City of San Pablo

Meeting Agenda

Planning Commission

Council Chambers
13831 San Pablo Avenue
San Pablo, CA 94806
(510) 215-3030
www.SanPabloCA.gov

Chairman Paul Morris
Vice Chair Charlene Harlan-Ogbeide
Roberta Feliciano
Yuhong "Sophia" Shi
Dorothy Gantt

Tuesday, August 27, 2019 **6:00 PM** **Council Chambers**

In accordance with the Americans with Disabilities Act, persons requiring assistance or auxiliary aids in order to participate should contact the Community & Economic Development Department at City Hall, 13831 San Pablo Avenue, Building 3, San Pablo, or by calling (510) 215-3030, as soon as possible prior to the meeting. The city will give such requests primary consideration, taking into account undue financial and administrative burdens or fundamental alterations in the city service, program or activity.

Copies of this Agenda and non-exempt public records relating to an open session item on this agenda will be available for public view at the Community & Economic Development Department, 13831 San Pablo Avenue, Building 3, San Pablo. The full agenda packet may also be viewed on the city website at www.SanPabloCA.gov.

PLEDGE OF ALLEGIANCE

ROLL CALL

Speakers wishing to address the Planning Commission on a specific agenda item should file a form with the Recording Secretary indicating the agenda item. The Chair will invite you to speak at the appropriate time when the matter is being considered. If you desire to address the Commission, please file your name and address with the Recording Secretary on forms available at the podium. We also ask that all cell phones be turned off or silenced during the meeting.

STAFF INTRODUCTIONS

PUBLIC COMMENT

The public is welcome at this time to address the Planning Commission on items that are NOT listed on tonight's agenda. Comments are limited to three (3) minutes per speaker. Any public comments made at this time regarding an item pending before the Commission do not go into the public record of that item.

APPROVAL OF MINUTES

1. #19-404 MINUTES OF THE MEETING OF JUNE 25, 2019

Recommendation: APPROVE

APPEAL DATE

The appeal date for actions taken by the Commission at this meeting is no later that 6:00 p.m. on Tuesday, September 10, 2019.

PUBLIC HEARINGS

2. #PC19-035 CONSIDERATION OF A CONDITIONAL USE PERMIT FOR PLANET FITNESS, A 24-HOUR FITNESS AND EXERCISE CLUB, AT 13222 SAN PABLO AVENUE, APN: 417-211-007

Recommendation: Conduct public hearing; adopt Resolution

3. #PC19-026 MAJOR DESIGN REVIEW FOR A NEW TWO-STORY, PODIUM-STYLE BUILDING FOR A KIDNEY DIALYSIS CENTER AT 13352 SAN PABLO AVENUE, APN: 417-280-016.

Recommendation: Conduct public hearing; adopt Resolution

STAFF UPDATES

A. Announcements
B. Community & Economic Development Projects Status

COMMISSIONER UPDATES

A. Commissioner Member Reports Regarding Meetings or Conferences
B. Announcements

ADJOURNMENT

The next meeting of the City of San Pablo Planning Commission is scheduled on Tuesday, September 24, 2019.

File #: #19-404, **Version:** 1

MINUTES OF THE MEETING OF JUNE 25, 2019

RECOMMENDATION
APPROVE

City of San Pablo Planning Commission
MINUTES

Tuesday, June 25, 2019 at 6:00 pm
City Hall Council Chambers, Building 2
13831 San Pablo Avenue, San Pablo, CA 94806

Roll Call
Chairman Morris called the meeting to order at 6:00 p.m. Call of the roll showed present: Commissioner Shi, Commissioner Feliciano, Commissioner Gantt, Chairman Morris and Vice Chair Harlan-Ogbeide. Staff present at the meeting included: Elizabeth Dunn, Planning Manager; Sandra Marquez, Assistant Planner; Lynn Tracy Nerland, City Attorney; Charles Ching, Community & Economic Development Director; Michelle Chavez, Administrative Secretary; Lehny Corbin, Deputy City Clerk.

Public Comment
None.

Meeting Procedures
Members of the public attending a Planning Commission meeting for the first time were encouraged to read the "Meeting Procedures" information following the agenda.

Approval of the Minutes
Commissioner Gantt made a motion to approve the Minutes. The motion was seconded by Vice Chair Harlan-Ogbeide and approved by a vote of 5-0-0.

AYES:	Feliciano, Gantt, Shi, Harlan-Ogbeide, Morris
NOES:	None
ABSENT:	None
ABSTAIN:	None

Appeal Date
Planning Manger Dunn, announced that the appeal date for actions taken by the Planning Commission at this meeting would be no later than 6:00 p.m. on Monday, July 8, 2019 and not the June 11, 2019 date on the agenda.

Public Hearing(s)

1. PLAN1901-0013: A request for approval of a Conditional Use Permit to allow multiple uses including a community and religious assembly use, a filming studio, offices and a café in an existing commercial building located at 13041 San Pablo Avenue, APNs 526-020-011, 014, 015. The community and religious assembly use is allowed, subject to a conditional use permit approval as required in Section 17.34.030 of the City's Zoning Ordinance. The request also includes parking waivers, which would reduce the required number of off-street parking space from 28 spaces to 20 spaces. Staff recommendation is approval of the conditional use permit subject to the conditions of approval included in the resolution.

Location	13041 San Pablo Avenue (corner of San Pablo Avenue and Rheem)
APN	APNs 526-020-011, 014, 015
Zoning	SP2- San Pablo Specific Plan- Commercial Mixed Use
CEQA	Categorical Exemption under Section 15301, Existing Facilities Class 1
Owner	Dito Prospero
Applicant	Claudia Cordoba for RMedia Corporation (business owner)

Assistant Planner Marquez presented the staff report and answered questions from the Commissioners. Questions were raised regarding whether the café will be open to the public and whether the parking lot will be newly paved. A lot merger is required to ensure that parking will always be related to the building and not on a separate parcel. The Public Hearing was opened. Claudia Cordoba, business owner for RMedia Corporation, indicated that she accepted all the conditions of approval. The Public Hearing was closed. Vice Chair Harlan-Ogbeide made a motion, seconded by Commissioner Gantt, to adopt Resolution PC19-06 for approval for a Conditional Use Permit to allow multiple uses including a community and religious assembly use, a filming studio, offices and a café.

AYES:	Feliciano, Gantt, Shi, Harlan-Ogbeide, Morris,
NOES:	None
ABSENT:	None
ABSTAIN:	None

Staff Updates

Community & Economic Development Director Ching informed Commissioners that all New City Hall permits have been issued and approved. Last month's recommendation from the Planning Commission for an alcohol license for Koi Sushi was approved by City Council.

Commissioner Updates

Chairman Morris requested the reinstatement of an annual dinner honoring Planning Commissioners.

Adjournment

There being no further business, Chairman Morris adjourned the meeting at 6:30 p.m. to the July 23, 2019 meeting.

Paul V. Morris, Chairman

Charles Ching, Secretary

File #: #PC19-035, **Version:** 1

PREPARED BY: Daniel Hoffman **DATE OF MEETING:** 8/27/19

SUBJECT:
CONSIDERATION OF A CONDITIONAL USE PERMIT FOR PLANET FITNESS, A 24-HOUR FITNESS AND EXERCISE CLUB, AT 13222 SAN PABLO AVENUE, APN: 417-211-007

Location: 13222 San Pablo Avenue
APN: 417-211-007
Zoning: SP2- San Pablo Specific Plan- Regional Commercial (Entertainment Overlay District)
CEQA: Exempt under Section 15301, Class 1, Existing Facilities
Owner: Save Mart Supermarkets
Applicant: Andrew Davies for N Consulting Engineers
Staff Contact: Daniel Hoffman, Contract Assistant Planner

Conduct public hearing; adopt Resolution

REQUESTED ACTION

A request for approval of a Conditional Use Permit to allow a 24-hour fitness and exercise club use in an existing vacant commercial building located at 13222 San Pablo Avenue on 2.49-acre parcel, APN 417-211-007. The project is located within the Regional Commercial (Entertainment Overly District) portion of the San Pablo Avenue Specific Plan. Pursuant to Table 2-2 of the Specific Plan, dance and fitness uses are allowed in this area with an administrative use permit. But because business operations are proposed between the hours of 12:00 a.m. and 7:00 a.m., the project is required to obtain a conditional use permit approval, pursuant to Section 17.20.040(I) of the City's Zoning Ordinance. Section 17.16.070 of the Zoning Ordinance requires a project to be reviewed by the highest level of approving authority when multiple permits are required. Since the administrative use permit is reviewed by the zoning administrator and the conditional use permit is reviewed by the Planning Commission, the Planning Commission will review both permits concurrently. Staff recommendation is approval of the administrative use permit and the conditional use permit subject to the conditions of approval included in the resolution.

Surrounding Zoning and Land Uses:

The subject commercial building is located a Regional Commercial (Entertainment Overlay District) Use area in the southern part of the San Pablo Avenue Specific Plan.

North: SP2- Regional Commercial (Entertainment Overlay District)

South: SP2- Regional Commercial

East: SP2- Regional Commercial

West: SP2- Regional Commercial (Entertainment Overlay District)

PUBLIC HEARING NOTICE

Notices were mailed to owners of properties within a 300-foot radius of the site on August 14, 2019. In addition, a Public Hearing Notice was published in the East Bay Times newspaper on Saturday, August 17, 2019.

SITE LOCATION AND PROJECT DESCRIPTION

The applicant is requesting approval of an Administrative Use Permit and Conditional Use Permit for a fitness and exercise club, to operate on a 24-hour basis, in an existing 26,787 square foot commercial building located at 13222 San Pablo Avenue. The project location is in the Regional Commercial (Entertainment Overlay District) designation within the San Pablo Avenue Specific Plan (SP2). Pursuant to Table 2-2 of the Specific Plan, the fitness use requires an administrative use permit. Pursuant to Section 17.34.030(I) of the City's Zoning Ordinance, any businesses operating between 12:00 a.m. (midnight) and 7:00 a.m. requires a conditional use permit.

The existing commercial building and parking lot are sited on a single parcel identified as 13222 San Pablo Avenue, APN 417-211-007. The site is part of a larger shopping plaza that supports other tenants including a grocery store and discount store who share a common parking lot. The proposed new tenant, Planet Fitness, is a national franchisor with 57 locations in California. Under this application, Planet Fitness proposes to reconfigure the existing building interior to include approximately 10,403 square feet of work-out area that would include cardio, strength, and conditioning equipment. The redevelopment would also reconfigure 2,109 square feet for locker and shower facilities, 1,372 square feet for a massage and tanning area, and 2,637 square feet for storage/utility. The business would not offer classes and all massage and tanning offerings would be self-operated by machines and restricted to individuals over the age of 18 unless authorized by the parent or legal guardian for individuals over the age of 14. The applicant also proposes to make exterior improvements to the existing building façade, as depicted in Attachment C (Elevations). As a condition of approval, the applicant would be required to submit an application for administrative sign design review for any newly proposed signage.

GENERAL PLAN CONFORMANCE

The site is designated a land use of Regional Commercial within the General Plan. The proposed use is consistent with the following General Plan Actions and Policies for the Regional Commercial land use category:

> ***Policy LU-I-25: Neighborhood Retail, Regional Retail, and Industrial Mixed Use***
> *Identify and promote desirable sites for employment-generating commercial, industrial, and other businesses wishing to locate in San Pablo.*

The proposed use is desirable in that it would generate 14 new jobs within San Pablo and it would occupy an otherwise unused commercial site. The project would positively contribute to the vitality of San Pablo by creating jobs and stimulating local neighboring businesses.

The proposed use is also consistent with the following policy within the General Plan Health Element:

> ***Policy HEA-G-1: Healthy Transportation and Physical Activity***
> *Ensure that all San Pablo residents have access to a variety of transportation and physical activity options that enhance health and that work for diverse lifestyles, incomes, and abilities.*

Planet Fitness would provide San Pablo residents an additional resource to maintain and improve physical fitness and activity. The business would provide the use of cardio and strength equipment and establish a community centered on improving physical health and fitness.

For the reasons mentioned above, Planning Staff finds that the proposed use is consistent with the San Pablo General Plan land use designation and policies.

ZONING CONFORMANCE

The subject property is located in the San Pablo Avenue Specific Plan (SP-2). Under that plan, the land use designation is Regional Commercial with an Entertainment Overlay District. Fitness uses are an allowed use under this SP-2 designation. The proposed use, without the 24-hour component, would typically be allowed with an administrative use permit and thus not within the purview of the Planning Commission. However, pursuant to Section 17.20.040(I) of the City's Zoning Ordinance, the 24-hour operation requires a Conditional Use Permit before the use can be permitted:

> ***§17.20.140(I) Hours of Operation****. [A] Use permit is required for businesses operating between midnight and seven a.m.*

With any proposed 24-hour business, safety and security for customers, employees, and neighbors are of specific concern. In order to ensure that the establishment of a 24-hour use would not be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood, Planning Staff referred the project to the City's Police Department for comment. As a result, the Police Department offered suggestions as related to the project's security system. Specifically, the Department has recommended that the business install and maintain security cameras that face the parking lot and that the system be shared with the Department to support potential investigation. In addition, it was recommended that surveillance system to be connected to the Department's existing infrastructure. These recommendations have been conveyed to the applicant and have been taken forward as conditions of approval for the project.

The project would occupy a 26,787 square foot building that would receive interior tenant improvements, such as the construction of new demising walls, to support 10,403 square feet of work out area. The redeveloped building would also house 2,109 square feet for locker and shower facilities, 1,372 square feet for a massage and tanning area, and 2,637 square feet for storage/utility. The applicant is proposing exterior improvements to the building; as depicted in the building elevations in Attachment C, the exterior of the building would be improved with a new storefront, framing, and glazing, as well as new illuminated signage.

The existing building conforms with development standards within the Specific Plan and Zoning Ordinance. The building footprint would not be expanded nor would the current height of the building (which is 23' 3") be increased. The building currently complies with development standards pertaining to setbacks, lot coverage, height, and parking. A breakdown of these standards is provided in the table below.

Development Standard	Requirement	Provided
Front Setback	0 - 5 feet	~240 feet (existing)
Side Setback	None	~130 feet (existing)
Rear Setback	None	~100 feet (existing)
Lot Coverage	90%	25% (existing)
Building Height	60 feet	23' 3" (existing)
Parking Spaces	324 spaces for the entire shopping center (including all tenants)	694 spaces for the entire shopping center (including all tenants)

Parking requirements are calculated pursuant to Table 3-3 of the San Pablo Specific Plan: (1) space per 400 SF - 666 SF of floor area per general retail use. The neighboring tenants, Fallas Paredes Discount Store and Food Maxx, total 25,709 SF and 77,203 SF of floor space, respectively and thus require 64 and 193 parking spaces respectively. Because Planet Fitness would occupy a 26,787 square foot building, the proposed use would require 67 parking spaces. Therefore, current and proposed tenants are required to supply 324 spaces (64 + 193 + 67), and would comply with parking standards.

Chapter Four of the San Pablo Avenue Specific Plan covers Urban Design and Building Development Standards. Within this chapter, the project site is specifically mentioned with the following Guiding Policy:

> ***4-G-7:*** *Allow continued operation of the establishments at the Big Lots/Food Maxx site. Promote intensification of existing uses. At such time when the site is redeveloped, promote regional commercial uses and an active street frontage along San Pablo Avenue, with heightened pedestrian accessibility and parking located in the rear of the block.*

Approval of the Conditional Use Permit would support Guiding Policy 4-G-7 of the San Pablo Avenue Specific Plan in that the project would intensify existing uses on the subject site. The site currently supports a grocery store (Food Maxx) as well as a discount store (Fallas Paredes). By adding a fitness/exercise club to the commercial site, the overall use of the site would be intensified. Furthermore, because major redevelopment of the site is not proposed at this time, the design goals mentioned in Guiding Policy 4-G-7 are not applicable.

ADMINISTRATIVE USE PERMIT

As stated above, the Specific Plan requires that fitness uses obtain an administrative use permit. The applicant has submitted a narrative which discusses the business plan, hours of operation and nature of the services. Attachment B is the narrative of the proposed uses, and Attachment C is the site plan, floor plan, and elevations of the existing building. Photos have also been included in Attachment D. Section 17.16.070 of the Zoning Ordinance requires the Planning Commission to review the administrative use permit and the conditional use permit concurrently. Staff has recommended approval of the administrative use permit, based on the following findings required by section 17.18.080 of the Zoning Ordinance:

ADMINISTRATIVE USE PERMIT FINDINGS

A. The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this zoning ordinance, municipal code, general plan, and any applicable

specific plans or city regulations/standards.

Dance and fitness uses are allowed in the zoning district with an administrative use permit, pursuant to Table 2-2 of the Specific Plan. The existing building meets the development standards of the Zoning Ordinance and Regional Commercial (Entertainment Overlay) district within the San Pablo Avenue Specific Plan (SP-2).

B. The site is physically suited for the type, density, and intensity of the proposed use, including access, utilities, and the absence of physical constraints, and can be conditioned to meet all related performance criteria and development standards.

The site has previously accommodated commercial uses in the past and is suitable for the proposed use in having adequate access and utilities. The proposed use would meet all development standards and performance criteria within the Zoning Ordinance and San Pablo Avenue Specific Plan. The proposed use will also undergo tenant improvements and be required to obtain all applicable building permits for the specific occupancy types.

C. Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity in which the project is located.

Granting the Use Permit for a 24-hour fitness club will allow a currently vacant building to be occupied by a use that benefits San Pablo. Pursuant to Conditions of Approval for the permit, the proposed 24-hour operation will be monitored by a security surveillance system which will be coordinated with local police enforcement. The project also complies with the development standards per the Zoning Ordinance and would be compatible with nearby commercial uses in the vicinity. For these reasons, the granting of the Use Permit will not materially affect adversely the health or safety of persons residing or working in the neighborhood of the property of the applicants and will not, under the circumstances of the particular case, be materially detrimental to the public welfare or injurious to property or improvements in the neighborhood.

CONDITIONAL USE PERMIT

As stated above, fitness and exercise clubs do not typically require approval by the Planning Commission. However, due to the 24-hour component of the use, a Conditional Use Permit and therefore approval by the Planning Commission is required pursuant to Section 17.20.040(I) of the San Pablo's Zoning Ordinance. The applicant has submitted a narrative which discusses the business plan, hours of operation and nature of the services. Attachment B is the narrative of the proposed uses, and Attachment C is the site plan, floor plan, and elevations of the existing building. Photos have also been included in Attachment D. The existing building has been vacant for less than a year and if the Conditional Use Permit is approved, the building will tenant improvements to accommodate the proposed uses. Section 17.16.070 Approving Authority, of the Zoning Ordinance, recognizes the Planning Commission has the approving authority for Conditional Use Permits.

CONDITIONAL USE PERMIT FINDINGS

A. That the granting of the Conditional Use Permit and establishment, maintenance, or operation of the use, under the circumstances of the particular case, will not be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the city.

.

Granting the Use Permit for a 24-hour fitness club will allow a currently vacant building to be occupied by a use that benefits San Pablo. Pursuant to Conditions of Approval for the permit, the proposed 24-hour operation will be monitored by a security surveillance system which will be coordinated with local police enforcement. The project also complies with the development standards per the Zoning Ordinance and would be compatible with nearby commercial uses in the vicinity. For these reasons, the granting of the Use Permit will not materially affect adversely the health or safety of persons residing or working in the neighborhood of the property of the applicants and will not, under the circumstances of the particular case, be materially detrimental to the public welfare or injurious to property or improvements in the neighborhood.

B. The proposed project complies with the development standards of the Regional Commercial (Entertainment Overlay) district within the San Pablo Avenue Specific Plan (SP-2).

The existing building meets the development standards of the Regional Commercial (Entertainment Overlay) district within the San Pablo Avenue Specific Plan (SP-2).

C. The proposed project incorporates General Plan Policy LU I-25, Neighborhood Retail, Regional Retail, and Industrial Mixed Use category where this policy aims to, “identify and promote desirable sites for employment-generating commercial, industrial, and other businesses wising to locate in San Pablo”.

The existing commercial building has been vacant for a number of years and it is located in a Regional Commercial area within the San Pablo Avenue Specific Plan (SP-2) and it is fronting San Pablo Avenue. The request of a Conditional Use Permit contributes to the economic vitality of the area by generating jobs and stimulating local neighboring businesses.

D. The proposed project incorporates General Plan Policy HEA-G-1, Healthy Transportation and Physical Activity in that it supports, “San Pablo residents [having] access to a variety of transportation and physical activity options that enhance health and that work for diverse lifestyles, incomes, and abilities”.

The proposed use would provide San Pablo residents an additional resource to maintain and improve physical fitness and activity. The business would access to exercise equipment and establish a community centered on improving physical health and fitness.

E. Public notice of the hearing has been given by mail to the applicants, local affected agencies, all property owners within 300 feet of the subject property, and has been published in the East Bay Times, in accordance with the requirements of Government Code Section 65905.

Notices were mailed to owners of properties within a 300-foot radius of the site. The notices were mailed on Wednesday, August 14, 2019. In addition, a Public Hearing Notice was published in the East Bay Times newspaper on Saturday, August 17, 2019.

ENVIRONMENTAL DETERMINATION

The proposed project has been determined to be categorically exempt from the provisions of the California Environmental Quality Act, in accordance with CEQA Guidelines pursuant to Section 15301, Existing Facilities. Class 1 addresses an existing private structure, such as the building where the fitness club use is proposed.

Section 15301, Existing Facilities, Class 1 of the CEQA Guidelines consists of the operating of private structures involving negligible or no expansion of use. As there is no proposed expansion to the existing building, the proposal for a fitness club use is exempt from the California Environmental Quality Act.

CONCLUSION

Staff supports the request for an Administrative Use Permit and a Conditional Use Permit for a fitness and exercise club use at this location, 13222 San Pablo Avenue, San Pablo CA. All proposed construction work must be consistent with the proposed uses and must go through the City's Plan Check and permit process. The proposed resolution (Attachment A) includes conditions of approval that are specific to the Conditional Use Permit. Any changes to the approved Administrative Use Permit or Conditional Use Permit must first be submitted to the City of San Pablo for review.

ATTACHMENTS

A. Resolution PC19-07
B. Project Proposal and Narrative
C. Site plan, floor plans, elevations
D. Photos
E. Proof of Publication from West County Times

RESOLUTION PC19-07

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN PABLO APPROVING AN ADMINISTRATIVE USE PERMIT AND A CONDITIONAL USE PERMIT FOR A 24-HOUR FITNESS AND EXERCISE CLUB USE AT 13222 SAN PABLO AVENUE, APN 417-211-00

WHEREAS, the project site is located in the San Pablo Avenue Specific Plan (SP-2) and the land use designation is Regional Commercial (Entertainment Overlay District); and

WHEREAS, the San Pablo Avenue Specific Plan requires an Administrative Use Permit for fitness uses located in the Regional Commercial (Entertainment Overlay District) area of the Specific Plan; and

WHEREAS, Zoning Code Section 17.20.040(I) states that all projects with operations proposed between the hours of 12:00 a.m. and 7:00 a.m., shall require a Conditional Use Permit; and

WHEREAS, Section 17.16.070 of the Zoning Code requires the Planning Commission to review the Administrative Use Permit and the Conditional Use Permit concurrently as it is the highest approval authority; and

WHEREAS, to approve the Administrative Use Permit, the Planning Commission shall make findings that the proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this zoning ordinance, municipal code, general plan, and any applicable specific plans or city regulations/standards; that he site is physically suited for the type, density, and intensity of the proposed use, including access, utilities, and the absence of physical constraints, and can be conditioned to meet all related performance criteria and development standards; and that granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity in which the project is located; and

WHEREAS, to approve the Conditional Use Permit, the Planning Commission shall make findings that the establishment, maintenance or operation of the proposed use will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City; and

WHEREAS, this project is exempt from the California Environmental Quality Act under Class 1, Existing Facilities, and that Class 1 exemption addresses existing private structures that will not be expanded and that will receive interior and exterior tenant improvements; and

WHEREAS, a public notice hearing has been given by mail to the applicant, local affected agencies and to all property owners within 300 feet of the subject property, and has been published in the East Bay Times in accordance with the requirements of Government Code Section 65091.

