applicable fees.

PRIOR TO RECORDING FINAL MAP

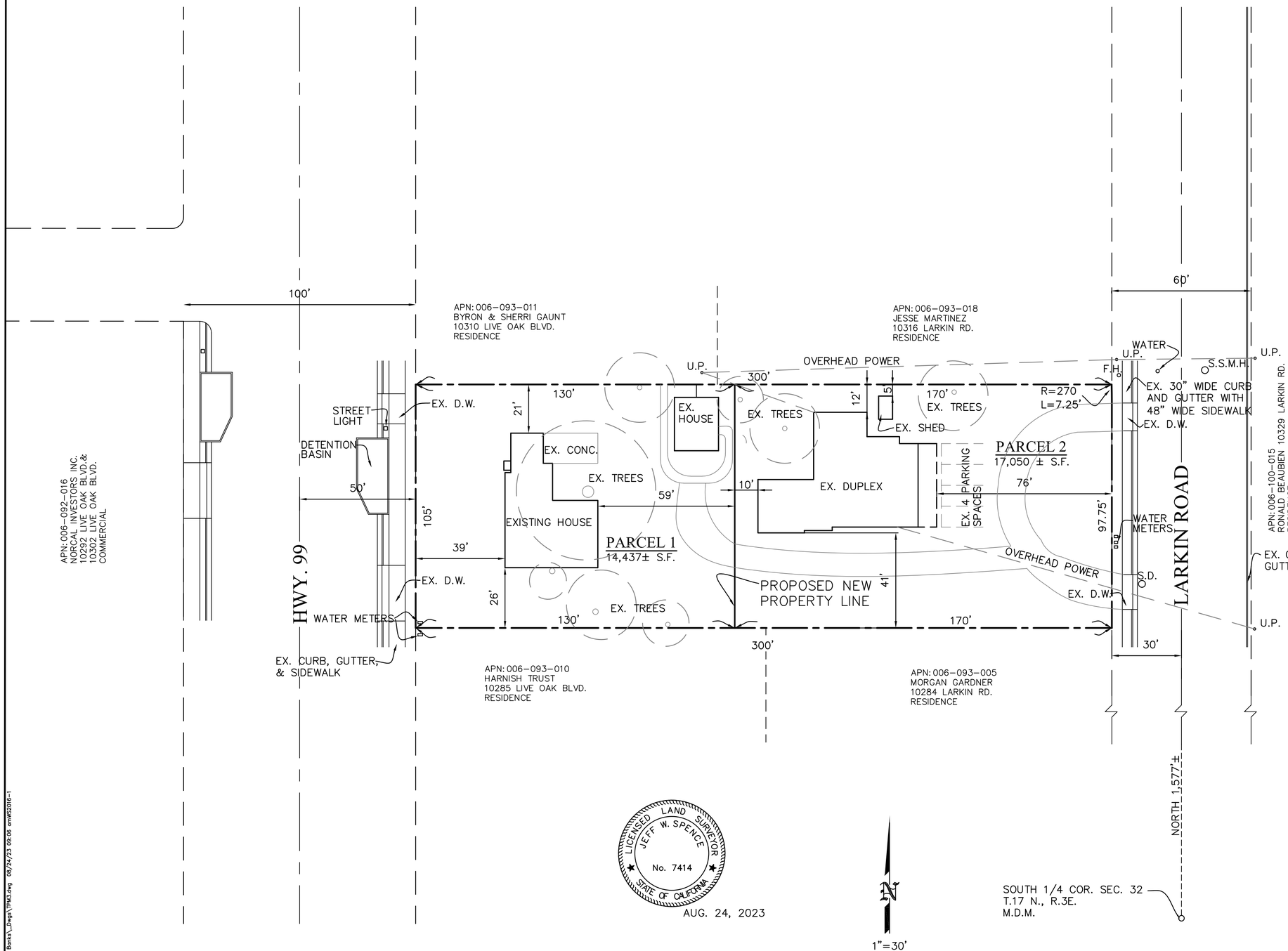
10. With the recordation of the map, the owner(s) are to dedicate Public Utility Easements along the adjacent street frontages to meet public work requirements. Confirmation of easement widths are to be approved by the Public Works Director prior to the recordation of the map.