NOW, THEREFORE BE IT RESOLVED that the Planning Commission of the City of San Pablo has reviewed the proposed project and approves the Administrative Use Permit and Conditional Use Permit, based on the following findings:

A. The proposed project has been determined to be categorically exempt from the provisions of the California Environmental Quality Act, in accordance with CEQA Guidelines pursuant to Section 15301, Existing Facilities. Class 1 addresses an existing private structure, such as the building where the fitness club use is proposed.

   Section 15301, Existing Facilities, Class 1 of the CEQA Guidelines consists of the operating of private structures involving negligible or no expansion of use. As there is no proposed expansion to the existing building, the proposal for a fitness club use is exempt from the California Environmental Quality Act

B. The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this zoning ordinance, municipal code, general plan, and any applicable specific plans or city regulations/standards.

   Dance and fitness uses are allowed in the zoning district with an administrative use permit, pursuant to Table 2-2 of the Specific Plan. The existing building meets the development standards of the Zoning Ordinance and Regional Commercial (Entertainment Overlay) district within the San Pablo Avenue Specific Plan (SP-2).

C. The site is physically suited for the type, density, and intensity of the proposed use, including access, utilities, and the absence of physical constraints, and can be conditioned to meet all related performance criteria and development standards.

   The site has previously accommodated commercial uses in the past and is suitable for the proposed use in having adequate access and utilities. The proposed use would meet all development standards and performance criteria within the Zoning Ordinance and San Pablo Avenue Specific Plan. The proposed use will also undergo tenant improvements and be required to obtain all applicable building permits for the specific occupancy types.

D. Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity in which the project is located.

   Granting the Use Permit for a 24-hour fitness club will allow a currently vacant building to be occupied by a use that benefits San Pablo. Pursuant to Conditions of Approval for the permit, the proposed 24-hour operation will be monitored by a

security surveillance system which will be coordinated with local police enforcement. The project also complies with the development standards per the Zoning Ordinance and would be compatible with nearby commercial uses in the vicinity. For these reasons, the granting of the Use Permit will not materially affect adversely the health or safety of persons residing or working in the neighborhood of the property of the applicants and will not, under the circumstances of the particular case, be materially detrimental to the public welfare or injurious to property or improvements in the neighborhood.

E. That the granting of the Conditional Use Permit and establishment, maintenance, or operation of the use, under the circumstances of the particular case, will not be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the city.

Granting the Use Permit for a 24-hour fitness club will allow a currently vacant building to be occupied by a use that benefits San Pablo. Pursuant to Conditions of Approval for the permit, the proposed 24-hour operation will be monitored by a security surveillance system which will be coordinated with local police enforcement. The project complies with the development standards per the Zoning Ordinance and would be compatible with nearby commercial uses in the vicinity. For these reasons, the granting of the Use Permit will not materially affect adversely the health or safety of persons residing or working in the neighborhood of the property of the applicants and will not, under the circumstances of the particular case, be materially detrimental to the public welfare or injurious to property or improvements in the neighborhood.

F. The proposed project complies with the development standards of the Regional Commercial (Entertainment Overlay) district within the San Pablo Avenue Specific Plan (SP-2).

The existing building meets the development standards of the Regional Commercial (Entertainment Overlay) district within the San Pablo Avenue Specific Plan (SP-2).

G. The proposed project incorporates General Plan Policy LU I-25, Neighborhood Retail, Regional Retail, and Industrial Mixed Use category where this policy aims to, “identify and promote desirable sites for employment-generating commercial, industrial, and other businesses wising to locate in San Pablo”.

The existing commercial building has been vacant for a number of years and it is located in a Regional Commercial area within the San Pablo Avenue Specific Plan (SP-2) and it is fronting San Pablo Avenue. The request of a Conditional Use Permit contributes to the economic vitality of the area by generating jobs and stimulating local neighboring businesses.

H. The proposed project incorporates General Plan Policy HEA-G-1, Healthy

Transportation and Physical Activity in that it supports, "San Pablo residents [having] access to a variety of transportation and physical activity options that enhance health and that work for diverse lifestyles, incomes, and abilities".

The proposed use would provide San Pablo residents an additional resource to maintain and improve physical fitness and activity. The business would provide access to exercise equipment and establish a community centered on improving physical health and fitness.

I. Public notice of the hearing has been given by mail to the applicants, local affected agencies, all property owners within 300 feet of the subject property, and has been published in the East Bay Times, in accordance with the requirements of Government Code Section 65905.

Notices were mailed to owners of properties within a 300-foot radius of the site. The notices were mailed on Wednesday, August 14, 2019. In addition, a Public Hearing Notice was published in the East Bay Times newspaper on Saturday, August 17, 2019 and a Public Hearing for the project was held on August 27, 2019.

BE IT FURTHER RESOLVED that the Planning Commission of the City of San Pablo hereby approved PLAN1907-0002 for a Conditional Use Permit based upon the following Conditions of Approval:

1. The Use Permit shall become null and void within one year of the effective date of approval if not applied.

2. The use shall be conducted in substantial compliance with their project proposal statement and planning application materials, Attachment B, that were submitted to Planning Staff on July 3, 2019, and are on file with the Community and Economic Development Department, PLAN 1907-0002. Minor amendments to this Conditional Use Permit may be approved by the Zoning Administrator if it is determined the overall intent of the permit is fulfilled.

3. The applicant shall obtain a City of San Pablo business license and all permits and licenses needed for all uses.

4. If the use granted by this Conditional Use Permit is discontinued for a period of six consecutive months, the Use Permit automatically expires.

5. Failure to comply with any of the terms or conditions of this Use Permit is a violation of the City of San Pablo Municipal Code, subject to the enforcement provisions prescribed by Chapter 17.10, Enforcement, and any and all other penalties and remedies that may be provided by law.

6. Any Use Permit granted in accordance with the terms of the City of San Pablo Municipal Code may be revoked if any of the conditions or terms of such permit are violated, the use is discontinued, or if any law or ordinance is violated in connection therewith.

7. No illegal signs, pennants, banners, balloons, flags, or streamers are to be used on this site at any time.

8. All signs shall be subject to the review and approval by the City. No other outside displays are permitted. Prior to the installation of any signs, the applicant shall obtain design review approval from Development Services Planning Division, and building permits from the Building Department.

9. The site be kept clean of all debris (boxes, junk, garbage, etc.) at all times.

10. On site staging of vehicles not servicing the business is prohibited.

11. As described in the submitted planning application materials, all massage services should be performed by machines, not staff members.

12. Prior to operation, the applicant/operator should install and maintain a surveillance system that includes security cameras that face the business's parking lot to support potential investigations. The applicant/operator should coordinate installation with the San Pablo Police Department and make an effort, in concert with the Department, to connect the system to the Department's existing infrastructure.

13. Prior to operation, the applicant/operator should obtain all applicable building permits through the Building Department.

14. Prior to the application of any building permits, on project plans, the applicant should change the contact for Building Official from Greg Adams to Mike Leontiades.

15. Prior to the application of any building permits, toilet room requirements per Sheet T-10, item #8 should be amended to comply with the CPC Table 422:
    a. The required number of lavatories for females is two (2)
    b. The required number of water closets for females is four (4)
    c. The required number of drinking fountains is two (2)

16. Electrical details for new illuminated signage should be submitted upon building permit application that includes the location of the accessible disconnect.

17. If total construction valuation of the project is $200,000 or greater, then compliance with CalGreen Chapter 5 is required.

18. Prior to the issuance of any building permits, all outstanding fees to San Pablo Community and Economic Development Department should be paid in full.

19. Indemnification: Pursuant to Government Code Section 66474.9, the applicant (including any agent thereof) shall defend, indemnify, and hold harmless the City of San Pablo and its agents, officers, or employees from any claim to attack, set aside, void or annul, the City's approval concerning this planning application, which action is brought within the time period provided for in Section 66499.37. The City will promptly notify the applicant of any such claim, action, or proceeding and cooperate fully in the defense.

BE IT FURTHER RESOLVED that the foregoing recitations are true and correct, and are included herein by reference as findings.

****

Adopted this 27th day of August, 2019, by the following vote to with:

AYES: COMMISSIONERS:
NOES: COMMISSIONERS:
ABSENT: COMMISSIONERS:
ABSTAIN: COMMISSIONERS:

ATTEST: APPROVED:

_____ _____

Charles Ching
Secretary

Paul V. Morris
Chairman

Attachment to Planning Application
Planet Fitness ~~Petaluma~~
13222 San Pablo Ave, San Pablo, CA

Project Description

Planet Fitness proposes to operate a 24-hour fitness center in an existing shopping center located at the northwest corner of San Pablo Ave and San Pablo Dam Rd. Planet Fitness currently has 57 stores in California. The proposed Planet Fitness will be owned and operated by a franchisee, Planet Fitness Miami, which owns and operates multiple franchise locations throughout the United States.

Planet Fitness proposes to occupy an existing 26,787 square foot portion of the in-line building in the existing shopping center. The existing uses in the shopping center are a mix of commercial retail, service and restaurant use.

Planet Fitness does not propose to increase the size of the existing 26,787 square foot space; however, improvements to the existing building façade as depicted in the elevation are proposed as well as interior modifications to accommodate the proposed use.

Planet Fitness proposes to demise the building to include approximately 10,403 sf of workout area that will include 100 pieces of cardio equipment and 80 pieces of strength conditioning equipment. There will also be a 2,109 sf locker room and shower area, a 1,372 sf beauty angel / massage area / tanning, and 2,637 sf of storage / utility. The front desk area will offer a minor retail component that will offer simple essentials such as water, sports drinks, towels and t-shirts.

Parking

Planet Fitness does not offer classes at its facilities. Therefore, it generally requires fewer parking spaces than most fitness center facilities. The existing center provides 694 standard parking spaces and 17 ADA parking stalls to accommodate all of the uses.

Noise

Planet fitness does not anticipate any noise to emanate from the building. Light music will be played to inspire those using the facility; however, the music will only be able to be heard from within the facility.

Management plan

Planet fitness provide its members with a simple no frills solution for obtaining a balanced and healthy lifestyle. It does this by creating a judgment free, stress free environment so everyone feels welcome and encouraged to get a quick workout. Planet Fitness places an emphasis on Cardio and have 100 treadmills, elliptical trainers and step trainers.

For black card members, Planet Fitness additionally provides unlimited (as allowed by law) red light booths, massage chairs and hydromassage beds and tanning.

The massage operations are conducted by machines only. Staff does not perform massages. Massage use is limited to over the age of 18 unless authorized by the parent or legal guardian for individuals over the age of 14.

Some of the important features are

- **Simple fee structure** – we only have two memberships $ 10 and $ 20. There is a small joining fee $1 to $39 and an annual fee of $29.
- **No Classes** – we do not offer any classes like spinning, Zumba, yoga, etc.
- **No Basketball courts, no swimming pools or racquet ball**. This helps us keep our prices low and gives us space to have tons of state of the art cardio and strength equipment.
- **30 minutes and 12-minute circuit** – We understand that most of our members are interested in general fitness and have a limited time to work out. We have a 30 minute and a 12-minute circuit to fit their needs.
- **Cleanliness** – We are super careful to provide a clean environment. Staff is constantly cleaning the equipment and the club. We feel confident in saying that we have the cleanest gyms in the industry.
- **Training** – We do not charge extra for training. We have a full time certified trainer available who walks the floor to answer any questions and to show our members the correct way to work out and to use the equipment efficiently.
- **Toilets & Showers** – We have separate men's and women's shower and restroom facilities with lockers, changing rooms and vanity.
- **Open 24/7** – For the convenience of our members we are open and staffed 24 hours a day 7 day a week.
- **Employees** – To provide an excellent customer service the club will have a fully trained staff of 14. All our employees are CPR and Tanning certified. There is a minimum of 2 to 6 employees at any given time.
- **Safety** – we have about 32 high definition cameras covering the entire gym and facing the parking lot. We record and store 30 days of footage. We are permanently staffed 24 hours a day. All our staff is CPR certified and tanning certified.

Operations Plan:

- A typical PF store employs about 14 employees. Included below is an outline of a typical schedule of employees for Planet Fitness.
- Each store has 1 General Manager, 1 Assistant Manager, 1 Overnight Manager, and 1 Weekend Manager
- The General Manager has the responsibility and authority to maintain each store
- The GM reports to a Regional Manager
- All other employees report to the General Manager

Security

- Security is the responsibility of the General and other managers
- At any given time, there is a Manager (GM, Assistant Manager or Overnight Manager) on duty at the store
- At any given time, there are at least two employees working in the store so security issues can be managed appropriately
- Managers work with Landlord security in case there is a need
- Camera systems and recording is also an integral part of security. Security Cameras are installed throughout the store as well as over the parking field and are recorded so past recordings can be viewed.

planet fitness

Suggested Staffing Schedules for 24/7 Club

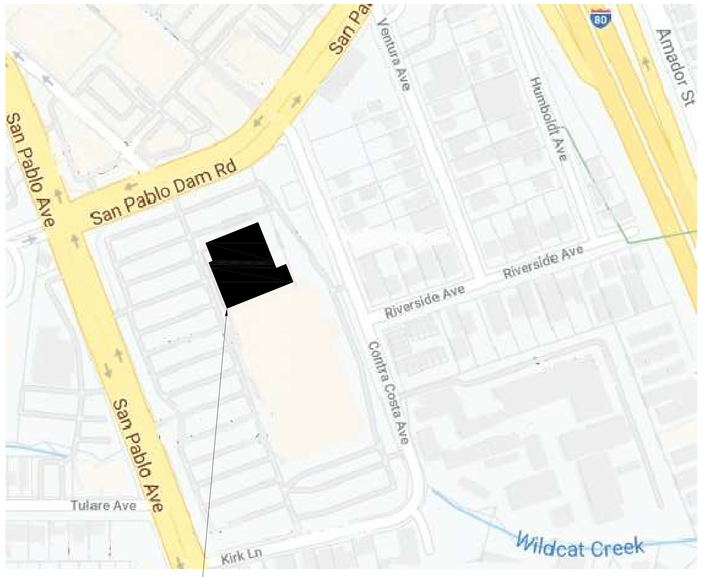
Staff Schedule Recommendations

Employee	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Manager	9am-7pm	9am-7pm	9am-7pm	9am-5pm	9am-5pm	Off	Off
Assistant Manager	12pm-8pm	12pm-8pm	12pm-8pm	12pm-8pm	Off	9am-5pm	Off
Overnight Manager	10pm-6am	10pm-6am	10pm-6am	10pm-6am	Off	Off	10pm-6am
6am-2pm	6am-2pm	6am-2pm	6am-2pm	6am-2pm	6am-2pm	Off	Off
9am-3pm	9am-3pm	9am-3pm	9am-3pm	9am-3pm	Off	Off	9am-5pm
Trainer	6am-12:30pm	12pm-6:30pm	1pm-8pm	12pm-7:30pm	6am-12:30pm	Off	Off
2pm-10pm	2pm-10pm	2pm-10pm	2pm-10pm	2pm-10pm	2pm-10pm	Off	Off
3pm-10pm	3pm-10pm	3pm-10pm	3pm-10pm	3pm-10pm	12pm-8pm	Off	Off
Weekday Cleaner	10pm-6am	10pm-6am	10pm-6am	10pm-6am	Off	Off	10pm-6am
Weekend Cleaner	Off	Off	Off	Off	10pm-6am	10pm-6am	Off
Weekend Opener	Off	Off	Off	Off	Off	6am-2pm	6am-2pm
Weekend Closer	Off	Off	Off	Off	Off	2pm-10pm	2pm-10pm
3pm-9pm Weekend	Off	Off	Off	Off	Off	3pm-9pm	3pm-9pm
Weekend Overnight	Off	Off	Off	Off	10pm-6am	10pm-6am	Off

planet fitness

(SAN PABLO)
13222 SAN PABLO AVE.
SAN PABLO, CA 94806

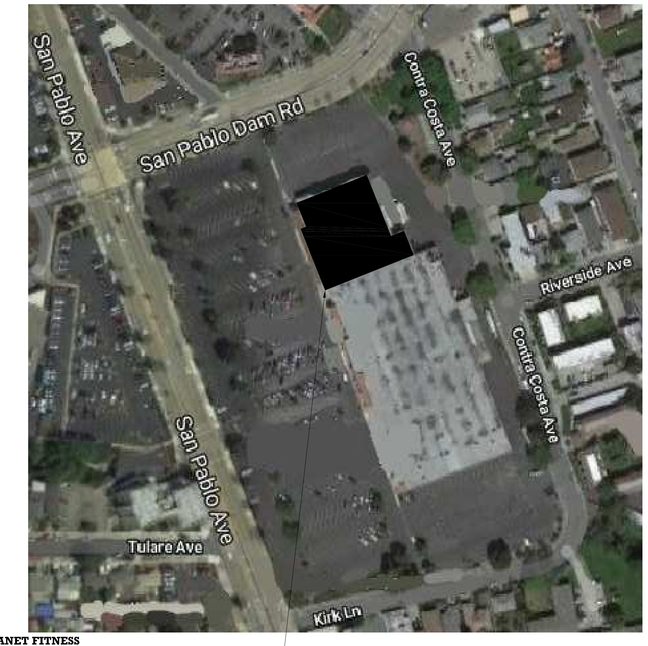
VICINITY PLAN



PLANET FITNESS
(SAN PABLO)
13222 SAN PABLO AVE.
SAN PABLO, CA 94806

N
W E
S

SITE PLAN



PLANET FITNESS
(SAN PABLO)
13222 SAN PABLO AVE.
SAN PABLO, CA 94806

N
W E
S

PROJECT CODE ANALYSIS

1. PROJECT NAME: PLANET FITNESS

   PROJECT ADDRESS: 13222 SAN PABLO AVE.
   SAN PABLO, CA 94806

2. PROJECT SCOPE OF WORK: TENANT IMPROVEMENT OF AN EXISTING MERCANTILE SPACE;CHANGE IN OCCUPANCY AND USE. NEW INTERIOR PARTITIONS, FINISHES AND FIXTURES. NEW ELECTRICAL AND LIGHTING SYSTEMS, NEW MECHANICAL SYSTEMS AND CONTROLS, NEW TOILET PLUMBING AND FIXTURES, NEW STOREFRONT FINISHING.

3. APPLICABLE CODES: ALL WORK UNDER THIS CONTRACT SHALL COMPLY WITH THE PROVISIONS OF THE SPECIFICATIONS AND DRAWINGS, AND SHALL SATISFY ALL APPLICABLE CODES, ORDINANCES, AND REGULATIONS OF ALL GOVERNING BODIES INVOLVED, ANY MODIFICATIONS TO THE CONTRACT WORK REQUIRED BY SUCH AUTHORITIES SHALL BE AT THE EXPENSE OF THE GENERAL CONTRACTOR. ALL PERMITS AND LICENSES NECESSARY FOR THE PROPER EXECUTION OF THE WORK SHALL BE SECURED AND PAID FOR BY THE CONTRACTOR INVOLVED. APPLICABLE CODES INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING:

BUILDING:	2016 CALIFORNIA BUILDING CODE
ACCESSIBILITY:	2016 CALIFORNIA BUILDING CODE ADVISORY MANUAL BY DSA
FIRE PREVENTION:	2016 CALIFORNIA FIRE CODE
MECHANICAL:	2016 CALIFORNIA MECHANICAL CODE
ELECTRICAL:	2016 CALIFORNIA ELECTRICAL CODE
PLUMBING:	2016 CALIFORNIA PLUMBING CODE
ENERGY:	2016 CALIFORNIA ENERGY CODE
GREEN CODE:	2016 CALIFORNIA GREEN BUILDING STANDARDS SAN PABLO MUNICIPAL ORDINANCE CODE

5. BUILDING DATA:

A. OCCUPANCY:	GYMNASIUM WITHOUT SPECTATOR SEATING / FITNESS CENTER
B. USE GROUP:	A-3 ASSEMBLY (CBC SECTION 302.0)
C. CONSTRUCTION TYPE:	TYPE VA (CBC TABLE 602 AND SECTION 603)
D. SPRINKLERED:	YES (WITH FIRE ALARM)
E. GROSS FLOOR AREA:	26,787 SQ. FT.

6. FIRE RESISTANCE RATING OF BUILDING ELEMENTS (CBC TABLE 601):

A. STRUCTURAL FRAME	0 HR
B. EXTERIOR BEARING WALLS AND PARTITIONS	0 HR
C. INTERIOR BEARING WALLS AND PARTITIONS	0 HR
D. EXTERIOR NON-BEARING WALLS AND PARTITIONS	0 HR
E. INTERIOR NON-BEARING WALLS AND PARTITIONS	0 HR
F. FLOOR CONSTRUCTION	0 HR
G. ROOF CONSTRUCTION	0 HR

MINIMUM FIRE RESISTANCE RATING OF WALLS SEPARATING TENANT SPACES:
1-HOURS (CBC AND CFC).

7. OCCUPANT LOAD (PER CBC TABLE): 297 PERSONS

(REFER TO THE AREA CALCULATIONS FOR ADDITIONAL INFORMATION).

8. TOILET ROOM REQUIREMENTS (CBC TABLE 2902.1):

(NUMBER OF FIXTURES BASED ON TOTAL OCCUPANT LOAD OF 297; 148 F / 149 M)

	REQUIRED:		PROVIDED:
A. LAVATORY:	(1) MALE AND (1) FEMALE	-	(3) MALE AND (3) FEMALE
B. WATER CLOSET:	(2) MALE AND (3) FEMALE	-	(2) MALE AND (2) FEMALE
C. DRINKING FOUNTAIN:	(1) / (1) HI-LO	-	(1) HI-LO
D. SERVICE SINK:	(2)	-	(2)
E. *URINAL:	(2)	-	(2)

*NO MORE THAN 67% OF REQUIRED WATER CLOSETS MAY BE SUBSTITUTED WITH URINALS. (CPC 2016).

BUILDING DEPARTMENT NOTES

1. THIS WORK IS FILED TO SHOW TENANT LAYOUT ONLY.
2. CHANGE IN USE AND OCCUPANCY.
3. ALL CONSTRUCTION WORK SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CALIFORNIA STATE BUILDING CODE 2016 WITH SAN PABLO AMENDMENTS, AND ALL OTHER APPLICABLE LAWS.
4. THE ENTIRE SPACE IS PROVIDED WITH AN EXISTING SPRINKLER SYSTEM AND FIRE ALARM SYSTEM. SPRINKLER AND FIRE ALARM MODIFICATIONS TO BE FILED UNDER SEPARATE APPLICATIONS.
5. DOORS:
   (A) ALL NEW DOORS SHALL BE INCOMBUSTIBLE AND A MINIMUM OF 3'-0" WIDE UNLESS OTHERWISE NOTED.
   (B) ALL NEW DOOR HARDWARE IS TO BE ADA ACCESSIBLE.
6. GENERAL CONTRACTOR TO VERIFY ALL CONDITIONS AND DIMENSIONS SHOWN ON THE PLAN AT THE JOB SITE BEFORE COMMENCING ANY WORK.
7. NO WORK AT SITE TO COMMENCE UNTIL PLAN HAS BEEN APPROVED AND PERMIT ISSUED BY THE DEPARTMENT OF BUILDINGS.
8. ALL SIGNS WILL BE FILED UNDER SEPARATE PERMIT.

WORK NOTES

1. G.C. SHALL PATCH AND REPAIR / REPAINT LANDLORD PROPERTY (NEUTRAL PIERS, BULKHEAD, REAR CORRIDOR, ETC.) DAMAGED DURING TENANT IMPROVEMENTS.
2. G.C. TO CHECK IN WITH BUILDING OPERATIONS MANAGER PRIOR TO START OF WORK (IF APPLICABLE).
3. ALL WORK BY G.C. UNLESS OTHERWISE NOTED.
4. ALL MATERIALS USED IN THIS CONSTRUCTION MUST BE ASBESTOS FREE.
5. G.C. SHALL COORDINATE ALL FIRE PROTECTION REQUIREMENTS WITH THE LANDLORD'S FIRE PROTECTION ENGINEER (AS APPLICABLE).
6. ALL WORK, MATERIALS AND EQUIPMENT ARE TO BE RETAINED INSIDE PRIVATE PROPERTY.
7. G.C. SHALL OBTAIN PERMITS FOR ALL CONSTRUCTION AND / OR USE OF EQUIPMENT IN THE PUBIC RIGHT OF WAY AND / OR EASEMENTS PRIOR TO START OF CONSTRUCTION.
8. G.C. SHALL KEEP A COMPLETE UP TO DATE SET OF CONSTRUCTION DRAWINGS AND SHOP DRAWINGS OF ALL TRADES, WITH LATEST REVISIONS, ON SITE AT ALL TIMES.
9. G.C. SHALL KEEP TRACK OF ANY AND ALL CHANGES MADE DURING CONSTRUCTION, ALL CHANGES SHALL BE INDICATED AND MARKED ON A RECORD SET OF DRAWINGS TO BE KEPT ON SITE. AT THE COMPLETION OF THE PROJECT A COMPLETE AND ACCURATE AS-BUILT RECORD SET SHALL BE TURNED OVER TO THE TENANT AND ARCHITECT.
10. G.C. SHALL COORDINATE AND SCHEDULE ALL FINAL INSPECTIONS AND SIGN-OFFS REQUIRED FOR THE CERTIFICATE OF OCCUPANCY - G.C. IS RESPONSIBLE FOR SUBMITTING ALL MATERIALS AND DOCUMENTS REQUIRED FOR SIGN-OFFS BY THE BUILDING DEPARTMENT, LANDLORD, OWNER OR OTHERWISE.
11. G.C. TO REFER TO LANDLORD'S CRITERIA FOR ALL LANDLORD REQUIREMENTS.
12. FLOOR SLAB PENETRATIONS NOT PERMITTED WITHOUT WRITTEN CONSENT OF THE LANDLORD.
13. ELECTRICAL/DATA SYSTEMS SHALL BE LOCATED ON/WITHIN PARTITION WALLS/FIXTURES OR TENANT MAY USE ELEVATED FLOOR SYSTEM TO ACCOMMODATE ELECTRICAL/DATA LOCATIONS IF TENANT DESIGN REQUIRES SUCH TO BE IN OPEN FLOOR AREA.
14. WHERE WALL MOUNTED PLUMBING FIXTURES ARE REQUIRED, PLUMBING SYSTEMS SHALL BE ROUTED WITHIN PARTITION WALLS ABOVE SLAB AND CONNECTED TO LANDLORD PROVIDED POINT OF CONNECTION WHICH PENETRATES FLOOR SLAB.
15. WATERPROOF MEMBRANES IN WET AREAS WILL BE REQUIRED INCLUDING LOCKER/SHOWER ROOMS, RESTROOMS, KITCHENS/BREAK ROOMS, MOP SINK/JANITOR ROOMS AND OTHER AREAS.

SUBMITTAL AND CLOSE OUT NOTES

1. SIGNAGE UNDER SEPARATE REVIEW AND PERMIT. SIGNS SHOWN ON THIS DRAWING SET ARE SHOWN FOR GENERAL SIZE, TYPE, AND LOCATION ONLY. SIGN SHOP DRAWINGS TO BE SUBMITTED BY TENANT SIGN VENDOR TO LANDLORD REPRESENTATIVE FOR REVIEW PRIOR TO FABRICATION AND INSTALLATION. G.C. TO COORDINATE ALL REQUIRED APPROVALS AND PERMITTING (AS REQUIRED), INCLUDING FOR INSTALLATION AND WIRING.
2. G.C. TO COORDINATE SUB-TRADE WORK PERMITS (INCLUDING FILING OF SUB-TRADE SHOP DRAWINGS) AS REQUIRED BY LOCAL AUTHORITIES, INCLUDING BUT NOT LIMITED TO SPRINKLER, FIRE ALARM, ELECTRICAL, LOW VOLTAGE / DATA, MECHANICAL, PLUMBING AND STOCK SHELVING PERMITS AND DRAWINGS.
3. G.C. TO COORDINATE ALL SPECIAL INSPECTIONS INCLUDING BUT NOT LIMITED TO STRUCTURAL, SPRINKLER AND LIFE SAFETY SYSTEMS.
4. G.C. SHALL SUBMIT SHOP DRAWINGS FOR ALL REQUIRED G.C. AND SUBCONTRACTOR ITEMS (BUILT IN FIXTURES, MILLWORK, ETCETERA) FOR TENANT APPROVAL PRIOR TO FABRICATION, INCLUDING FOR ALL CUSTOM WORK.

GENERAL NOTES

1. CONTRACTOR(S) SHALL VERIFY ALL SITE DIMENSIONS ON ALL SITE CONDITIONS, EXISTING CONSTRUCTION GRADES AND UTILITIES ON PROJECT, AND CONTRACT DOCUMENTS AT PROJECT SITE PRIOR TO COMMENCING CONSTRUCTION. REPORT ALL DISCREPANCIES TO THE ARCHITECT AND OWNER FOR CLARIFICATION BEFORE STARTING THE WORK.
2. GENERAL CONTRACTOR AND SUBCONTRACTOR(S) ARE TO VERIFY ALL EXISTING AND NEW CONDITIONS ON THE JOB SITE PRIOR TO ORDERING, PURCHASING OR INSTALLING NEW FIXTURES, EQUIPMENT OR MATERIALS.
3. CONTRACTOR(S) SHALL CONTACT LOCAL UTILITY COMPANIES FOR ANY INFORMATION ON UNDERGROUND OR HIDDEN CONDITIONS PRIOR TO COMMENCING WITH ANY WORK. THE CONTRACTOR(S) SHALL BEAR ANY AND ALL EXPENSES FOR, AND SHALL REPAIR TO EXISTING CONDITIONS, ANY DAMAGE TO EXISTING UNDERGROUND OR HIDDEN UTILITIES, PIPING CONDUITS, EQUIPMENT, ETC.
4. ERRORS OR OMISSIONS IN ANY SCHEDULE OR ON ANY DRAWINGS DO NOT RELIEVE THE CONTRACTOR(S) FORM EXECUTING THE WORK INTENDED ON THE DRAWINGS OR DESCRIBED IN THE SPECIFICATION.
5. THE GENERAL CONTRACTOR AND SUBCONTRACTOR(S) SHALL WALK THE SITE INSIDE AND OUT TO PERFORM A SCOPE OF WORK INSPECTION, ANY AND ALL ADDITIONS OR CLARIFICATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO SUBMITTING A BID, NO CHANGE ORDERS WILL BE PAID ON THE BASE BID.
6. THE CONTRACTOR(S) SHALL VERIFY THE SITE LOCATION, OPENINGS CHARACTERISTICS OF ALL WORK AND EQUIPMENT TO BE FURNISHED BY THE OWNER OR OTHERS, WITH THE MANUFACTURER OF SUPPLIER BEFORE STARTING ANY RELATED WORK TO SAID EQUIPMENT.
7. NOTES ON DRAWINGS SHALL TAKE PRECEDENCE TO GENERAL NOTES, LARGE SCALE DETAILS AND SMALL SCALE DETAILS. DO NOT SCALE DRAWINGS. IN CASE OF ANY DISCREPANCY CONTACT THE ARCHITECT FOR CLARIFICATION PRIOR TO STARTING ANY WORK.
8. ALL MANUFACTURERS LISTED ARE A STANDARD OF QUALITY. SUBSTITUTIONS WILL BE ACCEPTED. SUBSTITUTIONS MUST BE SUBMITTED FOR APPROVAL TO THE ARCHITECT AND THE OWNER PRIOR TO INSTALLATION. GENERAL CONTRACTOR SHALL PAY ALL COSTS ANCILLARY TO A SUBSTITUTION WHERE GRANTED. THIS INCLUDES COSTS INCURRED BY ANY CONTRACTOR OR SUBCONTRACTOR, THE OWNER, THE ARCHITECT, THE ENGINEERS, OR ANY OTHER PANTY. THIS INCLUDES COSTS RESULTING FROM DIFFERENCES OF DETAILS, CONFIGURATION, AND DIMENSION BETWEEN THE SPECIFIED AND SUBSTITUTED EQUIPMENT. THIS INCLUDES COSTS TO PROVIDE FEATURES OF THE SPECIFIED EQUIPMENT WHICH MAY BE MANUFACTURER'S OPTIONS OF THE SUBSTITUTED EQUIPMENT.
9. PRIOR TO COMMENCING WITH ANY PORTION OF THE WORK THE GENERAL CONTRACTOR SHALL PREPARE FLOOR/CEILING PLANS THAT WILL COORDINATE ALL MATERIALS, OF ALL TRADES AND SUBCONTRACTORS. THE PLANS MUST INDICATE LOCATIONS OF SPRINKLER HEADS AND PIPING, HVAC UNITS AND EQUIPMENT CONDUIT, RISERS, ETC., SUSPENDED CEILING AND GRIDS, AND ANY OTHER ITEMS THAT MAY BE LOCATED IN THE CEILING AREA. SUBMIT THE ABOVE TO THE ARCHITECT FOR APPROVAL.
10. THE DRAWINGS AND/OR INTENT OF WORK TO BE PROVIDED, OF ALL TRADES AND SUBCONTRACTORS ARE TO BE CONSIDERED PART OF THE CONTRACT DOCUMENTS. PRIOR TO COMMENCING WITH ANY WORK EACH INDIVIDUAL CONTRACTOR AND SUBCONTRACTOR SHALL REVIEW THE DRAWINGS OF ALL OTHER CONTRACTORS AND SUBCONTRACTORS (ALL TRADES) AND COORDINATE THEIR WORK WITHIN, SHOULD THERE BE ANY CONFLICT BETWEEN TRADES, CONTRACTORS OR SUBCONTRACTORS, IT SHOULD BE BROUGHT TO THE ATTENTION OF THE ARCHITECT AND OWNER IMMEDIATELY, PRIOR TO COMMENCING WITH ANY WORK.
11. ALL MATERIALS, FINISH AND COLOR SELECTIONS SHALL BE APPROVED BY THE OWNER PRIOR TO ANY INSTALLATION. CONTRACTOR(S) SHALL SUBMIT ALL SHOP DRAWINGS, PRODUCT LITERATURE, COLOR AND/OR MATERIAL SAMPLES TO THE ARCHITECT FOR APPROVAL. IN NO CASE SHALL A REPRODUCTION OF THE CONTRACT DOCUMENTS BE USED AS A SHOP DRAWING. ALL SHOP DRAWINGS AND PRODUCT SPECIFICATIONS SUBMITTED MUST BEAR CONTRACTOR'S STAMP OF APPROVAL WHICH INDICATES THAT HE HAS REVIEWED THE MATERIAL AND THEY ARE IN CONFORMANCE WITH THE CONTRACT DRAWINGS. SHOP DRAWINGS AND PRODUCT SPECIFICATIONS THAT DO NOT BEAR THE CONTRACTOR'S STAMP WILL NOT BE ACCEPTED.
12. IT SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND ALL SUBCONTRACTORS TO REMOVE ALL RUBBISH AND DEBRIS AND DISPOSE OF PROPERLY AND LEGALLY. THE SITE AND BUILDINGS MUST BE CLEANED ON A REGULAR BASIS.
13. WHERE REQUIRED BY CODE ALL WOOD BLOCKING, PLYWOOD, PARTICLE BOARD, WOOD PRODUCTS, ETC. (INTERIOR AND EXTERIOR) SHALL MEET SMOKE AND FLAME SPREAD REQUIREMENTS OF FIRE RESISTIVE WOOD FOR NON-COMBUSTIBLE BUILDINGS OR SHALL BE FIRE RETARDANT WHERE REQUIRED BY CODE.
14. ALL INTERIOR FINISHES SHALL MEET OR EXCEED FLAME SPREAD AND SMOKE DEVELOPMENT REQUIREMENTS AS REQUIRED BY APPLICABLE CODES.
15. MILLWORK SHOWN IS FOR DESIGN INTENT ONLY. MILLWORK VENDOR/CONTRACTOR IS RESPONSIBLE FOR FIELD DIMENSIONING AND FIT VERIFICATION.
16. ALL OPENINGS AND PENETRATIONS IN EXISTING DEMISING WALLS, ESPECIALLY ABOVE THE CEILING AND ALONG TOP OF WALLS, TO BE FULLY SEALED. CONTRACTOR TO REMOVE CEILING TILES ALONG WALLS FOR INSPECTION BY LANDLORD REPRESENTATIVE.
17. ANY REQUIRED ROOFING BY LANDLORD OR TENANT'S ROOFER TO BE APPROVED BY LANDLORD SO AS NOT EFFECT MANUFACTURE'S WARRANTY OF ROOF.
18. LOCATION OF CONSTRUCTION DUMPSTER TO BE APPROVED BY LANDLORD PRIOR TO PLACEMENT.

DRAWING INDEX

DWG.	DIVISION	ORIGINAL ISSUE DATE	REVISION #	CURRENT REVISION DATE
	GENERAL			
T-100	TITLE SHEET	07-03-19		
T-101	EGRESS PLAN	07-03-19		
T-102	SITE PLAN	07-03-19		
A-001	RESPONSIBILITY SCHEDULE / VENDOR LIST	07-03-19		
A-100	CONSTRUCTION PLAN AND NOTES	07-03-19		
A-800	EXTERIOR ELEVATION	07-03-19		

DRAWING DEFERRALS

1. FIRE SPRINKLER
2. FIRE ALARM
3. SIGNAGE

PROJECT DIRECTORY

TENANT
PLANET FITNESS
WORLD HEADQUARTERS
4 LIBERTY LANE WEST
HAMPTON, NH 03842

CONTACT: RAYMOND STRAITON
POSITION: DIRECTOR OF CORPORATE CLUB CONSTRUCTION
PHONE: 603.988.2940
EMAIL: RAY.STRAITON@PFHQ.COM

CONTACT: LISA NOYES
POSITION: CORPORATE CLUB CONSTRUCTION MANAGER
PHONE: 603.319.6745
EMAIL: LISA.NOYES@PFHQ.COM

BUILDING DEPARTMENT
CITY OF SAN PABLO BUILDING DIVISION
13831 SAN PABLO AVENUE BUILDING 3
SAN PABLO,CA 94806

CONTACT: GREG ADAMS
POSITION: BUILDING OFFICIAL
PHONE: 510-215-3039
EMAIL: GREGA@SANPABLOCA.GOV

MEP ENGINEER
DON PENN CONSULTING ENGINEER
1301 SOLANA BLVD BUILDING ONE SUITE 1420
WESTLAKE, TX 76262

CONTACT: MICHELE GONZALEZ
POSITION: PROJECT MANAGER
PHONE: 817-328-5915
EMAIL: MGONZALEZ@DONPENN.COM

CONTACT: GREG FRANCHER
POSITION: PROJECT MANAGER
PHONE: 817-328-5930
EMAIL: GFRANCHER@DONPENN.COM

TENANT'S ARCHITECT
SARGENTI ARCHITECTS
461 FROM ROAD - SECOND FLOOR
PARAMUS, NJ 07652

CONTACT: MARIA SARRIDO
POSITION: SENIOR PROJECT MANAGER
PHONE: 973-253-9393 X 172
EMAIL: MSARRIDO@SARGARCH.COM

CONTACT: MARISSA PILAAR
POSITION: ASSISTANT PROJECT MANAGER
PHONE: 973-859-9319
EMAIL: MPILAAR@SARGARCH.COM

LANDLORD
SAVE MART
1600 YOSEMITE BLVD.
MODESTO, CA 95352

CONTACT: ELLIA KARRES
PHONE: 916-759-6900

DRAWING SYMBOLS

- KEYED NOTE
- COLUMN TAG
- DOOR TAG
- FINISH TAG
- FLOOR FINISH TAG
- MILLWORK TAG
- FIXTURE TAG
- SECTION NUMBER/ DRAWING NUMBER
- PARTITION TYPE
- GLAZED AREA
- DETAIL NUMBER/ DRAWING NUMBER
- ELEVATION NUMBER/ DRAWING NUMBER
- CEILNG TYPE/ CEILING HEIGHT/ FINISH TAG (IF APPLICABLE)
- EXISTING DOOR
- NEW DOOR
- LINE OF CEILING / HEADER ABOVE (SEE PLANS)
- +0'-0" ARCHITECTURAL FINISH ELEVATION HEIGHT
- CEILING GRID STARTING POINT

SARGENTI
461 FROM ROAD, PARAMUS, NJ 07652
T|973.253.9393 • WWW.SARGARCH.COM

LOCATION:
13222
SAN PABLO AVE
SAN PABLO, CA

PROJECT NO.: 3637-18

ARCHITECTURAL SEAL:

ARCHITECT OF RECORD

PROFESSIONAL SEAL:

ENGINEER OF RECORD

DATE	ISSUE
07/03/19	CUP SUBMITTAL

△ DATE REVISION

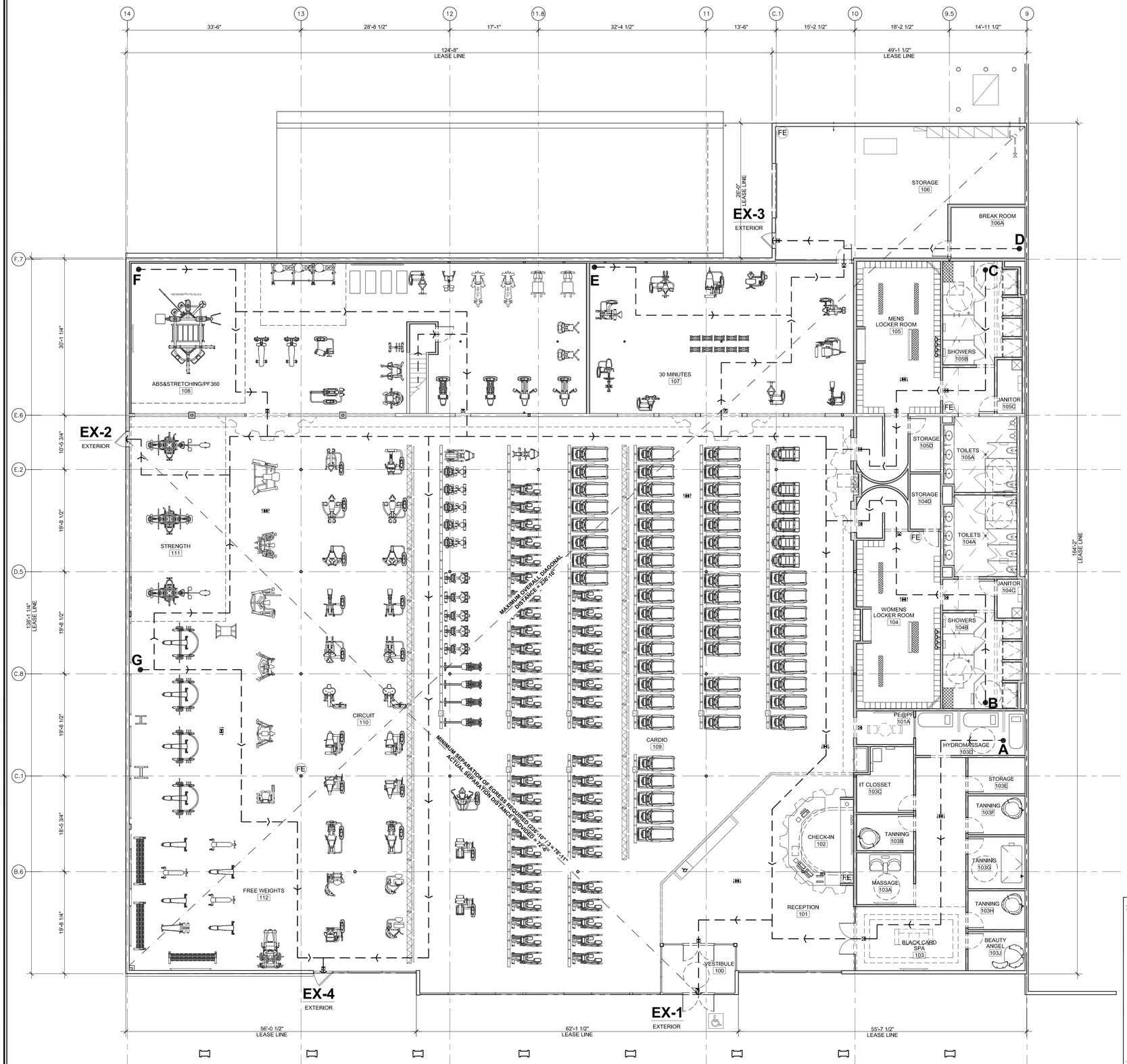
PROJECT INFORMATION:

PROJECT NUMBER:	3637-18
DRAWN BY:	MP
REVIEWED BY:	MS
TOTAL SQ. FT.:	26,787
DATE:	07/03/19

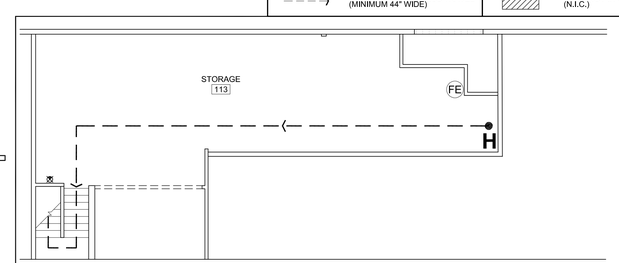
DRAWING TITLE:
TITLE SHEET

DRAWING NUMBER:
T-100

LOCATION: SAN PABLO,CA
PROJECT: PLANET FITNESS
PLOT SCALE: 1:1



1 GROUND FLOOR EGRESS PLAN
1 / 8" = 1' - 0"



2 MEZZANINE EGRESS PLAN
1 / 8" = 1' - 0"

GENERAL EGRESS NOTES

1. MAINTAIN 36" CLEAR AISLE MINIMUM BETWEEN ALL GYM EQUIPMENT THROUGHOUT THE FITNESS AREA.
2. MAINTAIN 44" CLEAR AISLE MINIMUM ALONG ALL EGRESS PATHS.

PORTABLE FIRE EXTINGUISHER NOTES

1. FINAL LOCATION AND NUMBER OF PORTABLE FIRE EXTINGUISHERS TO BE APPROVED BY THE FIRE MARSHALL. THE G.C. SHALL VERIFY REQUIREMENTS WITH THE LOCAL AUTHORITIES PRIOR TO PLACEMENT.
2. ALL FIRE EXTINGUISHERS TO BE MINIMUM 2A:10B:C.