PRIOR TO CERTIFICATE OF OCCUPANCY

11. Parcels 1 and 2 shall be connected to City water and sewer systems in accordance with the Public Works Improvement Standards, or as approved by the Public Works Director. The owner/developer shall pay applicable water, sewer and storm water fees in effect at the time building permits are issued. Sewer and water utility services shall be sized at the time of the proposed new construction or redevelopment for each parcel. Any utilities that cross adjacent properties are to utilize appropriate easements. Any existing connection and impact fee credits are to be consider eligible towards new development in accordance with the City's Municipal Code.

12. Development of this property will require payment of the Sutter Butte Basin Regional Levee Improvement Program Development Impact Fee (DIF) pursuant to Live Oak Ordinance No. 585. The DIF fees are to be paid (or an agreement entered into with the City of Live Oak and SBFCA that constitutes satisfaction of the DIF obligation) prior to issuance of a Certificate of Occupancy. For questions pertaining to the DIF, please contact Sutter Butte Flood Control Agency at (530) 755-9859 or go to https://sutterbutteflood.org/finance/regional-levee-dif.

13. As aplicable, the Post Construction Statement of Responsibility shall be recorded at the Sutter County Recorder's Office.



PROJECT INFORMATION:

OWNER/ APPLICANT:	JASON BANKS 3325 PRESLEY AVE. LIVE OAK, CA 95953 530-632-9922
ENGINEER:	LAUGHLIN AND SPENCE JEFF SPENCE 1008 LIVE OAK BLVD. YUBA CITY, CA 95991 530-671-10081
EXISTING AND PROPOSED ZONING:	C-MU/ COMMERCIAL MIXED USE
EXISTING AND PROPOSED USE:	COMMERCIAL PROPOSED/ MULTI FAMILY EXIST.
LAND AREA:	0.70 AC.
ASSESSOR'S PARCEL No.:	006-093-004

NOTES:

WATER:	CITY SERVICES, COMMERCIAL USE MAY REQUIRE INCREASING SERVICE LINE(S)
SEWER:	CITY SERVICES, COMMERCIAL USE MAY REQUIRE INCREASING SERVICE LINE(S)
UTILITIES:	PG&E, AT&T
TOTAL LOTS:	2
PROPOSED IMPROVEMENTS:	NONE (EXCEPT POSSIBLE SERVICE SIZES NOTED ABOVE)
COMMUNICATIONS:	OWNER/APPLICANT, ENGINEER
EASEMENTS, R/W:	NO EASEMENTS ARE PROPOSED.
SLOPE:	LESS THAN 1% FROM OF LOT TO STREET.

NOTES:

1. ALL IMPROVEMENTS SHOWN ARE EXISTING.
2. ALL DIMENSIONS ARE APPROXIMATE.
3. NO IMPROVEMENTS ARE PROPOSED FOR PARCEL 2. THE STRUCTURES ON PARCEL 1 TO BE DEMOLISHED AND CONSTRUCTED WITH A COMMERCIAL USE IN THE FUTURE. NO FUTURE PHASING IS PROPOSED BEYOND THAT LISTED.
4. PROPERTY IS NOT KNOWN TO FLOOD DURING HIGH RAINFALL EVENTS.
5. NO ZONING EXCEPTIONS ARE BEING REQUESTED AS A PART OF THIS PROPERTY DIVISION.
6. UTILITIES FOR SEWER, WATER, GAS, ELEC. ETC. ON PARCEL 2 TO BE DETERMINED BASED ON FUTURE USE.

TENTATIVE PARCEL MAP

BEING LOT 1 OF BLOCK 1 OF THE "WALNUT GROVE ADDITION" SUBDIVISION AS RECORDED IN BOOK 5 OF SURVEYS, AT PAGE 64, SUTTER COUNTY OFFICIAL RECORDS; ALSO BEING A PORTION OF THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 17 NORTH, RANGE 3 EAST, M.D.B&M.

THIS IS NOT AN ENGINEERED SITE SURVEY. PROPERTY BOUNDARIES ARE BASED ON PREVIOUS RECORD MAP. STRUCTURE LOCATIONS SHOWN ON THIS DRAWING HAVE NOT BEEN SURVEYED IN RELATION TO PROPERTY LINES.

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ATTACHMENT 2



Location Map

10295 Live Oak Blvd