AREA CALCULATIONS

(PER CBC TABLE 1004.1.2)

ROOM	AREA / OCCUPANCY		TOTAL AREA (GROSS S.F.)	NUMBER OF OCCUPANTS
100	ENTRY VESTIBULE	B	142 S.F.	142 SF / 100 = 2 PERSONS
101	RECEPTION	B	931 S.F.	931 SF / 100 = 10 PERSONS
101A	PE@PF	B	79 S.F.	79 SF / 100 = 1 PERSONS
102	CHECK-IN	B	202 S.F.	202 SF / 100 = 2 PERSONS
103 103A 103B 103D 103F 103G 103H 103J	BLACK CARD SPA	B	1,372 S.F.	1,372 SF / 100 = 14 PERSONS
103C	IT CLOSET	S	151 S.F.	151 SF / 300 = 1 PERSON
103E	STORAGE	S	85 S.F.	68 SF / 300 = 1 PERSON
104	WOMENS LOCKER ROOM	L	740 S.F.	740 SF / 50 = 15 PERSONS
104A	WOMENS TOILET ROOM	B	265 S.F.	265 SF / 100 = 3 PERSON
104B	WOMENS SHOWER ROOM	B	302 S.F.	302 SF / 100 = 3 PERSON
104C	JANITORS CLOSET	B	48 S.F.	48 SF / 100 = 1 PERSON
104D	STORAGE	S	71 S.F.	71 SF / 300 = 1 PERSON
105	MENS LOCKER ROOM	L	739 S.F.	739 SF / 50 = 15 PERSONS
105A	MENS TOILET ROOM	B	247 S.F.	247 SF / 100 = 3 PERSON
105B	MENS SHOWER ROOM	B	328 S.F.	328 SF / 100 = 4 PERSON
105C	JANITORS CLOSET	B	65 S.F.	65 SF / 100 = 1 PERSON
105D	STORAGE	S	71 S.F.	71 SF / 300 = 1 PERSON
106	STORAGE	S	1,145 S.F.	189 SF / 300 = 4 PERSON
106A	BREAK ROOM	B	155 S.F.	155 SF / 100 = 2 PERSON
107 108 109 110 111 112	30 MINUTES; ABS / STRETCHING, CARDIO, CIRCUIT, STRENGTH, FREE WEIGHTS	E	10,403 S.F.	10,403 SF / 50 = 208 PERSONS
113	STORAGE / MEZZANINE	S	1,265 S.F.	1,265 SF / 300 = 5 PERSON
	CIRCULATION	-	7,981 S.F.	7,981 SF / 0 = 0 PERSON
GRAND TOTALS:			26,787 S.F.	297 PERSONS

FLOOR AREA IN SQUARE FEET PER OCCUPANCY TYPE:

(B)USINESS = 100 GROSS S.F. / PERSON.
(L)OCKER ROOM = 50 GROSS S.F. / PERSON.
(E)XERCISE EQUIPMENT ROOM = 50 GROSS S.F. / PERSON.
(S)TORAGE = 300 GROSS S.F. / PERSON.
(M)ECHANICAL = 300 GROSS S.F. / PERSON

REQUIRED EGRESS:

1. EGRESS WIDTH OF DOORS (CBC SECTION 1008.1.1):
   REQUIRED: 0.2" X 297 PERSONS = 59.4"
   PROVIDED: (1) 72" WIDE PAIR DOUBLE DOORS AND (2) 36" WIDE DOOR (144" TOTAL WIDTH).
2. DOORWAY WIDTH (CBC SECTION 1008.1.1): MINIMUM CLEAR WIDTH OF 32".
3. STAIRWAY WIDTH (CBC SECTION 1009.4): MINIMUM CLEAR WIDTH OF 44".
4. NUMBER OF EXITS (CBC SECTION 1006.3.1): 2 REQUIRED; 4 PROVIDED.
5. EXIT ACCESS DOORWAY ARRANGEMENT (CBC SECTION 1015.2.1):
   EXIT DOORS SHALL BE PLACED A DISTANCE APART EQUAL TO NOT LESS THAN ONE-HALF THE LENGTH OF THE MAXIMUM OVERALL DIAGONAL DIMENSION OF THE AREA TO BE SERVED.
6. EXIT ACCESS TRAVEL DISTANCE (CBC TABLE 1017.2): 250' MAXIMUM (WITH SPRINKLER SYSTEM).
7. EGRESS CORRIDOR WIDTH (CBC SECTION 1020.2): MINIMUM CLEAR WIDTH OF 44".
8. DEAD END CORRIDOR LENGTH (CBC SECTION 1020.4): 20' MAXIMUM.

TRAVEL DISTANCES

STARTING POINT	DISTANCE TO EXIT #1	DISTANCE TO EXIT #2	DISTANCE TO EXIT #3	DISTANCE TO EXIT #4		NOTES
A	115'-1"	-	-	-		
B	183'-7"	-	185'-5"	-		
C	195'-7"	-	169'-10"	-		
D	-	-	49'-3"	-		
E	-	-	85'-8"	-		
F	-	98'-9"	219'11"	-		
G	-	79'-1"	-	93'-10"		
H	-	196'-1"	-	247'-1"		

DRAWING SYMBOLS

-	COLUMN TAG	FE	PORTABLE WALL/CABINET MOUNTED FIRE EXTINGUISHER
	ACCESSIBLE AREA OR EXIT		DIRECTIONAL EXIT SIGN
	EXIT SIGN		BATTERY BACK-UP EMERGENCY LIGHTING
	LINE OF CEILING / HEADER ABOVE (SEE PLANS)		SMOKE DETECTOR
	GLAZED AREA	S	SPEAKER
	EXISTING DOOR		NEW DOOR
	DIRECTION OF EGRESS TRAVEL (MINIMUM 44" WIDE)		AREA NOT IN CONTRACT (N.I.C.)

planet fitness

LOCATION:
13222
SAN PABLO AVE
SAN PABLO, CA

PROJECT NO.: 3637-18

SARGENTI
461 FROM ROAD, PARAMUS, NJ 07652
T|973.253.9393 • WWW.SARGARCH.COM

ARCHITECTURAL SEAL:

ARCHITECT OF RECORD

PROFESSIONAL SEAL:

ENGINEER OF RECORD

DATE	ISSUE
07/03/19	CUP SUBMITTAL

△ DATE	REVISION

PROJECT INFORMATION:

PROJECT NUMBER:	3637-18
DRAWN BY:	MP
REVIEWED BY:	MS
TOTAL SQ. FT.:	26,787
DATE:	07/03/19

DRAWING TITLE:

EGRESS PLAN

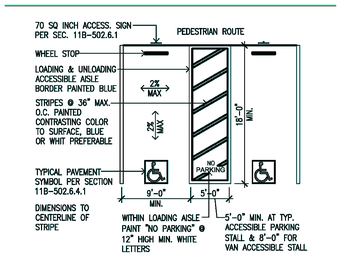
DRAWING NUMBER:

T-101

PLOT SCALE: 1:1

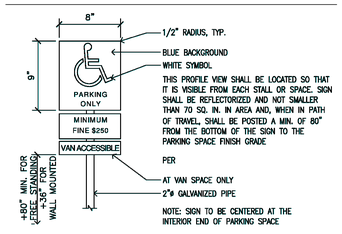
PROJECT: PLANET FITNESS

LOCATION: SAN PABLO,CA



2 ADA PARKING STALL (EXISTING) DETAIL

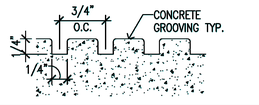
1/8" = 1'-0"



3 ADA PARKING SIGNAGE (EXISTING) DETAIL

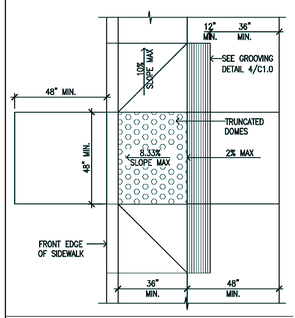
NTS

NOTE: CURB RAMPS SHALL BE A M IN. 48" WIDE AND NOT EXCEED 8.33% SLOPE. CURB RAMPS SHALL HAVE 12" WIDE GROOVED BORDER (GROOVES 1/4" X 1/4" X 3/4" O.C.) AT TOP EDGE ADJOINING SIDEWALK PER 2013 CBC SEC.11B-502



4 GROOVING (EXISTING) DETAIL

NTS



5 CURB RAMP (EXISTING) DETAIL

3/8" = 1'-0"

GENERAL NOTES

1. SIGNS SHALL BE POSTED AT EACH ENTRANCE TO OFF STREET PARKING. SIGNS SHALL NOT BE LESS THAN 17" X 22" IN SIZE WITH 1" HIGH LETTERING WHICH STATES THE FOLLOWING: UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR SPECIAL LICENSE PLATES ISSUED FOR VEHICLES MAY BE RECLAIMED AT _____ OR BY TELEPHONING _____. 2016 CBC SEC. 11B-502.8
2. THE ACCESSIBLE ROUTE AS DELINEATED IS A BARRIER FREE ROUTE 48" MIN. IN WIDTH WITH NO ABRUPT LEVEL CHANGES EXCEEDING 1/4". THE CROSS SLOPE DOES NOT EXCEED 2% AND SLOPE IN THE DIRECTION OF TRAVEL IS FREE OF OVERHANG OBSTRUCTIONS BELOW 80" AND OBJECTS PROTRUDING GREATER THAN 4" FROM A WALL ABOVE 27" AND BELOW 80" (THE ARCHITECT SHALL VERIFY EXISTING CONDITIONS AND DELINEATE ANY REQUIRED UPGRADES INCLUDING THOSE FOR CURB RAMPS) PER CBC 1127B.5
3. G.C. TO RE-STRIPE ALL PARKING STALLS AND ACCESSIBLE ROUTES AS REQ'D.
4. SIDEWALK TO HAVE MINIMUM 6FT. WIDTH (4 FT. SIDEWALK WIDTH +2 FT. FOR VEHICLE OVERHANG) PER 2016 CBC SEC. 11B-403.5.1
5. G.C. TO VERIFY (E) CONDITION OF CURB RAMP, SEE DETAILS 4/T102 & 5/T102, UPDATE EXISTING AS REQUIRED.
6. G.C. TO VERIFY EXISTING CONDITION OF ACCESSIBLE PARKING STALLS PER DETAILS 2/T102 & 3/T102, UPDATE EXISTING AS REQUIRED.
7. PROVIDE THE WORDS "NO PARKING" (12" HIGH LETTERS) IN THE LOADING/UNLOADING SPACE.
8. SURFACE OF ACCESSIBLE PARKING SPACES SHALL HAVE OUTLINE OF A WHEELCHAIR WITH OCCUPANT 36" X 36" MINIMUM DIMENSION PER 2016 CBC 11B-502.6.4.1.
9. PLOT PLAN DIMENSIONS ARE APPROXIMATE. G.C. TO TO VERIFY THAT THE EXIT DISCHARGE TO THE PUBLIC STREETS IS A MINIMUM 20'
10. SLOPE AT PARKING STALL AND LOADING ZONE NOT EXCEED 2% IN ANY DIRECTION.

PARKING SUMMARY

ASSESSOR'S PARCEL NUMBER (APN): 417-211-007

ZONING: SAN PABLO AVE SPECIFIC PLAN

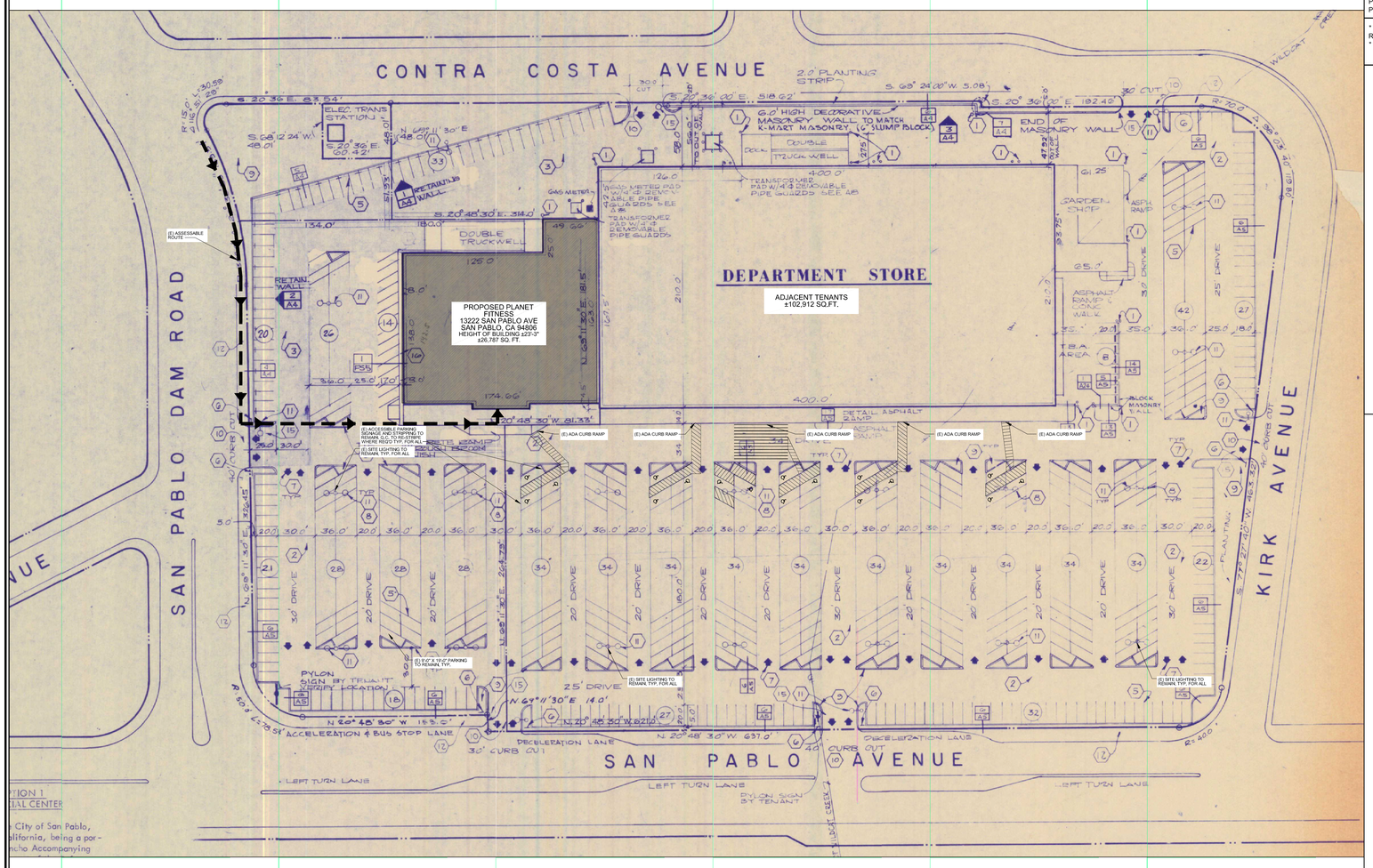
EXISTING OFF STREET PARKING:
EXISTING STANDARD SPACES: 677 VEHICLE PARKING STALL
EXISTING ACCESSIBLE: 17 ACCESSIBLE PARKING STALLS

REQUIRED PARKING:
1 VEHICLE PARKING STALL PER 300 S.F. OF FLOOR AREA:
129,699 S.F. FLOOR AREA/300 = 433 REQUIRED
694 PROVIDED

ACCESSIBLE PARKING SPACES:
PER TABLE 11B-208.2 OF SECTION 11-208 ACCESSIBLE PARKING REQUIRED
REQUIRED: 8 STALLS
PROVIDED: 5(E) STANDARD/VAN ACCESSIBLE STALLS ARE PROVIDED WITHIN CLOSE PROXIMITY TO ENTRANCE
12 (E) STANDARD/VAN ACCESSIBLE STALLS ARE PROVIDED ELSEWHERE
17 TOTAL ACCESSIBLE PARKING STALLS

BICYCLE PARKING:
NOT REQUIRED - NO ADDITIONAL NEW FLOOR AREA

SITE ACCESSIBILITY NOTES:
(E) ACCESSIBLE PATH OF TRAVEL FROM SIDEWALK - ADA COMPLIANT



1 SITE PLAN

NTS

VEHICLE PARKING TABULATION

UNIT #	TENANT	TOTAL SF	PARKING RATIO	REQUIRED PARKING*
13220 SAN PABLO AVE.	FALLAS PAREDES DISCOUNT STORE	±25,709 S.F.	(1) PER 300 SF OF FLOOR AREA	86
13220 SAN PABLO AVE.	FOOD MAXX	±77,203 S.F.	(1) PER 300 SF OF FLOOR AREA	257
13222 SAN PABLO AVE.	PLANET FITNESS (PROPOSED)	±26,787 S.F.	(1) PER 300 SF OF FLOOR AREA	89

REQUIRED TOTAL PARKING: 433 TOTAL STALLS*	REQUIRED ADA PARKING: 8 TOTAL STALLS*
PROVIDED TOTAL PARKING: 694 TOTAL STALLS* PROVIDED REGULAR PARKING: 677 TOTAL STALLS PROVIDED ADA PARKING: 17 TOTAL STALLS	PROVIDED ADA PARKING: 17 TOTAL STALLS*

* STANDARD PARKING REQUIREMENT PER CITY OF SAN PABLO, CA MUNICIPAL CODE TABLE 17.54-A NON-RESIDENTIAL PARKING REQUIREMENTS
* ADA PARKING PER 2016 CALIFORNIA BUILDING CODE TABLE 11B-208.2

planet fitness

LOCATION:
13222
SAN PABLO AVE
SAN PABLO, CA

SARGENTI

461 FROM ROAD, PARAMUS, NJ 07652
T|973.253.9393 • WWW.SARGARCH.COM

ARCHITECTURAL SEAL:

ARCHITECT OF RECORD

PROFESSIONAL SEAL:

ENGINEER OF RECORD

DATE	ISSUE
07/03/19	CUP SUBMITTAL

△ DATE	REVISION

PROJECT INFORMATION:

PROJECT NUMBER:	3637-18
DRAWN BY:	MP
REVIEWED BY:	MS
TOTAL SQ. FT.:	26,787
DATE:	07/03/19

DRAWING TITLE:

SITE PLAN

DRAWING NUMBER:

T-102

PROJECT NO.: 3637-18

LOCATION: SAN PABLO,CA

PROJECT: PLANET FITNESS

PLOT SCALE: 1:1

ABBREVIATIONS

ABBREVIATION	MEANING	ABBREVIATION	MEANING
A.B.	ANCHOR BOLT	I.D.	INSIDE DIAMETER
A.C.T.	ACOUSTIC CEILING TILE	IN.	INCH
A/C	AIR CONDITIONING	INSUL.	INSULATION
A.D.	AREA DRAIN	INT.	INTERIOR
ADJ.	ADJUSTABLE	INV.	INVERT
A.F.F.	ABOVE FINISH FLOOR	JAN.	JANITOR
A.F.G.	ABOVE FINISH GRADE	J.C.	JANITOR'S CLOSET
ALUM.	ALUMINUM	JT.	JOINT
APPROX.	APPROXIMATE	JST.	JOIST
A.T.	ALUMINUM THRESHOLD	J.B.	JUNCTION BOX
B.B.	BALL BEARING	K.P.	KICK PLATE
B.D.	BOARD	LAB.	LABORATORY
BLDG.	BUILDING	LAM.	LAMINATED
BLK.	BLOCK	LAV.	LAVATORY
BLKG.	BLOCKING	L.H.	LEFT HAND
BM.	BEAM	L.L.	LANDLORD
B.O.	BOTTOM OF	L.P.	LOW POINT
BOT.	BOTTOM	LT.WT.	LIGHT WEIGHT
B.O.F.	BOTTOM OF FOOTING	MACH.	MACHINE
B.O.S.	BOTTOM OF STEEL	MAX.	MAXIMUM
CAB.	CABINET	MECH.	MECHANICAL
CPT.	CARPET	MFG.	MANUFACTURER
CEM.	CEMENT	M.H.	MAN HOLE
C.I.	CAST IRON	MEZZ.	MEZZANINE
C.I.T.	CAST IRON THRESHOLD	MIN.	MINIMUM
C.L.	CENTER LINE	MISC.	MISCELLANEOUS
CLG.	CEILING	M.P.	MOP PLATE
COHC	CONCEALED OVERHEAD CLOSER	M.O.	MASONRY OPENING
COL.	COLUMN	MTD.	MOUNTED
CONC.	CONCRETE	N.R.C.	NOISE REDUCTION COEFFICIENT
C.M.U.	CONCRETE MASONRY UNIT	N.C.	NON-COMBUSTIBLE
COND.	CONDITION	N.I.C.	NOT IN CONTRACT
CONT.	CONTINUOUS	NO.	NUMBER
CONST.	CONSTRUCTION	N.T.S.	NOT TO SCALE
C.G.	CORNER GAURD	O.A.	OVERALL
C.J.	CONTROL JOINT	O.C.	ON CENTER
C.T.	CERAMIC TILE	O.D.	OUTSIDE DIAMETER
C.W.	CURTAIN WALL	O.H.	OVERHEAD
DEMO.	DEMOLISH / DEMOLTION	O.H.C.	OVERHEAD CLOSER
DEPT.	DEPARTMENT	OPNG.	OPENING
DET. / DTL.	DETAIL	PL.	PROPERTY LINE
DIA.	DIAMETER	PLAM.	PLASTIC LAMINATE
DIM.	DIMENSION	PLUMB.	PLUMBING
DISP.	WALL MOUNTED DISPLAY BOARD	PLYWD.	PLYWOOD
D.F.	DRINKING FOUNTAIN	P.G.B.	PAINTED GYPSUM BOARD
D.L.	DEAD LOAD	PT.	PAINT
DN.	DOWN	PTD.	PAINTED
D.O.	DO OVER (REPEAT)	P.V.C.	POLYVINYL CHLORIDE
DTL.	DETAIL	P.WD.	PAINTED WOOD
DWG.	DRAWING	R.A.	RETURN AIR
EA.	EACH	R.A.	RETURN AIR
E.C.	ELECTRICAL CONTRACTOR	R.C.P.	REINFORCED CONCRETE PIPE
ELEV.	ELEVATION	REINF.	REINFORCE(ED)(ING)
ELECT.	ELECTRIC(AL)	REQ'D.	REQUIRED
EQ.	EQUAL	R.H.	RIGHT HAND
E.W.C.	ELECTRIC WATER COOLER	R.O.	ROUGH OPENING
EQUIP.	EQUIPMENT	R.O.W.	RIGHT OF WAY
EXH.	EXHAUST	R.D.	ROOF DRAIN
E.F.	EXHAUST FAN	R.T.U.	ROOF TOP UNIT
EXIST. / EXG.	EXISTING	S.C.	SOLID CORE
EXP.	EXPOSED	SCHED.	SCHEDULE
E.J.	EXPANSION JOINT	SHT.	SHEET
F.A.	FIRE ALARM	SIM.	SIMILAR
F.C.	FIXTURE CONTRACTOR	SPEC.	SPECIFICATION(S)
F.D.	FLOOR DRAIN	SF.	STOREFRONT
FIN.	FINISH	S.F. / SQ.FT.	SQUARE FOOT(AGE) / SQUARE FEET
F.F.	FINISH FLOOR	SQ.	SQUARE
FFE.	FINISH FLOOR ELEVATION	STL.	STEEL
FFL.	FINISH FLOOR LEVEL	S.S.	STAINLESS STEEL
FDC.	FIRE DEPARTMENT CONNECTION	STRUCT.	STRUCTURAL
F.E.	FIRE EXTINGUISER	STOR.	STORAGE
F.E.C.	FIRE EXTINGUISER CABINET	STD.	STANDARD
F.H.	FIRE HYDRANT	SUSP.	SUSPENDED
F.H.C.	FIRE HOSE CABINET	TEL.	TELEPHONE
F.P.	FIRE PLACE	TEMP.	TEMPORARY
FL.	FLOOR	T.G.	TEMPERED GLASS
F.O.	FINISHED OPENING	T.G.C.	TENANT GENERAL CONTRACTOR
F.O.C.	FACE OF CONCRETE	T. & G.	TONGUE AND GROOVE
F.O.M.	FACE OF MASONRY	THK.	THICKNESS
F.R.G.	FIBERGLASS REINFORCED GYPSUM	T.	TENANT
F.R.P.	FIBERGLASS REINFORCED PLASTIC	T/	TOP
F.R.T.	FIRE RETARDANT TREATED	T.O.	TOP OF
F.R.T.W.	FIRE RETARDANT TREATED WOOD	T.O.C.	TOP OF CONCRETE
FLG.	FRAMELESS GLAZING	T.O.M.	TOP OF MASONRY
F.G.	FROSTED GLASS	T.O.S.	TOP OF STEEL
FT.	FOOT / FEET	TV.	TELEVISION
FIXT.	FIXTURE	TYP.	TYPICAL
GA.	GAUGE	U.L.	UNDERWRITERS LABORATORY
GALV.	GALVANIZED	U.O.N.	UNLESS OTHERWISE NOTED
G.C.	GENERAL CONTRACTOR	VAN	VANITY
G.I.	GALVANIZED IRON	V.I.F.	VERIFY IN FIELD
G.P.	GLASS PANEL	V.C.T.	VINYL COMPOSITION TILE
G.F.I.	GROUND FAULT INTERRUPTER	VERT.	VERTICAL
G.W.B. / GYP / GYP BD	GYPSUM (WALL) BOARD	VEST.	VESTIBULE
H.B.	HOSE BIBB	V.W.C.	VINYL WALL COVERING
H.C.	HOLLOW CORE	WSCT.	WAINSCOT
HDW.	HARDWARE	W.C.	WATER CLOSET
HT. / HGT.	HEIGHT	WWF	WELDED WIRE FABRIC
H.B.	HOSE BIBB	W/	WITH
H.C.	HOLLOW CORE	W/O	WITHOUT
HDW.	HARDWARE	WD.	WOOD
HGT.	HEIGHT		
H.P.	HIGH POINT		
H.M.	HOLLOW METAL		
HORIZ.	HORIZONTAL		
H.W.	HOT WATER		
HTG.	HEATING		
HVAC.	HEATING, VENTILATING AND AIR CONDITIONING		

VENDOR CONTACT INFORMATION

COMMENTS	ITEM	VENDOR	CONTACT	E-MAIL	PHONE
PURCHASED BY PLANET FITNESS, INSTALL BY G.C.	LIGHTING FIXTURES	NEL	JIM SCHMIDT	JSCHMIDT@NELCOMPANY.COM	603.864.0198
INCLUDED IN LIGHTING FIXTURE PACKAGE SHIPPED AND ORDERED BY NEL.	PLANET FITNESS LOGO WALL SCONCES	SMD LIGHTS	ELAINA BULOW	ELAINA@SMDLIGHTS.COM	505.247.4276
PURCHASED BY PLANET FITNESS, INSTALL BY VENDOR.	RACEWAY EQUIPMENT (ELECTRICAL / LOW VOLTAGE)	GRATEFUL HOMES - GHS	RANDY KISER	GHSOFNA@YAHOO.COM	315.790.8831
PURCHASED BY PLANET FITNESS, INSTALL BY VENDOR.	TV /TRUSS/LOW VOLTAGE/SECURITY	PLANET FITNESS I.T.	(PLANET FITNESS PROJECT MANAGER)	NETWORKING@PFHQ.COM	603.750.0001
PURCHASED BY PLANET FITNESS, INSTALL BY VENDOR.	LOCKERS	MHS	DARIN ALDRICH	DALDRICH@MATHAND.COM	207.846.1054
PURCHASED BY EAST REGION-PLANET FITNESS, INSTALL BY VENDOR.	TANNING BOOTHS	JK PRODUCTS	LAURIE JOHNSON	LAURIE.JOHNSON@JKAMERICA.COM	870.336.1591
G.C. TO PROVIDE POWER (FINAL DESIGN MUST BE APPROVED BY PLANET FITNESS CORPORATE).	SIGNAGE	PRIDE SIGNS	NELSON MELO	NMELO@PRIDESIGNS.COM	519.622.4040 x272
PURCHASED BY PLANET FITNESS, INSTALL BY VENDOR.	HYDRO MASSAGE	JTL ENTERPRISES	PAUL LUNTER	PLUNTER@HYDROMASSAGE.COM	727.536.5566
PURCHASED BY PLANET FITNESS, INSTALL BY VENDOR.	TOILET PARTITIONS	MHS	DARIN ALDRICH	DALDRICH@MATHAND.COM	207.846.1054
PURCHASED BY PLANET FITNESS, G.C. INSTALL POWER, VENDOR INSTALL FANS.	FANS	BIG A	PETE NUCKOLS	PETE.NUCKOLS@BIGASSSOLUTIONS.COM	859.629.7548
PURCHASED BY PLANET FITNESS, G.C. TO PREP FLOOR.	RUBBER FLOOR MATERIALS	ECORE	GWEN GAUDIOSO	GWEN.GAUDIOSO@ECOREINTL.COM	717.824.4618
PURCHASED BY PLANET FITNESS, INSTALL BY G.C. G.C. CAN USE PREFERRED VENDOR GRATEFUL HOMES - GHS	RUBBER FLOOR INSTALL	GRATEFUL HOMES - GHS	RANDY KISER	GHSOFNA@YAHOO.COM	315.790.8831
PLANET FITNESS PURCHASES, INSTALL BY PLANET FITNESS VENDOR - COORDINATE WITH G.C.	WALL COVERING	NORTH EAST COLOR	JEAN-PAUL GAUTHIER	SALES@NORTHEASTCOLOR.COM	603.436.8210
PURCHASED BY PLANET FITNESS, INSTALL BY PLANET FITNESS VENDOR - COORDINATE WITH G.C.	INTERIOR SIGNAGE	NORTH EAST COLOR	JEAN-PAUL GAUTHIER	SALES@NORTHEASTCOLOR.COM	603.436.8210
PURCHASED BY PLANET FITNESS, G.C. TO CONFIRM QUANTITIES AND INSTALL.	WAINSCOTT - FRP	CONSTRUCTION SPECIALTIES	SYDNEY SHEPHERD	SSHEPHERD@C-SGROUP.COM	888.424.6287 x1947
PURCHASED BY PLANET FITNESS, DELIVERY & INSTALL COORDINATED BY G.C.	LOCKER ROOM BENCHES & GARBAGE CANS	WABASH VALLEY			
PURCHASED BY PLANET FITNESS, INSTALL BY G.C.	BATHROOM MIRRORS	NEL	JIM SCHMIDT	JSCHMIDT@NELCOMPANY.COM	603.864.0198
PURCHASED BY PLANET FITNESS, INSTALL BY G.C.	STRETCHING BAR	WATERS FABRICATION	GARY WATERS	FABRICATION@WATERSMSG.COM	603.895.5255
PLANET FITNESS AND G.C. TO COORDINATE EQUIPMENT INSTALL.	EXERCISE EQUIPMENT	PLANET FITNESS	CHRISTINA NYE	CHRISTINA.NYE@PFHQ.COM	603.750.0001 x302
	PHONE / CABLE /INTERNET SERVICE	PLANET FITNESS I.T.	(PLANET FITNESS PROJECT MANAGER)	NETWORKING@PFHQ.COM	603.750.0001
	POS SYSTEM	PLANET FITNESS I.T.	(PLANET FITNESS PROJECT MANAGER)	NETWORKING@PFHQ.COM	603.750.0001
PURCHASED BY PLANET FITNESS, INSTALL COORDINATED BY G.C.	FURNITURE, BLACK CARD, ETC.	DREAM SEAT	LACEY PULEO	LPULEO@DREAMSEAT.COM	631.656.1066 x28
PURCHASED BY PLANET FITNESS, DELIVERY & INSTALL COORDINATED BY G.C.	MASSAGE CHAIRS	SMARTE CARTE	JODI HANDLOS MAGGIE NADEAU	HANDLOSJ@SMARTECARTE.COM NADEAUM@SMARTECARTE.COM	651.653.3024
PURCHASED BY PLANET FITNESS, INSTALL BY G.C.	TILE/GROUT/THIN-SET/ SCHLUTER PROFILES	CREATIVE MATERIALS	ALISON PICHE	APICHE@CREATIVEMATERIALSCORP.COM	OFFICE: 518.452.9694 DIRECT: 518.713.5395
PURCHASED BY PLANET FITNESS, INSTALL BY G.C.	HAND DRYERS	NEWTON DISTRIBUTING	LORI LAMOTHE	LORI@NEWTONDISTRIBUTING.COM	877.837.7745
G.C. TO PROVIDE AND INSTALL.	ADA SHOWER BENCH AND ACCESSORIES	BOBRICK	-	-	-
PURCHASED BY PLANET FITNESS, INSTALL BY VENDOR. COORDINATE WITH G.C. FOR INSTALLATION.	MIRRORS IN WORKOUT AREA & DRY VANITY	THE MIRROR COMPANY	DAVE	DAVE@THEMIRRORCOMPANY.COM	800.473.0619
PLANET FITNESS TO COORDINATE.	ENERGY REBATES	ENERGY REBATES	LEAH BATTISTA	LEAH@ENERGYMES.COM	913.333.3713
MILLWORK IS PURCHASE BY PLANET FITNESS AND INSTALLED BY TRICON. TO BE COORDINATED BY G.C.	MILLWORK	TRICON	RICHARD CARLUCCI	R.CARLUCCI@TRICON-CONSTRUCTION.COM	267.223.1060

NOTES

NOTES:

1. IF THIS IS A CORPORATE CLUB, CONTACT CORPORATE OPERATIONS FOR ADDITIONAL DETAILS REGARDING OWNER APPROVED ITEMS.
2. TENANT RESPONSIBILITIES WILL BE INCLUDED IN THE GENERAL CONTRACTOR'S BID PACKAGE AND THE GENERAL CONTRACTOR IS REQUIRED TO PROVIDE A DETAILED BREAKDOWN ASSOCIATED WITH THESE COSTS.
3. G.C. TO PROVIDE TENANT AND ARCHITECT WITH A SET OF "AS-BUILT" DRAWINGS UPON COMPLETION.
4. G.C. IS RESPONSIBLE FOR COORDINATION OF ALL TENANT VENDOR RESPONSIBILITIES. REFER TO VENDOR CONTACT INFORMATION FOR VENDOR SPECIFIC ITEMS.

CONTRACTOR NOTES

RESPONSIBILITY SCHEDULE

ITEM	LANDLORD FURNISH	LANDLORD INSTALL	G.C. FURNISH	G.C. INSTALL	TENANT / VENDOR FURNISH	TENANT / VENDOR INSTALL	EX'G	N/A	REMARKS
GENERAL CONDITIONS									
DEMOLITION AND DISPOSAL			●	●					G.C. TO REMOVE EX'G DOORS
DUMPSTERS AND TRASH REMOVAL			●	●					FOR EACH PORTION OF THEIR WORK
CLEANING			●						
TEMP. SERVICES: TELEPHONE, FAX, SANITARY			●	●					
TEMP. SERVICES: ELECT, HEAT, COOLING, WATER			●	●					
BARRICADE AND BLACK OUT FILM (HOARDING)			●						AS PER BUILDING OWNER CRITERIA AND/OR AS REQUIRED BY THE LOCAL AUTHORITIES.
INSPECTION FEES			●						
BUILDING PERMIT FEE			●						
STEEL / SUPPORT								●	
FINAL CLEANING			●						INCLUDING HIGH-BAY LIGHTING AND FANS.
CONTAINERS / STORAGE FOR MATERIALS			●						
FLOOR PROTECTION			●	●					
SITE WORK									
SLAB / FLOOR PREPARATION			●				●		GRINDING, LEVELING AND FILLER AS REQUIRED FOR PROPER FLOORING SUBSTRATE.
SIDEWALKS / PARKING LOT							●		
CONCRETE CUTTING / PATCHING / REPAIR			●	●			●		
GRANITE									
GRANITE COUNTERS					●	●			CHECK IN DESK, COUNTER, VANITIES, WALL CAPS, BENCHES, ETCETERA PER PLANS.
WOOD AND METAL									
SUPPORTS AT COUNTERS AND LOW WALLS			●	●					
RTU SUPPORT FRAMING			●	●					
STRETCHING RAILS				●	●				G.C. TO COORDINATE INSTALLATION.
LOCKERS					●	●			G.C. TO COORDINATE INSTALLATION.
WALLET LOCKERS					●	●			G.C. TO COORDINATE INSTALLATION.
WABASH LOCKER ROOM BENCH				●	●				
GYM FLOOR MIRROR FRAMES					●	●			G.C. TO COORDINATE INSTALLATION/ELECTRICAL HOOK-UP
MILLWORK/FRONT DESK					●	●			G.C. TO COORDINATE INSTALLATION/ELECTRICAL HOOK-UP
THERMAL AND MOISTURE PROTECTION									
CAULKING AND SEALANTS			●	●					
WATERPROOF MEMBRANE			●	●					
INSULATION			●	●					
STOREFRONT									
GLASS AND FRAMING			●	●			●		NEW STOREFRONT PANELS AND DOORS BY G.C. REFER TO PLANS
SIGNAGE				●	●	●			G.C. TO COORDINATE INSTALLATION. ELECTRICAL HOOKUP AND DISCONNECT.
EXTERIOR INSULATION FINISHING SYSTEM							●		
EXTERIOR LIGHTING							●		INCLUDING EGRESS LIGHTING (IF NOT EXISTING).
AWNINGS								●	
EXTERIOR PAINTING			●	●			●		REFER TO EXTERIOR ELEVATIONS FOR MORE INFORMATION
DOORS AND WINDOWS									
DOORS, FRAMES AND HARDWARE			●	●			●		REFER TO DOOR SCHEDULE.
BLACK CARD SPACE GLASS AND FRAMING			●	●					SEE PLANS.
VESTIBULE GLASS AND FRAMING			●	●					SEE PLANS.
FINISHES									
DEMISING WALLS							●		G.C. TO PATCH AND REPAIR EXISTING AS REQUIRED TO MAINTAIN ALL FIRE RATINGS. EXTEND DRYWALL TO DECK ABOVE (IF NOT EXISTING).
DRYWALL CEILING SYSTEM			●	●					
ACOUSTICAL CEILINGS			●	●					
DRYWALL WALL SYSTEM			●	●					OR OTHER SUBSTRATE AS REQUIRED - SEE PLANS.
WALL COVERING					●	●			G.C. TO COORDINATE INSTALLATION WITH TENANT VENDOR. VENDOR TO INSTALL
PAINT			●	●					INCLUDING PRIMING AND FINISHING PER MANUFACTURER'S INSTRUCTIONS.
CERAMIC TILE, GROUT, THIN-SET, SCHLUTER PROFILES				●	●				G.C. TO INSTALL AND VERIFY ALL QUANTITIES.
RUBBER / COVE BASE			●	●					
SOFFITS			●	●					INCLUDING GEAR SOFFITS.
FIBRE REINFORCED PANELS (FRP-1)				●	●				FRP AT UTILITY AREAS FURNISHED BY G.C., SPECIALTY FRP AT TANNING FURNISHED BY TENANT / VENDOR.
WAINSCOTT WALL PANELS (MT-1)				●	●				
PARTITIONS - TOILET/ URNINAL/ CHANGING ROOM					●	●			G.C. TO COORDINATE INSTALL WITH VENDOR
WET AREAS									
PLUMBING FOR SHOWER / TOILET ROOMS			●	●			●		G.C. TO EXTEND LINE TO NEW FIXTURES
PLUMBING FIXTURES			●	●					G.C. REQUIRED TO PURCHASED AND INSTALL MATERIALS SPECIFIED IN PLANS
ADA / ACCESSIBILITY SPECIALTIES			●	●					G.C. REQUIRED TO PURCHASED AND INSTALL MATERIALS SPECIFIED IN PLANS
RUBBER FLOORING									
SLAB PREPARATION							●		G.C. TO ENSURE FLOOR IS READY TO ACCEPT RUBBER
RUBBER FLOORING				●	●				G.C. TO INSTALL. G.C. CAN USE GHS - GRATEFUL HOMES (PREFERRED INSTALLATION VENDOR)
MECHANICAL									REFER TO MECHANICAL DRAWINGS FOR ADDITIONAL INFORMATION.
HVAC EQUIPMENT			●	●			●		REFER TO MECHANICAL DRAWINGS
HVAC CONTROLS / WIRING			●	●			●		BY SAVE ENERGY SYSTEMS
DUCTWORK & DIFFUSERS			●	●			●		REFER TO MECHANICAL DRAWINGS
ROOFING			●	●			●		AS REQUIRED FOR INSTALLATION OF NEW ROOF TOP EQUIPMENT. G.C. TO HIRE BUILDING OWNER'S DESIGNATED ROOFING CONTRACTOR.
AIR BALANCING			●	●					
EXHAUST FANS			●	●					
ELECTRICAL									REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
DISTRIBUTION							●		REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
MAIN SERVICE CONDUIT							●		REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
MAIN SERVICE WIRING							●		REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
PANEL BOARDS			●	●			●		REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
TRANSFORMER				●	●		●		REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
TELEPHONE FEED							●		G.C. TO COORDINATE WITH TENANT'S LOW VOLTAGE VENDOR
TELEPHONE SERIVCE							●		G.C. TO COORDINATE WITH TENANT'S LOW VOLTAGE VENDOR
CAT V CABLE				●	●	●			G.C. TO COORDINATE WITH TENANT'S LOW VOLTAGE VENDOR
LIGHTING FIXTURES				●	●				INCLUDING LAMPS / BULBS FOR LIGHTING.-HIGH BAYS BY LANDLORD
ELECTRICAL RACEWAY				●	●				(GYM EQUIPMENT RACEWAY). G.C. TO CUT SLAB & FURNISH/INSTALL CONDUIT AS REQUIRED. G.C. TO COORDINATE INSTALL WITH VENDOR & MAKE ELEC. CONNECTIONS
TANNING BOOTH DISCONNECTS			●	●					
LOW-VOLTAGE			●			●	●		INCLUDING ALL CAT-TV CABLING. G.C. TO COORDINATE ALL ROUGH-OUT AND INSTALLATION FOR TENANT VENDOR ITEMS. G.C. TO COORDINATE WITH VENDOR
PLUMBING									REFER TO PLUMBING DRAWINGS FOR ADDITIONAL INFORMATION.
SANITARY LINE TO DEMISED SPACE			●	●			●		G.C. TO INSPECT, SLOPE AND HYDRO TEST THE EXISTING SANITARY LINE. G.C. TO EXTEND TO NEW FIXTURES.
WATER LINE TO DEMISED SPACE			●	●			●		G.C. TO EXTEND TO NEW FIXTURES.
GAS SERVICE							●		REFER TO PLUMBING DRAWINGS
GAS LINES & REGULATORS			●	●					TO WATER HEATER
WATER FOUNTAIN			●	●					
WATER HEATER			●	●					
FIRE RELATED									
FIRE PROTECTION SYSTEM							●		
FIRE ALARM SYSTEM			●	●			●		INCLUDING CONDUIT / WIRE, DEVICES (HORNS / STROBES / PULL STATIONS) AND FINAL CONNECTIONS.
SMOKE EVACUATION SYSTEM								●	
FIRE DAMPERS								●	
FIRE EXTINGUISHERS			●	●					REFER TO EGRESS PLAN FOR MORE INFORMATION. G.C. TO PROVIDE AND INSTALL WALL MOUNTED FIRE EXTINGUISHERS AS REQUIRED BY LOCAL AUTHORITIES.
SPRINKLER SYSTEM			●	●			●		G.C. TO ADJUST SPRINKLER HEADS AS REQUIRED FOR NEW LAYOUT
MISCELLANEOUS									
WORKOUT EQUIPMENT					●	●			G.C. TO COORDINATE INSTALL WITH VENDOR
TANNING BEDS & BOOTHS					●	●			G.C. TO SUPPLY POWER TO UNITS & COORDINATE INSTALL WITH VENDOR
BEAUTY ANGEL BOOTH					●	●			G.C. TO SUPPLY POWER TO UNITS & COORDINATE INSTALL WITH VENDOR
MASSAGE CHAIRS					●	●			G.C. TO SUPPLY POWER TO UNITS & COORDINATE INSTALL WITH VENDOR
HYDROMASSAGE BEDS / LOUNGERS					●	●			G.C. TO SUPPLY POWER TO UNITS & COORDINATE INSTALL WITH VENDOR
BEVERAGE COOLERS					●	●			G.C. TO SUPPLY POWER TO UNITS & COORDINATE INSTALL WITH VENDOR
TELEVISIONS					●	●			G.C. TO COORDINATE INSTALL WITH VENDOR
TRUSS SYSTEM					●	●			
LUNK ALARM					●	●			G.C. TO PROVIDE POWER
PLANET FITNESS CLOCK					●	●			G.C. TO PROVIDE POWER
SPEAKERS & SOUND SYSTEM						●	●		G.C. TO COORDINATE INSTALL WITH VENDOR
CEILING FANS						●	●		G.C. TO ROUGH IN ELECTRICAL & COORDINATE INSTALL WITH VENDOR
FURNITURE - CHAIRS, TABLES, STOOLS						●	●		
COMPUTERS & ACCESSORIES						●	●		LOW VOLTAGE VENDOR TO HOOK UP COMPUTERS
PLANET FITNESS INTERIOR SIGNAGE						●	●		FURNISHED BY PF - INSTALLED BY VENDOR

planet fitness

LOCATION:
13222
SAN PABLO AVE
SAN PABLO, CA

PROJECT NO.: 3637-18

SARGENTI
461 FROM ROAD, PARAMUS, NJ 07652
T|973.253.9393 • WWW.SARGARCH.COM

ARCHITECTURAL SEAL:

ARCHITECT OF RECORD

PROFESSIONAL SEAL:

ENGINEER OF RECORD

DATE	ISSUE
07/03/19	CUP SUBMITTAL

△ DATE REVISION

PROJECT INFORMATION:

PROJECT NUMBER:	3637-18
DRAWN BY:	MP
REVIEWED BY:	MS
TOTAL SQ. FT.:	26,787
DATE:	07/03/19

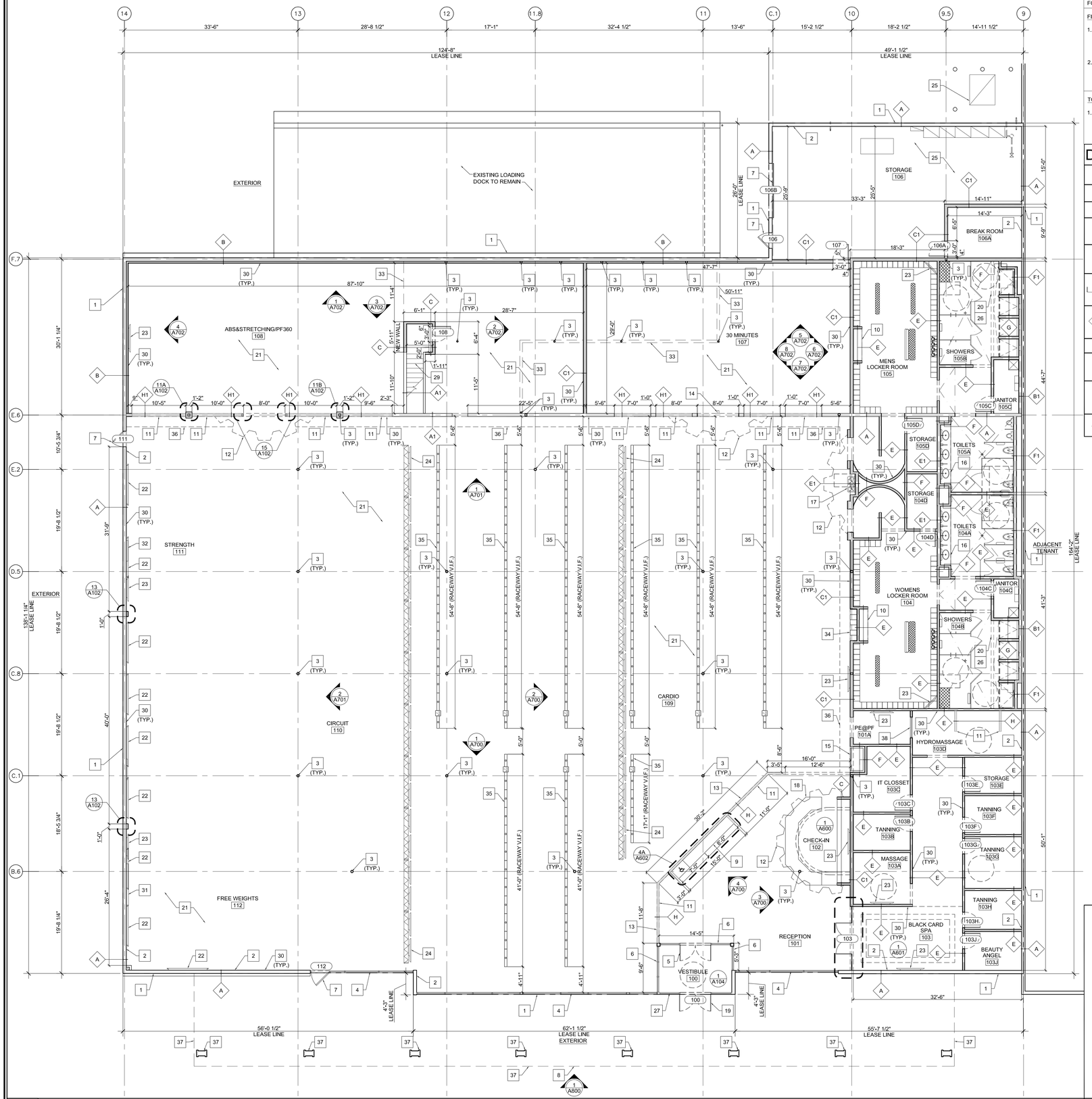
DRAWING TITLE:
RESPONSIBILITY SCHEDULE / VENDOR LIST

DRAWING NUMBER:
A-001

PROJECT: PLANET FITNESS

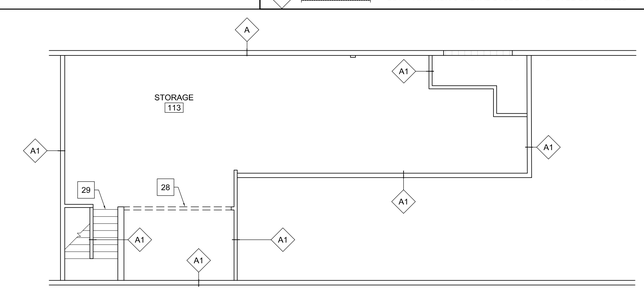
LOCATION: SAN PABLO,CA

PLOT SCALE: 1:1



1 GROUND FLOOR CONSTRUCTION PLAN

1 / 8" = 1' - 0"



2 MEZZANINE CONSTRUCTION PLAN

1 / 8" = 1' - 0"

ELECTRICAL EQUIPMENT NOTES:

1. G.C. TO VERIFY ALL LOCATIONS OF EXISTING AND/OR LANDLORD PROVIDED ELECTRICAL DISTRIBUTION EQUIPMENT, PANELS AND STUB-UPS AND TO COORDINATE THE NEW TENANT REQUIREMENTS WITH THE ELECTRICAL POWER PLAN.

2. THE G.C. IS RESPONSIBLE FOR THE RELOCATION OF ANY EXISTING ITEMS AS SHOWN ON THE ELECTRICAL POWER PLAN.

3. THE G.C. IS RESPONSIBLE FOR THE SUPPORT AND/OR SUSPENSION OF ALL ITEMS (WALL MOUNTED AND CEILING HUNG) AS SHOWN ON THE ELECTRICAL POWER PLAN AND SHALL PROVIDE SUSPENSION DETAILS FOR THE SPECIFIC FIELD CONDITION IF REQUIRED FOR INSPECTION.

FIRE SUPPRESSION SYSTEMS NOTES:

1. ALL EXISTING SPRINKLER MAIN LINES TO REMAIN (UNLESS OTHERWISE NOTED BY THE SPRINKLER CONTRACTOR, IF APPLICABLE). VERIFY LOCATION OF EXISTING SPRINKLER SYSTEM STUB-IN(S), CONTROL VALVE, FLOW SWITCH AND TAMPER SWITCH.

2. ALL NEW SPRINKLER BRANCH LINES SHALL BE DISTRIBUTED BASED ON NEW CONSTRUCTION LAYOUT IN ACCORDANCE TO ALL LOCAL, STATE, AND FEDERAL LAWS.

TOILET ROOM FIXTURE NOTES:

1. G.C. TO VERIFY LOCATIONS AND CONFIRM ALL CLEARANCES FOR ALL PLUMBING FIXTURES. NOTIFY ARCHITECT IMMEDIATELY IF LOCATION OF PLUMBING FIXTURES AND CLEARANCES CANNOT BE MAINTAINED AS SHOWN.

DRAWING SYMBOLS

- KEYED NOTE
- COLUMN TAG
- DOOR TAG
- DETAIL NUMBER/ DRAWING NUMBER
- ELEVATION NUMBER/ DRAWING NUMBER
- SECTION NUMBER/ DRAWING NUMBER
- PARTITION TYPE
- GLAZED AREA
- EXISTING DOOR
- NEW DOOR
- LINE OF CEILING / HEADER ABOVE (SEE PLANS)

GENERAL NOTES

1. MINIMUM CLEARANCE BETWEEN ALL EQUIPMENT ON EXIT ACCESS ROUTES TO BE MIN. 44" CLEAR TYPICAL.
2. G.C. TO PROVIDE SOLID / F.R.T.W. BLOCKING AT ALL WALL MOUNTED GRAB BARS, COUNTERS, TELEVISIONS AND MIRRORS.
3. REFER TO PARTITION TYPE DETAILS AND NOTES ON SHEET A-101 FOR ADDITIONAL .
4. USE GALVANIZED METAL STUDS WHERE MOISTURE PROTECTION IS REQUIRED.

PRIOR TO BEGINNING CONSTRUCTION THE G.C. SHALL:

1. CONFIRM EXTENT OF ALL EXISTING CONSTRUCTION.
2. CONFIRM CONDITION OF DEMISING WALLS AND OVERALL LEASE DIMENSIONS.
3. CONFIRM LOCATION OF UTILITY STUB-INS.

BASE BUILDING NOTES:

1. G.C. TO MAINTAIN ALL LANDLORD FIRE RATINGS AT PERIMETER DEMISING WALLS, FLOOR SLAB AND CEILING DECK PER LANDLORD CRITERIA.

KEYED NOTES

1. LEASE LINE.
2. EXISTING EXTERIOR/DEMISING WALL. PATCH AND REPAIR AS REQUIRED AND EXTEND GYPSUM BOARD TO DECK ABOVE, WHERE NOT EXISTING. PREPARE SURFACE TO RECEIVE NEW TENANT FINISHING. MAINTAIN ALL FIRE RATINGS AS REQUIRED.
3. EXISTING BUILDING COLUMN. TYPICAL. G.C. TO MAINTAIN FIRE RATINGS (WHERE OCCURS) AND PREPARE SURFACES AS REQUIRED FOR NEW TENANT FINISHING. REFER TO PLANS AND ELEVATIONS FOR MORE INFORMATION.
4. EXISTING STOREFRONT SYSTEM - G.C. TO CLEAN AND BRING TO 'LIKE NEW' CONDITION AS REQUIRED.
5. NEW VESTIBULE ENTRY DOORS. REFER TO DOOR HARDWARE SCHEDULE FOR MORE INFORMATION.
6. NEW VESTIBULE GLAZING AND FRAMING. REFER ENLARGED VESTIBULE PLAN, ELEVATION AND DETAILS ON SHEET A-104 FOR MORE INFORMATION.
7. EXISTING EGRESS / SERVICE DOOR. G.C. TO CLEAN, BRING TO 'LIKE NEW' CONDITION AND PREPARE FOR NEW TENANT FINISHING. REFER TO DOOR HARDWARE SCHEDULE FOR ADDITIONAL REQUIREMENTS.
8. NEW STOREFRONT SIGNAGE ABOVE. REFER TO EXTERIOR ELEVATIONS FOR MORE INFORMATION.
9. L-PAD COUNTER WITH 42" HIGH TOP SHELF AND 34" HIGH ACCESSIBLE SHELF. REFER TO ENLARGED DETAIL 4/A-602 FOR MORE INFORMATION.
10. NEW DRY VANITY WITH NEW WALL-MOUNTED MIRROR. REFER TO DETAIL #1/A-602 FOR MORE INFORMATION.
11. CAPPED LOW WALL. SEE PLANS FOR WALL TYPE AND DETAILS 1 AND 2/A401 FOR MORE INFORMATION. REFER TO PLANS AND ELEVATIONS FOR ADDITIONAL FINISHING REQUIREMENTS.
12. LINE OF NEW GYP. BD. (GEAR) SOFFIT ABOVE. REFER TO REFLECTED CEILING PLAN AND ENLARGED DETAILS FOR MORE INFORMATION.
13. LINE OF NEW CURTAIN WALL ABOVE. REFER TO REFLECTED CEILING PLAN AND ENLARGED DETAILS FOR MORE INFORMATION.
14. PLANET FITNESS "STOP LIGHT" CENTERED ABOVE ENTRANCE. REFER TO REFLECTED CEILING PLAN FOR MORE INFORMATION.
15. NEW BEVERAGE COOLER. G.C. TO MAINTAIN A 4" CLEARANCE BETWEEN THE COOLER AND ALL ALCOVE WALLS. REFER TO ENLARGED PLANS AND DETAILS FOR MORE INFORMATION.
16. NEW WET VANITY WITH NEW WALL-MOUNTED MIRROR. REFER TO DETAIL #2/A-602 FOR MORE INFORMATION.
17. ACCESSIBLE HIGH/LOW DRINKING FOUNTAIN. REFER TO ENLARGED PLANS AND ELEVATIONS FOR MOUNTING AND FINISHING REQUIREMENTS AND TO THE PLUMBING DRAWINGS FOR INSTALLATION REQUIREMENTS.
18. NEW CHECK-IN DESK WITH 3'-0" WIDE X 2'-8" HIGH ACCESSIBLE COUNTER. REFER TO ENLARGED PLANS, ELEVATIONS AND DETAILS ON SHEET A-600 FOR MORE INFORMATION.
19. NEW STOREFRONT ENTRY DOORS. REFER TO DOOR SCHEDULE FOR MORE INFORMATION.
20. TRENCH SLAB FOR NEW LINEAR DRAIN INSTALLATION AS PER THE PLUMBING PLANS (SHOWN DASHED FOR CLARITY). REFER TO ENLARGED PLANS FOR DIMENSIONS AND DETAIL #12/A102 FOR ADDITIONAL REQUIREMENTS. G.C. TO VERIFY ALL DIMENSIONS IN FIELD.
21. EXERCISE EQUIPMENT. TYPICAL (NOT SHOWN FOR CLARITY). REFER TO EQUIPMENT PLAN ON DRAWING A-300 FOR MORE INFORMATION AND INSTALLATION REQUIREMENTS.
22. NEW 8'X6' BACK-LIT MIRRORS BY G.C. - REFER TO DETAIL #5/A603. SEE EQUIPMENT PLAN AND INTERIOR ELEVATIONS FOR MOUNTING LOCATIONS AND HEIGHTS.
23. WALL-MOUNTED TELEVISION. REFER TO EQUIPMENT PLAN FOR MORE INFORMATION AND TO ELEVATIONS FOR MOUNTING HEIGHTS.
24. TELEVISIONS MOUNTED FROM TRUSSES ABOVE. REFER TO REFLECTED CEILING PLAN AND DETAILS FOR MORE INFORMATION.
25. LOCATION OF ELECTRICAL EQUIPMENT. REFER TO ELECTRICAL DRAWINGS FOR MORE INFORMATION.
26. G.C. TO SLOPE FINISH FLOOR FROM CHANGING ROOM AND SHOWER STALLS TO THE FLOOR AND TRENCH DRAINS. RISE IN SLOPE SHALL BE 1:50 MAXIMUM. REFER ALSO TO ENLARGED PLANS.
27. NEW STOREFRONT GLAZING AND FRAMING TO MATCH EXISTING.
28. PATCH AND REPAIR EXISTING SOFFIT / HEADER ABOVE AS REQUIRED AND PREPARE FOR NEW FINISHING AS SCHEDULED.
29. EXISTING STAIRS TO REMAIN. PATCH AND REPAIR AS REQUIRED.
30. SEE DETAIL #2/A401 FOR INSTALLATION OF WAINSCOT PANELING (WHERE INDICATED ON FINISH PLAN), REFER TO FINISH PLAN AND ELEVATIONS FOR MORE INFORMATION.
31. WALL MOUNTED LUNK ALARM WITH WALL GRAPHIC. G.C. TO COORDINATE INSTALLATION. SEE EQUIPMENT AND POWER PLANS FOR MORE INFORMATION AND REFER TO INTERIOR ELEVATIONS FOR MOUNTING HEIGHT.
32. PLANET FITNESS CLOCK - G.C. TO COORDINATE INSTALLATION. SEE EQUIPMENT AND POWER PLANS FOR MORE INFORMATION AND REFER TO INTERIOR ELEVATIONS FOR MOUNTING HEIGHT.
33. LINE OF EXISTING MEZZANINE TO REMAIN. PATCH AND PREPARE AS PREQUIRED AND PREP FOR NEW FINISHES.
34. SEE DETAIL #3/A602 FOR INSTALLATION OF WALLET LOCKERS. REFER TO EQUIPMENT AND ENLARGED PLANS FOR MORE INFORMATION.
35. NEW ELECTRICAL RACEWAY. G.C. TO TRENCH FLOOR AS REQUIRED FOR CONDUIT AND JUNCTION BOXES AS PER MANUFACTURER'S INSTRUCTIONS. SEE TRENCHING DETAIL #10/A102 FOR GENERAL TRENCHING REQUIREMENTS AND TO THE EQUIPMENT AND POWER PLANS FOR ADDITIONAL INFORMATION. VERIFY ALL DIMENSIONS IN FIELD. DUPLEX OUTLETS IN RACEWAYS PROVIDED WITH RACEWAYS. G.C. TO CONNECT TO JUNCTION BOX.
36. LINE OF EYE-BROW SOFFIT ABOVE. TYPICAL. REFER TO REFLECTED CEILING PLAN AND ENLARGED DETAILS FOR MORE INFORMATION.
37. EXISTING EXTERIOR COLUMNS AND OVERHANG TO REMAIN. G.C. TO PROTECT DURING CONSTRUCTION. PATCH AND REPAIR AS REQUIRED.
38. NEW BLACK CARD SPA WINDOW. REFER TO DETAIL #8/A-103

PARTITION LEGEND

(REFER TO A-101 FOR PARTITION DETAILS)

- A — EXISTING EXTERIOR/DEMISING WALL.
- A1 — EXISTING PARTITION WALL WITH EXISTING FURRING.
- B — EXISTING EXTERIOR/DEMISING WALL WITH NEW 3 5/8" MTL STUD FURRING FINISHED WITH 5/8" GYP. BD, FROM SLAB TO DECK ONE SIDE.
- B1 — EXISTING DEMISING WALL WITH NEW 6" MTL. STUD FURRING FINISHED WITH 5/8" GYP. BD, TO 6" ABOVE STRUCTURE. ONE SIDE. BRACE TO STRUCTURE.
- C — NEW FULL HEIGHT WALL 3 5/8" METAL STUDS FINISHED WITH GYP. BD. ON BOTH SIDES.
- C1 — NEW FULL HEIGHT WALL 6" METAL STUDS FINISHED WITH GYP. BD. ON BOTH SIDES.
- E — PARTITION 3 5/8" METAL STUDS WITH GYP. BD. ON BOTH SIDES TO 6" ABOVE CEILING - BRACE TO STRUCTURE
- E1 — PARTITION 6" METAL STUDS WITH GYP. BD. ON BOTH SIDES TO 6" ABOVE CEILING - BRACE TO STRUCTURE
- F — PARTITION WITH 3 5/8" METAL STUDS WITH GYP. BD. OR CEMENT BOARD ON ONE SIDE TO 6" ABOVE CEILING, VOID SPACE ON OTHER.
- F1 — PARTITION WITH 6" METAL STUDS WITH GYP. BD. OR CEMENT BOARD ON ONE SIDE TO 6" ABOVE CEILING, VOID SPACE ON OTHER.
- G — PARTITION WITH 3 5/8" METAL STUDS WITH HARD CEILING AND CEMENT BOARD TO CEILING BOTH SIDES
- H — LOW PARTITION 3 5/8" METAL STUDS WITH GYP. BD BOTH SIDES
- H1 — LOW PARTITION 6" METAL STUDS WITH GYP. BD BOTH SIDES

planet fitness

LOCATION:
13222
SAN PABLO AVE
SAN PABLO, CA

PROJECT NO.: 3637-18

SARGENTI

461 FROM ROAD, PARAMUS, NJ 07652
T|973.253.9393 • WWW.SARGARCH.COM

ARCHITECTURAL SEAL:

ARCHITECT OF RECORD

PROFESSIONAL SEAL:

ENGINEER OF RECORD

DATE	ISSUE
07/03/19	CUP SUBMITTAL

△ DATE	REVISION

PROJECT INFORMATION:

PROJECT NUMBER:	3637-18
DRAWN BY:	MP
REVIEWED BY:	MS
TOTAL SQ. FT.:	26,787
DATE:	07/03/19

DRAWING TITLE:

CONSTRUCTION PLAN AND NOTES

DRAWING NUMBER:

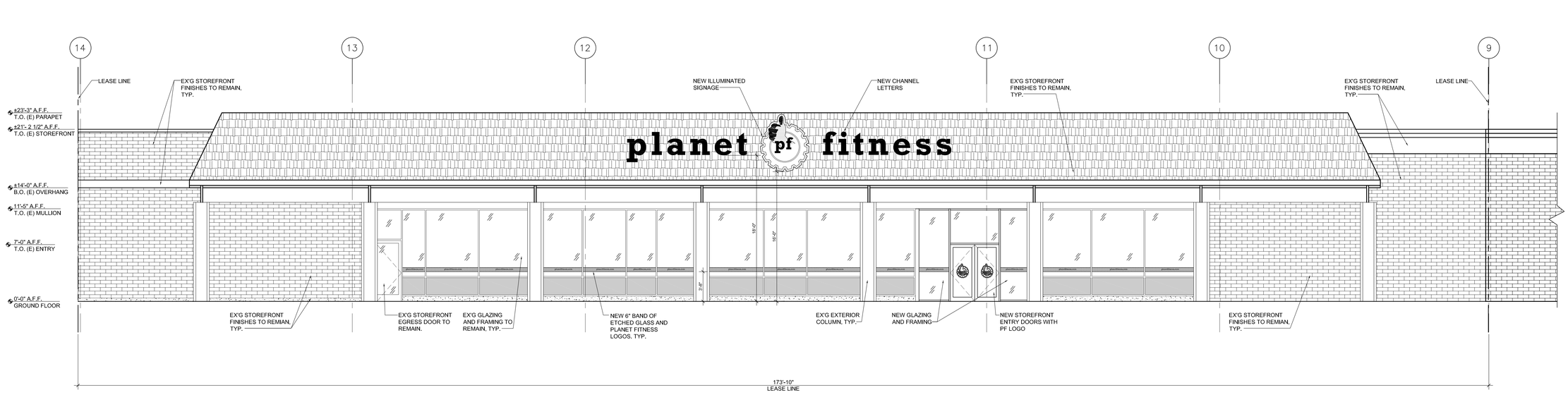
A-100

LOCATION: SAN PABLO,CA

PROJECT: PLANET FITNESS

PLOT SCALE: 1:1

NOTE: SIGNAGE FOR REFRENCE ONLY.
SIGNAGE UNDER SEPARATE PERMIT



1 EXTERIOR ELEVATION

3/16" = 1' - 0"

LOCATION:
13222
SAN PABLO AVE
SAN PABLO, CA

PROJECT NO.: 3637-18

SARGENTI
461 FROM ROAD, PARAMUS, NJ 07652
T|973.253.9393 • WWW.SARGARCH.COM

ARCHITECTURAL SEAL:

ARCHITECT OF RECORD

PROFESSIONAL SEAL:

ENGINEER OF RECORD

DATE	ISSUE
07/03/19	CUP SUBMITTAL

△ DATE REVISION

PROJECT INFORMATION:

PROJECT NUMBER:	3637-18
DRAWN BY:	MP
REVIEWED BY:	MS
TOTAL SQ. FT.:	26,787
DATE:	07/03/19

DRAWING TITLE:

EXTERIOR ELEVATIONS

DRAWING NUMBER:

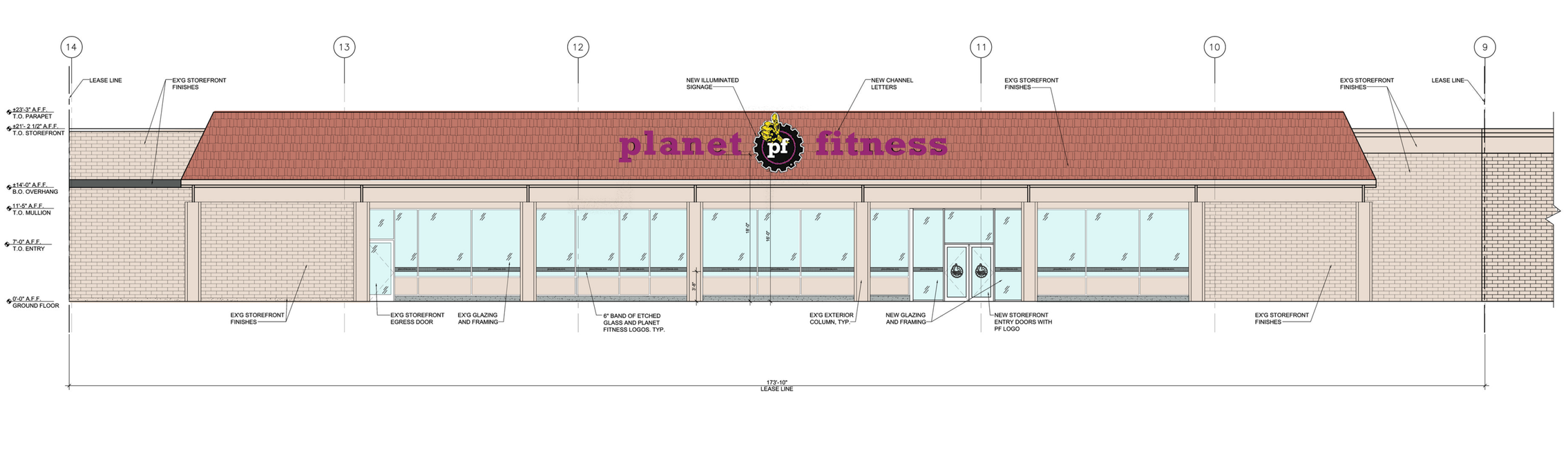
A-800

LOCATION: SAN PABLO,CA

PROJECT: PLANET FITNESS

PLOT SCALE: 1:1

NOTE: SIGNAGE FOR REFRENCE ONLY.
SIGNAGE UNDER SEPARATE PERMIT



1 EXTERIOR ELEVATION

3/16" = 1' - 0"

000029

planet fitness

LOCATION:

13222
SAN PABLO AVE
SAN PABLO, CA

PROJECT NO.: 3637-18

SARGENTI
461 FROM ROAD, PARAMUS, NJ 07652
T|973.253.9393 • WWW.SARGARCH.COM

ARCHITECTURAL SEAL:

ARCHITECT OF RECORD

PROFESSIONAL SEAL:

ENGINEER OF RECORD

DATE	ISSUE
07/08/19	CLIENT REVIEW

△ DATE REVISION

PROJECT INFORMATION:

PROJECT NUMBER:	3637-18
DRAWN BY:	BM/SS
REVIEWED BY:	MS
TOTAL SQ. FT.:	26,787
DATE:	07/08/19

DRAWING TITLE:

EXTERIOR ELEVATIONS

DRAWING NUMBER:

A-800

LOCATION: SAN PABLO,CA

PROJECT: PLANET FITNESS

PLOT SCALE: 1:1


BIG LOTS
03/01/2019 11:24


BIG LOTS
03/01/2019 11:25


03/01/2019 11:25


BIG LOTS
BIG LOTS
03/01/2019 11:26
000033


BIG LOTS
03/01/2019 11:37


BIG LOTS
03/01/2019 11:37


03/01/2019 11:38

West County Times
1050 Marina Way S
Richmond, CA 94804
(510) 262-2740

2015901

SAN PABLO CITY OF
CITY CLERK OFFICE
LEHNY CORBIN
13831 SAN PABLO AV BLDG #1
SAN PABLO, CA 94806

PROOF OF PUBLICATION

FILE NO. Aug. 27
Hearing/PLAN1807-0011/1907-0002

In the matter of

West County Times

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter.

I am the Principal Legal Clerk of the West County Times, a newspaper of general circulation, printed and published in the City of Walnut Creek, County of Contra Costa, 94598

And which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Contra Costa, State of California, under the date of August 29, 1978. Case Number 188884.

The notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

08/17/2019

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Executed at Walnut Creek, California.
On this 19th day of August, 2019.

Signature

Legal No. **0006384682**

CITY OF SAN PABLO
City of New Directions

CITY OF SAN PABLO
NOTICE OF PUBLIC HEARING
TUESDAY, AUGUST 27, 2019

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of San Pablo, State of California, will hold a public hearing on the following items:

PLAN1807-0011: Consideration of a Commercial Design Review to construct a 13,591 square foot medical office within a two-story podium style building at 13352 San Pablo Avenue, APN 417-280-016. The property is within the San Pablo Avenue Specific Plan and has a Regional Commercial (Entertainment Overlay District) zoning designation. It has been determined that the proposed project qualifies for an exemption from the California Environmental Quality Act (CEQA), consistent with the provisions of CEQA Guidelines Section 15332, Class 32, Infill Development Projects.

PLAN1907-0002: Consideration of a Conditional Use Permit to allow Planet Fitness a 24-hour fitness and exercise club use in an existing commercial building at 13222 San Pablo Avenue, APN 417-211-007. The property is within the San Pablo Avenue Specific Plan and has a Regional Commercial (Entertainment Overlay District). It has been determined that the proposed project qualifies for an exemption from the California Environmental Quality Act (CEQA), consistent with the provisions of CEQA Guidelines Section 15301, Class 1, Existing Facilities. Class 1 addresses an existing private structure that will not be expanded and that will receive interior and exterior tenant improvements.

NOTICE IS HEREBY FURTHER GIVEN that said hearing before the Planning Commission will be on Tuesday, August 27th, 2019. The meeting will be held at 6:00 p.m. in the City Council Chambers located at One Alvarado Square, 13831 San Pablo Avenue, San Pablo, CA, 94806 at which time and place all persons interested may appear and be heard thereon. Questions may be directed to the City of San Pablo Community and Economic Development Department at (510) 215-3030.

NOTE: If you challenge this item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

If you need Spanish language assistance, please contact Development Services at (510) 215-3030. Si necesita asistencia en español, por favor contacte al Departamento de Desarrollo Comunitario y Económico al (510) 215-3030.

Sandra Marquez, Assistant Planner
Community and Economic Development

WCT 6384682 August 17, 2019

File #: #PC19-026, **Version:** 1

PREPARED BY: SANDRA MARQUEZ **DATE OF MEETING:** 08/27/19

SUBJECT:
MAJOR DESIGN REVIEW FOR A NEW TWO-STORY, PODIUM-STYLE BUILDING FOR A KIDNEY DIALYSIS CENTER AT 13352 SAN PABLO AVENUE, APN: 417-280-016.

Location: 13352 San Pablo Avenue
APN: 417-280-016
Zoning: SP2- San Pablo Specific Plan- Regional Commercial (Entertainment Overlay District)
CEQA: This project is not subject to CEQA.
Owner: Hill & Sketchley / Dennis Hill
Applicant: Kerr Project Services / Deborah Kerr for Market Street Development
Staff Contact: Sandra Marquez, Assistant Planner

Conduct public hearing; adopt Resolution

REQUESTED ACTION

A request for approval of commercial Design Review, PLAN1807-0011, to construct 13,591 square feet of medical office use within a new two-story, podium-style building to be located at the current site of Castle's mobile home/trailer park on the east side of San Pablo Avenue just south of Vale Road. The building would be of stucco texture and thin brick veneer finish construction and will have a lobby and screened parking on the first floor and dialysis patient services and associated offices on the second floor. The property is 32,234 square feet in area and is located at 13352 San Pablo Avenue, APN 417-280-016. Medical office is an allowed use within the San Pablo Avenue Specific Plan (SP-2) and the proposed dialysis center has been determined to fit best within this use category, rather than as a hospital/clinic. Staff recommendation is approval of the commercial Design Review subject to the conditions of approval included in the resolution.

Surrounding Zoning and Land Uses:
The proposed commercial building is in a Regional Commercial area in the southern part of the San Pablo Avenue Specific Plan. Surrounding zoning and land uses include:

North: SP2- Regional Commercial- San Pablo Towne Center shopping plaza

South: SP2- Regional Commercial (Entertainment Overlay District)- Casino

East: SP2- Regional Commercial (Entertainment Overlay District- San Pablo Towne Center shopping plaza

West: SP2- Regional Commercial (Entertainment Overlay District)- Existing Single-family residence

ENVIRONMENTAL DETERMINATION

The California Environmental Quality Act (CEQA) does not apply to the proposed project. Action for design review of a permitted use because the City's design review discretion is limited to architectural and design-related matters. See *McCorkle Eastside Neighborhood Group, et al. v. City of St. Helena, et al* (2019) 31 Cal.App.5th 80. Even if CEQA did apply to the Project, it would be exempt from CEQA in accordance with CEQA Guidelines Section 15332, Infill Development, Class 32. The project is infill development on previously-disturbed land (i.e. a parking lot). The project site is also surrounded by developed uses. Pursuant to CEQA Guidelines section 15332, the City finds as follows: (a) the project is consistent with the applicable general plan, specific plan, and zoning designations, policies, and regulations; (b) the project occurs within City limits on a site that is less than five acres which is substantially surrounded by urban uses; (c) the project is located on a site that has no value as 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; and (e) the site can be adequately served by all required utilities and public services.

PUBLIC HEARING NOTICE

Notices were mailed to owners of properties within a 300-foot radius of the site on August 14, 2019. In addition, a Public Hearing Notice was published in the East Bay Times newspaper on Saturday, August 17, 2019.

SITE LOCATION AND PROJECT DESCRIPTION

The applicant is requesting approval of commercial Design Review to construct a new two-story, 13,591 square-foot medical office building on a 32,234 square-foot site at 13352 San Pablo Avenue. The site would be completely redeveloped with the new use including 36 dialysis stations, associated reception and office space, and 52 on-site parking spaces to be placed below a portion of the building and screened with façade treatment. Proposed site improvements include site grading, lighting, trash enclosure, a back-up generator, all required storm water management controls and new site landscaping.

The building area is divided as follows:

First floor:
Parking- 12,937 sq. ft.
Lobby- 290 sq. ft.
Elevators/Stairs- 782 sq. ft.
Support area- 364 sq. ft.

Second floor:
Clinic- 13, 591 sq. ft.
Elevator/Stair- 728 sq. ft.

The project site is designated as Regional Commercial in the San Pablo Avenue Specific Plan (SP2). A medical office use is allowed by right within the San Pablo Avenue Specific Plan. The project design is required to be reviewed and approved by the Planning Commission in accordance with Section 17.20.030 of the Zoning Code.

BACKGROUND

The property is currently occupied by the Castle's Mobile Home/Trailer Park. The City issued permits to construct a trailer court at this site in 1953. The property configuration, number of tenants and related permits have evolved over the years through changes in ownership and land subdivision. Additionally, a Use Permit was issued in 1986 for a 17-unit mobile park to operate "on an interim basis" (Attachment F). The stated intent of the interim basis term was in order to redevelop the site in the future. In 1990/1991, six of the original 17 spaces were removed as part of Phase 1 development of the then larger property. This development is the San Pablo Towne Center retail center to the east of the subject property.

Closure Impact Report and Relocation Plan

In accordance with General Plan goals related to housing, the City recognizes the importance of providing sufficient notice and assistance to the residents of the existing trailer park. It is important to note that although Castle Mobile Home Parks is called a "mobile home park", there are actually no mobile homes on the property. Six of the seven residents reside in a recreational vehicle and one in a camper trailer. The Mobile Home Residency Law "MRL", California Civil Code Section 798 et seq. states that owners of camper trailers and motor homes are not considered "mobile home residents" (Civil Code Section 798.3(b)). Nonetheless, in order to reduce impacts on San Pablo residents, the developer has agreed to provide a closure impact report and a relocation plan (see Attachment E), including an assistance package to assist residents with relocation costs. The purpose of the relocation plan is to ensure uniform, fair, and equitable treatment of owners of the recreational vehicles who reside in the Park in order to mitigate the impact of closure and relocation.

The "Effective Date" of the Plan is the date the Planning Commission (or City Council on appeal) approves the Project and the Plan. The "Closure Date" is six months after the effective date of city approval (estimated to be February or March 2020). Final payments and incentives are subject to the residents removing themselves and all property from the Park and signing a release statement. The Developer will provide a Relocation Assistance payment to each participant to assist with further RV Park rental or to use for rent/security in securing lodging. Each participant will receive $6,000.00 (Approximately six months' current rent). Attachment E includes detail descriptions about the incentives and dates regarding relocation assistance.

GENERAL PLAN CONFORMANCE

The site is designated Regional Commercial, with an Entertainment Overlay District, within the San Pablo Avenue Specific Plan, SP-2. The General Plan designation for the site is Regional Commercial. The proposed use is consistent with these designations and with the following General Plan Actions and Policies for the Regional Commercial land use category:

Policy LU-I-18:
Provide relocation assistance to low-income resident in mobile home parks, if the park is redeveloped for another use.

Policy LU-I-25:
Identify and promote desirable sites for employment-generating commercial, industrial, and other business wishing to locate in San Pablo.

Policy LU-I-28:
Allow a mix of tenants and an array of site amenities in mixed use projects that will attract customers from both local neighborhoods and region-wide communities in the Regional Commercial District and the Entertainment District.

Policy HEA-G-4
Promote health equity in San Pablo, including equal access to health facilities, good, services, and economic and educational opportunities, helping to ensure wellbeing for residents of all ages, abilities and incomes.

The use is consistent with the above referenced General Plan policies. The proposed medical office building will provide kidney dialysis outpatient care with 36 dialysis stations. It will generate medical office employment opportunities to the community adding 40 to50 new jobs, with up to 20 employees per shift. The project will fit in well with the surrounding commercial uses along San Pablo Avenue by introducing a well-designed new commercial building and site amenities along San Pablo Avenue. Additionally, the proposed project would provide a critical health care service for the region which is in high demand.

SAN PABLO AVENUE SPECIFIC PLAN CONFORMANCE

The site is within an opportunity site and focus area of the San Pablo corridor. The proposed project is consistent with the following goals and implementing policies for the San Pablo Avenue Specific Plan Area:

Goal 2-G-3: Promote pedestrian- and transit-friendly development that enhances the public realm.

Implementing Policy 2-1-16: Encourage structured or underground, or tuck-under parking in new development, to maximize occupied uses and open space at the ground level. Discourage new or expanded surface parking lots.

Implementing Policy 4-I-24: Encourage development of the RV/mobile home site off of San Pablo Avenue and (former) Grace Lane to provide an expanded and improved presence in the Towne Center Site along San Pablo Avenue.

The proposed podium-style project is consistent with the goals and policies of the San Pablo Avenue Specific Plan. The new building will enhance the public realm by having a portion of the building fronting San Pablo Avenue and providing landscaping along the sidewalk and parking area.

ZONING CONFORMANCE

The property is in the San Pablo Avenue Specific Plan (SP-2) and the land use designation is Regional Commercial (within the Entertainment Overlay District). The office use is allowed by right in Table 2-2 of the Specific Plan, and the project is subject to Major Design Review before the Planning Commission. The Zoning Ordinance Design Review Chapter 17.20.030(B) requires design review for commercial development in all zoning districts.

MAJOR DESIGN REVIEW

The applicant proposes to construct a new 13,591 square-foot medical office building with first-floor parking and lobby and second floor clinic and office space at 13352 San Pablo Avenue. Section 17.20.030(C) of the San Pablo Zoning Ordinance states that the Planning Commission shall ensure that the proposed development meet the following requirements:

1. Design Guidelines. The proposal is consistent with applicable design guidelines.

2. Community Plans. The proposal is consistent with any community design plan or specific plan.

3. General Plan. The proposal is consistent with the land use, physical design, and economic development element and the open space element of the general plan.

4. Location and Design. The location and design of proposed development gives particular consideration to privacy, views, and sunlight on adjoining properties and fosters the orderly and harmonious development and preservation of the public health and welfare of the city and its neighborhoods.

5. Design and Colors. The architectural design of structures and their colors and materials are visually harmonious with surrounding development, landforms, and vegetation.

Architectural Design:
The San Pablo Avenue Specific Plan does not require any particular architectural style, but does identify a variety of architectural design guidelines that are being applied to the project. The podium-style building with screened parking tucked underneath the building is in keeping with the encouraged design within the San Pablo Avenue Specific Plan, as set forth in Implementing Policy 2-1-16. The building will be of a finished stucco texture and thin brick veneer using a variety of building materials, strong articulation, and exterior interest through multiple window and access openings. In order to provide visual interest and details to the new building, the elevation fronting San Pablo Avenue has been designed with large windows, a mix of colors and exterior material, and a prominent tower in the southeast of the building for added dimension.

The project includes significant areas of on-site landscaping, helping to soften the commercial area. The landscaping design includes exterior planters around the exterior edges of the parcel and interior islands of the open portion of the parking lot. The proposed on-site landscaping design includes drought resistant plans.

The main entry to the building is at the Southeast corner of the building and it is accessed directly from the driveway leading into the San Pablo Towne Center. An additional driveway entrance to the first floor parking area would be located off of San Pablo Avenue

The proposed two-story building would comply with all of the development standards outlined in Section 4.3 and Table 4-1 of the San Pablo Avenue Specific Plan. The building height is 25 feet to the top of the parapet, and 41 feet to the top of the accent tower. The side yard setbacks must be minimum of 0 feet or 10 feet when abutting a residential use. The side yard to the west of the property is abutting an existing nonconforming single-family home and would meet the required 10-foot setback.

Parking Area:

The parking ratio for the proposed use in the San Pablo Avenue Specific Plan, Table 3-3, is one space per 250 square feet of gross building area. The proposed parking area has 52 parking spaces. Based on the second-floor area of 14,373 square feet, a total of 57 spaces would be required. However, the code allows a 10% parking reduction if a project is located within one quarter mile of a transit stop, bringing the requirement down to 52 spaces. Additionally, a Traffic and Parking study was prepared (Attachment G) to assess the traffic flow with the project. According to this study, due to the unique use of Dialysis treatments, parking may be best determined based on the number of treatment stations as opposed to the building area. The number of stations determine the number of patients who can be on the property at one time as well as the number of employees needed to serve those patients. According to this study 40 spaces would be required for the project. However, the number of proposed parking spaces was determined per the regulations set forth by the San Pablo Avenue Specific Plan.

As part of the site redevelopment, ten existing parking spaces will be removed from the drive aisle that provides entrance to the San Pablo Towne Center and the proposed project in order to remove the traffic hazard of vehicles backing into the driveway access. These ten spaces are currently used for the retail paces to the east of the site. In order to alleviate any potential parking shortage for the retail spaces as a result of this parking removal, ten of the on-site spaces will be made available for the use of the retail property to the east. These ten spaces would replace the ten spaces on the subject property and would provide for safer access to the site.

The proposed parking spaces would meet all other requirements of the Zoning Code. Standard stall sizes will be 9 feet wide by 18 feet long and compact spaces will be 8.5 feet wide by 17 feet long, the proposed parking lot design complies with these requirements.

ANALYSIS

With the conditions of approval applied, the project would be consistent with the General Plan, Zoning Ordinance, and Specific Plan. Staff notes that this development will provide benefits to the City in terms of contributing to the urban design fabric along San Pablo Avenue, ensuring compatibility with adjoining commercial uses, and providing employment opportunities and a critical medical need. The Public Works and Building divisions have reviewed the application and the proposal and are satisfied to recommend approval for the Design Review.

FINDINGS

A. The California Environmental Quality Act (CEQA) does not apply to the proposed project, as design review for permitted uses has been determined to not be subject to CEQA. Even if CEQA did apply to the Project, the project would be exempt from CEQA in accordance with CEQA Guidelines pursuant to Section 15332, Infill Development, Class 32.

Action on a design review permit for a permitted use is not subject to CEQA because the City's design review discretion is limited to architectural and design-related matters. See McCorkle Eastside Neighborhood Group, et al. v. City of St. Helena, et al (2019) 31 Cal.App.5th 80. Section 15332, Infill Development, Class 32 of the CEQA Guidelines consists of projects characterized as in-fill development. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning

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

B. That proposed Commercial Design Review is consistent with applicable Design Guidelines, the Specific Plan, and with the land use, physical design, economic development element and open space element of the General Plan.

The proposed Commercial Design Review is within the San Pablo Avenue Specific Plan (SP-2) and is consistent with the applicable design guidelines. The request for commercial design review for a dialysis center will contribute to the character of the area by providing high quality design and site planning for a significant commercial development, providing employment opportunities and access to health services, and providing relocation assistance to the trailer park residents. Additionally, the proposed development is consistent with the applicable elements within the General Pan.

C. The location and design requirements of the proposed development gives particular consideration to privacy, views, and sunlight to adjoining properties and fosters the orderly and harmonious development and preservation of the public health and welfare of the city neighborhoods.

The proposed development complies with all development standards per the San Pablo Avenue Specific Plan including required setbacks adjacent to residential use and building height requirements. The building site placement was also considered to avoid blocking visibility to the adjacent commercial uses. The proposed development fosters the orderly and harmonious development and preservation of the public health and welfare of the city neighborhoods.

D. The architectural design, materials and colors of the proposed building are visually harmonious with surrounding development, landforms, and vegetation.

The architectural design, materials, and colors of the proposed building are consistent with the San Pablo Specific Plan design guidelines and the building would be visually harmonious with the surrounding development, landforms, and vegetation.

E. Public notice of the hearing has been provided by mail to the applicants, local affected agencies, and all property owners within 300 feet of the subject property, and has been published in the East Bay Times, in accordance with the requirements of Government Code Section 65905.

Notices were mailed to owners of properties within a 300-foot radius of the site on Wednesday, August 14, 2019. In addition, a Public Hearing Notice was published in the East Bay Times newspaper on Saturday, August 17, 2019.

CONCLUSION

Staff supports the request for approval of Commercial Design Review for the medical office building for the purpose of establishing a new dialysis center at 13352 San Pablo Avenue, San Pablo CA. All proposed construction work must be consistent with the proposed uses and must go through the City's Plan Check and permitting process. The proposed resolution (Attachment A) includes conditions of approval that are specific to the proposed project, such as compliance with the Closure Impact Report and Relocation Plan, number of parking spaces, and hours of operation. Any changes to the approved Commercial Design Review must first be submitted to the City of San Pablo for review.

A. Resolution PC19-06
B. Project Proposal and Narrative
C. Site plan, floor plans, elevations
D. Photos of existing site
E. Closure Impact Report and Relocation Plan
F. Previous Conditional Use Permit #1385
G. Traffic Report
H. Proof of Publication from West County Times
I. 15-day notice delivery certification

PLANNING COMMISSION RESOLUTION PC19-08

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN PABLO APPROVING PLAN 1807-0011. A COMMERCIAL DESIGN REVIEW FOR A 13,591 SQUARE FOOT MEDICAL OFFICE BUILDING FOR A DIALYSIS CENTER, WITHIN A TWO-STORY PODIUM-STYLE BUILDING ON A 32,234 SQUARE-FOOT PARCEL LOCATED AT 13352 SAN PABLO AVENUE, APN: 417-280-016.

WHEREAS, staff received a Commercial Design Review application, PLAN1807-0011, on July 12, 2018 for a proposed 13,591 square-foot medical office building for a kidney dialysis center to be located within a new two-story podium-style building on a 32,234 square-foot parcel within the San Pablo Avenue Specific Plan (SP-2) in a Regional Commercial (CR) area; and,

WHEREAS, Zoning Code section 17.20.030(B) requires design review for commercial development by the Planning Commission; and,

WHEREAS, the proposed development is located within the San Pablo Avenue Specific Plan site and in order to approve any Design Review within this site, the Planning Commission shall make a finding that the design of the commercial building is compatible with the Commercial Design Guidelines, and conforms to the applicable provisions of the San Pablo Avenue Specific Plan, Zoning Ordinance, and the General Plan; and,

WHEREAS, the proposed project has been determined to be not subject to the California Environmental Quality Act (CEQA) as it involves design review of a permitted use., and if it were subject to CEQA it would be categorically exempt from the provisions of the California Environmental Quality Act, in accordance with CEQA Guidelines pursuant to Section 15332, Infill Development, Class 32.

WHEREAS, a Public Notice of the hearing has been mailed to owners of properties within a 300-foot radius of the site. The notices were mailed on Wednesday, August 14, 2019. In addition, a Public Hearing Notice was published in the West County Times newspaper on Saturday, August 17, 2019 in accordance with Government Code Section 65091; and,

NOW, THEREFORE BE IT RESOLVED that the Planning Commission of the City of San Pablo has reviewed the proposed project and approves Commercial Design Review for PLAN 1807-0011, based on the following findings:

A. The California Environmental Quality Act (CEQA) does not apply to the proposed project. Even if CEQA did apply to the Project, the project would be exempt from the provisions of CEQA in accordance with CEQA Guidelines pursuant to Section 15332, Infill Development, Class 32.

Action on a design review permit for a permitted use is not subject to CEQA because the City's design review discretion is limited to architectural and design-related matters. See McCorkle Eastside Neighborhood Group, et al. v. City of St. Helena, et al (2019) 31 Cal.App.5th 80. Section 15332, Infill Development, Class 32 of the CEQA Guidelines consists of projects characterized as in-fill development. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The proposed development will occur within city limits on a project site that is no more than five acres and substantially surrounded by urban uses. The project site has no value as a habitat for endangered, rare or threatened species. Approval of the project would not result in any significant effects related to traffic, noise, air quality, or water quality. The site can be adequately served by all required utilities and public services.

B. That proposed Commercial Design Review is consistent with applicable Design Guidelines, the Specific Plan, and with the land use, physical design, economic development element and open space element of the General Plan.

The proposed Commercial Design Review is within the San Pablo Avenue Specific Plan (SP-2) and is consistent with the applicable design guidelines. The request for commercial design review for a dialysis clinic will contribute to the character of the area by providing high quality design and site planning for a significant commercial development, providing employment opportunities and access to health services, and providing relocation assistance to the trailer park residents. Additionally, the proposed development is consistent with the applicable elements within the General Pan.

C. The location and design requirements of the proposed development give particular consideration to privacy, views, and sunlight to adjoining properties and fosters the orderly and harmonious development and preservation of the public health and welfare of the city neighborhoods.

The proposed development complies with all development standards per the San Pablo Avenue Specific Plan including required setbacks adjacent to residential use and building height requirements. The building site placement was also considered to avoid blocking visibility to the adjacent commercial uses. The proposed development fosters the orderly and harmonious development and preservation of the public health and welfare of the city neighborhoods.

D. The architectural design, materials and colors of the proposed building

are visually harmonious with surrounding development, landforms, and vegetation.

The architectural design, materials, and colors of the proposed building are consistent with the San Pablo Specific Plan design guidelines and It is visually harmonious with the surrounding development, landforms, and vegetation.

E. Public notice of the hearing has been provided by mail to the applicants, local affected agencies, and all property owners within 300 feet of the subject property, and has been published in the East Bay Times, in accordance with the requirements of Government Code Section 65905.

Notices were mailed to owners of properties within a 300-foot radius of the site on Wednesday, August 14, 2019. In addition, a Public Hearing Notice was published in the East Bay Times newspaper on Saturday, August 17, 2019.

BE IT FURTHER RESOLVED that the Planning Commission of the City of San Pablo hereby approves Plan 1807-0011 for a commercial design review subject to the following Conditions of Approval.

General

1. The design review approval shall expire if building permits have not been issued within one year from the date of final approval. A time extension not exceeding one year beyond the initial one-year period may be granted by the Zoning Administrator.

2. All subsequent construction shall be in substantial compliance with the submitted plans (identified as San Pablo Medical Office Building Index A1, A2, A3, A4, A5, A6, G1, L1, L2, and E1, by Harriman Kinyon Architects, Inc.) as identified in the attachments and on file with the Community and Economic Development Department, subject to adopted conditions.

3. Obtain all necessary City of San Pablo Building and Public Works permits, and outside agency permits for water, waste, fire and any proposed work.

4. Minor modification to the Commercial Design Review may be granted by the Zoning Administrator.

5. The parking area shall have a reduction of 5 stalls given the proximity to public transit, to a total of 52 spaces. Additionally, stalls must meet the required standard of stall size for full size and compact spaces as allowed.

6. 10 on-site parking stalls shall be available for the use of the retail property to the east. These 10 spaces shall be labeled as available for retail.

7. Prior to the installation of any signs, the applicant shall obtain design review approval from the Planning Division and building permits from the Building Department.

8. All roof-mounted and other mechanical equipment, if any, shall be screened from view from adjacent public rights-of-way as well as from adjoin properties subject to the review and approval during the Plan Check review process.

9. The operator of the business shall be responsible for maintaining the landscaping of the project.

10. A lighting site plan and contour plan shall be submitted for approval of the Zoning Administrator consistent with required standards. All lighting on the property shall be oriented or screened so as to prevent glare and direct light from reaching adjacent properties.

11. Construction activity shall be limited between the hours of 7:00 am and 6:00 pm Monday through Friday and from 9:00 am to 5:00 pm on Saturday. Construction is not permitted on Sundays.

12. The property shall be free of all debris. All scrap materials shall be stored in a container and shall be removed regularly.

13. Indemnification: Pursuant to Government Code Section 66474.9, the applicant (including any agent thereof) shall defend, indemnify, and hold harmless the City of San Pablo and its agents, officers, or employees from any claim to attack, set aside, void or annul, the City's approval concerning this planning application, which action is brought within the time period provided for in Section 66499.37. The City will promptly notify the applicant of any such claim, action, or proceeding and cooperate fully in the defense.

14. If needed, additional information on the traffic study, circulation and parking plan shall be provided to the City for review and approval. Traffic mitigation measures may be required if the traffic conditions within the vicinity of the project is impacted by additional trips generated by the project.

15. Comply with requirements of the NPDES *Municipal Regional Permit* Section C.3, and the Contra Costa Clean Water Program *Stormwater C.3 Guidebook*, current versions.

16. A Stormwater Control Plan and Operations & Maintenance Agreement will be required for the parcel; the Agreement must be recorded.

17. A hydrology or hydraulics report to show whether the existing and proposed storm drain system can accommodate runoff from the subject site after the improvement. This report typically includes drainage design, system capacity, and other relevant information related to hydrology or

hydraulic study. This report shall be furnished by a licensed civil engineer.

18. 50% of construction waste must be recycled.

19. The applicant shall submit grading, drainage improvement plans, sediment and erosion control plans and the engineer's estimate to the Public Works Engineering Division for approval. All of these plans shall be prepared by a California-registered Civil Engineer and approved by the City prior to submission for a building permit.

20. All construction improvements shall be designed by the appropriately licensed design professional. The standards imposed by the City for the private improvements shall be considered as minimum requirements and the standards may be increased by the design professional where judgment and prudence dictate.

21. All improvement plans, landscaping plans and joint trench and/or utility undergrounding plans shall include a separate section with a copy of the City Standard Notes, without alteration of the numbers or content, as presented in the Appendix, and a full-size plan sheet with the “Pollution Prevention” plan sheet developed by the NPDES/Clean Water program (electronic copies are available from the City).

22. Applicant shall submit Joint trench and/or utility undergrounding plans to City’s Public Works Engineering Division for review prior to the work. Plans shall be prepared and signed by the appropriate professional.

23. After construction is complete, Applicant shall provide City with bond copies of grading, improvement, joint trench and landscaping plans. Plans must be the final approved versions, with red lines denoting any as-built deviations from the plans. Additionally, CADD files of said plans shall be provided to City.

24. Prior to construction, Applicant shall submit to City’s Public Works Engineering Division, product and material cut sheets for key components, including storm drain pipe, manholes, inlets, street lights and pull boxes, if applicable.

25. All abandoned pipes and other abandoned miscellaneous improvements shall be removed.

26. All equipment such as backflow prevention devices, meters and transformers shall be screened with landscaping or other means, and not visible from the public right of way.

27. In the event of the encounter of subsurface materials suspected to be an archaeological or paleontological nature, all grading or excavation shall cease in the immediate area and the find left untouched. Applicant shall select and provide a qualified professional archaeologist certified by the Register of Professional Archaeologists or paleontologist with a degree in paleontology or geology, to evaluate. The recommendation of the

qualified professional shall be implemented before work may proceed. The applicant shall be liable for all costs associated therewith.

28. All applicable ordinances, regulations and requirements of Federal, State and local governments shall be met, including all the requirements of the City of San Pablo municipal code. All noise, building permit and grading permit requirements shall be met as applicable.

Garbage and Recycling Area

29. Commercial properties must have a covered trash enclosure(s) sufficient to accommodate waste, recyclables and compostables generated by the business. Standard detail trash enclosures as required by the City of San Pablo shall be utilized. Trash enclosure(s) plans are subject to further review and approval during plan check.

30. Comply with the requirements of the Republic Services or solid waste disposal contractor.

31. The refuse area shall be properly screened, gated and covered with rain canopy. The City shall review and approve the screening of the refuse area.

32. The project must provide equal space for recyclables as for garbage containers which are adequate, accessible and convenient areas for collecting and loading of both recyclable and garbage materials. Driveways and/or travel aisles shall, at a minimum, conform to local building-code requirements for garbage collection access and clearance. The driveways and/or travel aisles must provide unobstructed access for collection vehicles and personnel. Areas for collecting and loading recyclable materials must be adjacent to the solid waste collection areas. The builder should make their "best effort" to use recycled materials wherever possible.

Fire Protection

33. The project shall conform to the access requirement as per Contra Costa County Fire Protection District's conditions of approval. An approval letter shall be submitted to the City of San Pablo prior to submission for a building permit.

Drainage

34. On-site storm drains shall be owned, operated and maintained by the property owner.

35. Applicant agrees to provide repairs, upgrades or connection to public storm drain facilities which will be necessary to accommodate the proposed storm water generated by the project as required by the City Engineer.

36. The applicant shall be required to comply with all rules, regulations and procedures of the National Pollutant Discharge Elimination System (NPDES) permit for municipal, construction and industrial activities as promulgated by the California State Water Resources Control Board or any of its Regional Water Quality Control Boards (San Francisco Bay-Regional II).

37. Trash capture devices may be required by City at catch basins and storm drain inlets (to be determined during plan check).

Signs

38. All signs shall be subject to the review and approval of the City. No other outside displays are permitted.

39. The design, color and location of any project sign at the entrance to the property shall be reviewed and approved by the Community and Economic Development Department.

Utilities

40. Water, gas, electrical, telephone, and sanitary sewer utilities shall be constructed to the minimum standards of the respective utility companies. However, the trench details, pipe slope and other details shown in the Appendix shall also be met as minimum requirements. All requirements of the applicable utility companies and departments and the fire department shall be met, including fees and administrative requirements.

41. All utilities shall be undergrounded, including transformers.

42. Contractor shall call 811 before construction for the location of any underground services.

Sanitary Sewer

43. A will-serve letter from the West County Wastewater District shall be submitted prior to submission for a building permit.

44. Comply with the conditions of the West County Wastewater District (WCWD).

45. Improvement plans require WCWD approval.

46. WCWD approval is required prior to finalizing permit or prior to granting certificate of occupancy.

Environmental Hazards

47. If applicable, any existing or abandoned monitoring wells shall be destroyed pursuant to Contra Costa Environmental Health requirements. Appropriate permits and inspections for this work shall be obtained.

48. If applicable, prior to commencement of site grading or the issuance of a building permit, the applicant shall have the site inspected by a competent hazardous waste materials expert who shall submit a report for the City's review attesting to the removal of any hazardous waste materials on site.

49. Comply with the requirements of the Health Services Department, Environmental Health Division.

Water

50. A will-serve letter from the East Bay Municipal Utility District shall be submitted prior to submission for a building permit.

51. Water conservation measures for both internal and external use must be incorporated into the design and construction of the proposed project. EBMUD encourages the use of equipment, devices, and methodology that furthers water conservation and provides for long-term efficient water use. EBMUD recommends the use of drought resistance plants, use of inert materials, and minimum use of turf areas.

52. All private lot landscaping shall consist of non-invasive, drought-tolerant, low-water use plant species.

Geotechnical

53. The applicable geotechnical report for the project shall be noted on improvement plans, if applicable.

54. The Applicant shall commission a licensed engineer to inspect all grading operations and submit a report to the City, if applicable.

55. High levels of ground shaking may occur during future large magnitude Bay Area earthquakes, particularly on the Hayward fault. All structures and other improvements on the property will be subjected to this shaking, and could be seriously damaged if not properly designed. This potential impact could be reduced to a level of less than significant through ensuring that the structural design of all buildings is performed by knowledgeable structural engineers familiar with conservative seismic design principles. Other on-site improvements should also incorporate conservative elements of good design practice to minimize damage.

56. Prior to issuance of building permits, applicant shall submit as-graded report of the engineering geologist or the geotechnical engineer to Community and Economic Development Department with an as-graded map showing final plan and grades if required by the City Engineer. The applicant shall submit grading plans for review and approval of the Community and Economic Development Department and City Engineer prior to issuance of grading permits.

Landscaping

57. At the back of sidewalks, where the slope of the planting bed may allow soil, mulch or other materials to migrate onto the walkway, appropriate durable bender boards shall be placed or concrete curbs shall be used.

58. Landscaping and irrigation shall be part of the final design drawings (improvement plans).

59. Plants and vegetation that are drought tolerant with a minimal use of pesticide and fertilizer (Bay friendly) are required. See C.3 Guidebook Section B-1-1 for a list of approved plants. List all tress that will be cut or remove and check for any disturbances of natural habitat (nests, etc.) before the removal of any trees or vegetation.

60. An on-site inspection shall be made by the Community and Economic Development Department (or Public Works Department) to determine compliance with the approved landscape plan.

61. Property owner is responsible for sidewalk and landscaping strip maintenance. Root barriers needed to be installed in the landscaping area per City Standards.

Streets & Sidewalks

62. All private curb ramps and sidewalks shall meet current ADA and Title 12 requirements and guidelines. Existing public curb ramps which do not meet current requirements shall be upgraded, and tripping hazards in public sidewalks shall be corrected by replacing the offending sections. City inspector may require additional work in the Public Right of Way as needed by public safety and interest.

63. The applicant shall provide for public street improvements as necessitated by the project, including but not limited to median modifications, traffic signal modifications, striping and other pavement markings, curb ramps, sidewalk repairs, monuments, fire hydrants, electroliers/lighting facilities, if applicable.

64. The applicant shall insure that improvements near intersections do not obstruct the sight distance to oncoming traffic.

TDM & Growth Management

65. The developer shall comply with applicable provisions of Measure J, including any regional traffic improvements that may be required by the Contra Costa County Transportation Authority (Congestion Management Agency) for projects generating more than 100 peak hour trips, if applicable.

66. The project shall incorporate provisions to accommodate alternate forms of transportation such as construction of pedestrian paths linking to residential areas, bicycle parking, etc.

Waste Minimization/Energy Conservation

67. Protect solar access. Incorporate design features wherever feasible to protect solar access.

68. Inclusion of these measures would not be part of Title 24 compliance, but rather an additional conservation measure.

69. (Energy Efficiency) All outdoor lighting shall be LED.

Construction

In addition to any mitigation measures pertaining to Noise and Air Quality, the applicant shall adhere to the following construction, noise, dust and litter control requirements:

70. The project shall be subject to performance bonds and labor and material bonds. A 100% performance bond and a 100% labor and materials bond shall be required. All bonds and insurance policies shall be approved by the City Attorney. Bonded work shall include the grading work.

71. Erosion control plans for grading shall be subject to City review.

72. At least one week prior to commencement of grading, the applicant shall post the site and mail to the owners of property within 300 feet of the exterior boundary of the project site notice that construction work will commence. The notice shall include a list of contact persons with name, title, phone number and area of responsibility. The person responsible for maintaining the list shall be included. The list shall be kept current at all times and shall consist of persons with authority to indicate and implement corrective actions in their area of responsibility. The names of individuals responsible for noise and litter control, tree protection, construction traffic and vehicles, erosion control, and the 24-hour emergency number, shall be expressly identified in the notice. The notice shall be re-issued with each phase of major grading and construction activity.

73. A copy of the notice shall be concurrently transmitted to the Community and Economic Development Department and City Engineer. The notice shall be accompanied by a list of the names and addresses of the property owners noticed, and a map identifying the area noticed.

74. A staging plan for construction must be submitted to the Community and Economic Development Department during Plan Check. The plan must include a described narrative on how and where construction staging will occur.

75. A dust and litter control program shall be submitted for the review and approval of the City. Any violation of the approved program or applicable ordinances shall require an immediate work stoppage. Construction work

shall not be allowed to resume until, if necessary, an appropriate construction bond has been posted.

76. The applicant shall make a good-faith effort to avoid interference with existing neighborhood traffic flows. Prior to issuance of building permits, the proposed roads serving this development shall be constructed to provide access as required by the City Engineer.

77. The site shall be maintained in an orderly fashion. Following the cessation of construction activity, all construction debris shall be removed from the site.

78. Separate permits will be required from Public Works for the following work: grading, joint trench and site improvements.

79. Truck routes for hauling materials shall be submitted for City approval.

BE IT FURTHER RESOLVED, that the foregoing recitations are true and correct, and are included herein by reference as findings.

****

Adopted this 27th day of August, 2019, by the following vote to wit:

AYES: COMMISSIONERS:
NOES: COMMISSIONERS:
ABSENT: COMMISSIONERS:
ABSTAIN: COMMISSIONERS:

ATTEST: APPROVED:

_____ _____
Charles Ching Paul Morris
Secretary Chairman

PROJECT DESCRIPTION
MEDICAL OFFICE BUILDING
13352 San Pablo Avenue
APN: 417-280-016

Proposed Project:

The proposed medical office building will serve one tenant, exclusively engaged in providing kidney dialysis outpatient care. Thirty-six dialysis stations are proposed.

The existing site improvements for the RV/mobile home park will be demolished.

The new building is a two-story, podium style building with parking and lobby underneath the building, on the first floor. All patient services are on the second floor. In addition to the dialysis stations, the building will have a water treatment plant, supply storage, check-in/lobby area, staff meeting rooms, offices and other ancillary spaces as needed and required by code to support dialysis treatment functions.

The building area is divided as follows:

First floor:

Parking:	12,937 sq.ft.
Lobby:	290 sq.ft.
Elevator/stairs	782 sq.ft.
Support area:	364 sq.ft.

Second floor:

Clinic:	13,591 sq.ft.
Elevator/stairs	782 sq.ft.

The property is 32,234 sq.ft. The new site improvements include site grading, new parking lot, lot lighting, trash enclosure, a back-up generator, all required storm water management controls/BMP's and new site landscape.

Operations:

At full capacity, hours of operation are from 6:00 a.m. to 10:00 p.m., Monday through Saturday, although some staff arrives one hour earlier to setup for the first treatment or stay one hour later to close. Most patients will be scheduled between 8:00 a.m. and 5:00 p.m., with occasional early or late service for those patients who still work and require dialysis early or late in the day.

Other characteristics of dialysis treatment that are applicable to dialysis operations:

- The clientele is exclusively repeat customers - each patient receives dialysis three times a week, for approximately three to four hours each appointment. There is no walk-in service
- Most patients come by medical transport or are dropped off and picked up by a family member or care giver. There is a low parking requirement and very little traffic generation.
- Patients are capable of unassisted self-preservation – during an emergency evacuation, the patients are able to suspend their treatment and actively participate in the building evacuation.
- There is no anesthesia used whatsoever in dialysis
- There is no urgent care provided

When the care facility first opens for business, it typically runs at reduced hours and capacity. At full operation, as many as 150 to 200 patients over the course of a week will be treated.

When all stations are operating, there is an average of 20 employees per shift and a total of 40-50 employees on staff.

Parking:

Kidney dialysis is unique. Different from other medical uses, the patients are all repeat customers – each receives treatment three times per week, for three to four hours each treatment. Most patients do not drive themselves to dialysis. Patients usually come by medical transport or are dropped off and picked up by a family member or caregiver.

The parking ratio in the Code is one space/250 sq.ft. of gross building area. Based on the second floor area of 14,373 sq.ft., 57 spaces are required and 52 spaces are provided.

Ten of the on-site spaces are available for the use of the retail property to the east. These ten spaces replace the ten spaces on the subject property, except they no longer back in to the drive aisle. With a ten space reduction, 42 stalls are available for the dialysis use.

See the attached Traffic and Parking study regarding the number of parking spaces which are necessary for this use. Due to this unique use, parking is best determined based on the number of treatment stations vs. building area. The stations determine the number of patients who can be on the property at one time as well as the number of employees needed to serve those patients. Using the proven formula of 1.10 spaces/ station, 40 stalls are needed.

Another parking consideration is the Code allows a 10% reduction if a project is located within one quarter mile of a transit stop. This project qualifies, hence the required parking is actually 51 spaces.

Reciprocal parking is also recorded with the adjacent shopping center. Ten spaces are designated as available spaces for motor vehicles for use by this property. Although they are not convenient for customer use, they could be employed for employee parking if needed. The addition of these ten spaces makes the total available 52 spaces.

Six clean air vehicle parking spaces are required and provided.

Access:

This is a separate, legal parcel which is being purchased by the applicant. The current property owner also owns the property to the southeast, however once the subject parcel closes escrow, the new owner has the right to direct access to the public right of way. There is no existing curb cut on San Pablo Ave. from this property so one is proposed to enhance circulation on site as well as reduce traffic at the already congested driveway east of the property.

SAN PABLO MEDICAL OFFICE BUILDING

13352 San Pablo Avenue
San Pablo, CA 94806

Design Review and Site Plan Review

DESIGN REVIEW SHEET INDEX

PROJECT DESCRIPTION

PROJECT DESCRIPTION:

THE PROPOSED DESIGN REVIEW APPLICATION IS SEEKING APPROVAL OF A NEW MEDICAL OFFICE BUILDING AT 13352 SAN PABLO AVENUE EXCLUSIVELY ENGAGED IN PROVIDING KIDNEY DIALYSIS OUTPATIENT CARE. THIRTY-SIX DIALYSIS STATIONS ARE PROPOSED.
THE NEW SINGLE TENANT BUILDING IS A TWO-STORY, PODIUM STYLE BUILDING WITH PARKING AND ACCESS LOBBY UNDERNEATH THE BUILDING, ON THE FIRST FLOOR. ALL PATIENT SERVICES ARE ON THE SECOND FLOOR. IN ADDITION TO THE DIALYSIS STATIONS, THE BUILDING WILL HAVE A WATER TREATMENT PLANT, SUPPLY STORAGE, CHECK-IN/LOBBY AREA, STAFF MEETING ROOMS, OFFICES AND OTHER ANCILLARY SPACES AS NEEDED AND REQUIRED BY CODE TO SUPPORT DIALYSIS TREATMENT FUNCTIONS.

THE EXISTING SITE IMPROVEMENTS FOR THE RV/MOBILE HOME PARK WILL BE DEMOLISHED.

THE PROPERTY IS 32,234 SQ.FT. THE NEW SITE IMPROVEMENTS INCLUDE SITE GRADING, NEW PARKING LOT, LOT LIGHTING, TRASH ENCLOSURE, A BACK-UP GENERATOR, ALL REQUIRED STORM WATER MANAGEMENT CONTROLS/BMP'S AND NEW SITE LANDSCAPE.

PROJECT DATA

PROJECT DATA:
APN: 417-280-016

BUILDING AREA:

FIRST FLOOR:	
PARKING:	12,937 SQ. FT.
LOBBY:	290 SQ. FT.
SUPPORT AREAS:	364 SQ. FT.
ELEVATOR/STAIRS	782 SQ. FT.
SECOND FLOOR:	
CLINIC:	13,591 SQ. FT.
ELEVATOR/STAIRS	782 SQ. FT.
LOT AREA:	32,234 SQ. FT.

ZONING: SP-2, SAN PABLO AVE. SPECIFIC PLAN/ ENTERTAINMENT OVERLAY
GENERAL PLAN: REGIONAL COMMERCIAL
SETBACKS:
FRONT: 0 TO 5 FEET / 6'-6"PROVIDED
SIDE: 10 FEET / 12'-2" PROVIDED
REAR: NONE / 13'-6" PROVIDED
LOT COVERAGE: 90% / 43% PROVIDED
BUILDING HEIGHT: 60 FEET (ENTERTAINMENT OVERLAY DISTRICT) / 42 FEET PROVIDED
CONSTRUCTION: TYPE II-A
OCCUPANCY: FUTURE I-2.1 & B

PARKING REQUIRED (BASED ON SECOND FLOOR AREA): 1/250 SQ.FT., 57 SPACES REQUIRED. ADDITIONAL 10% REDUCTION IS ALLOWED FOR TRANSIT THEREFORE 51 SPACES REQUIRED.

PARKING PROVIDED: 52 SPACES PROVIDED, 10 SPACES DEDICATED TO PROPERTY TO THE EAST AND 10 SPACES ARE AVAILABLE OFFSITE BY WAY OF PARKING EASEMENT OR 52 SPACES TOTAL

PROJECT TEAM

DEVELOPER / APPLICANT:
MARKDEV-DV SAN PABLO, LLC
C/O MARKET STREET DEVELOPMENT
5390 GRANITE LAKE DRIVE, SUITE 110
GRANITE BAY, CA. 95746
530-682-2676
CONTACT: CHARLES SMYTH

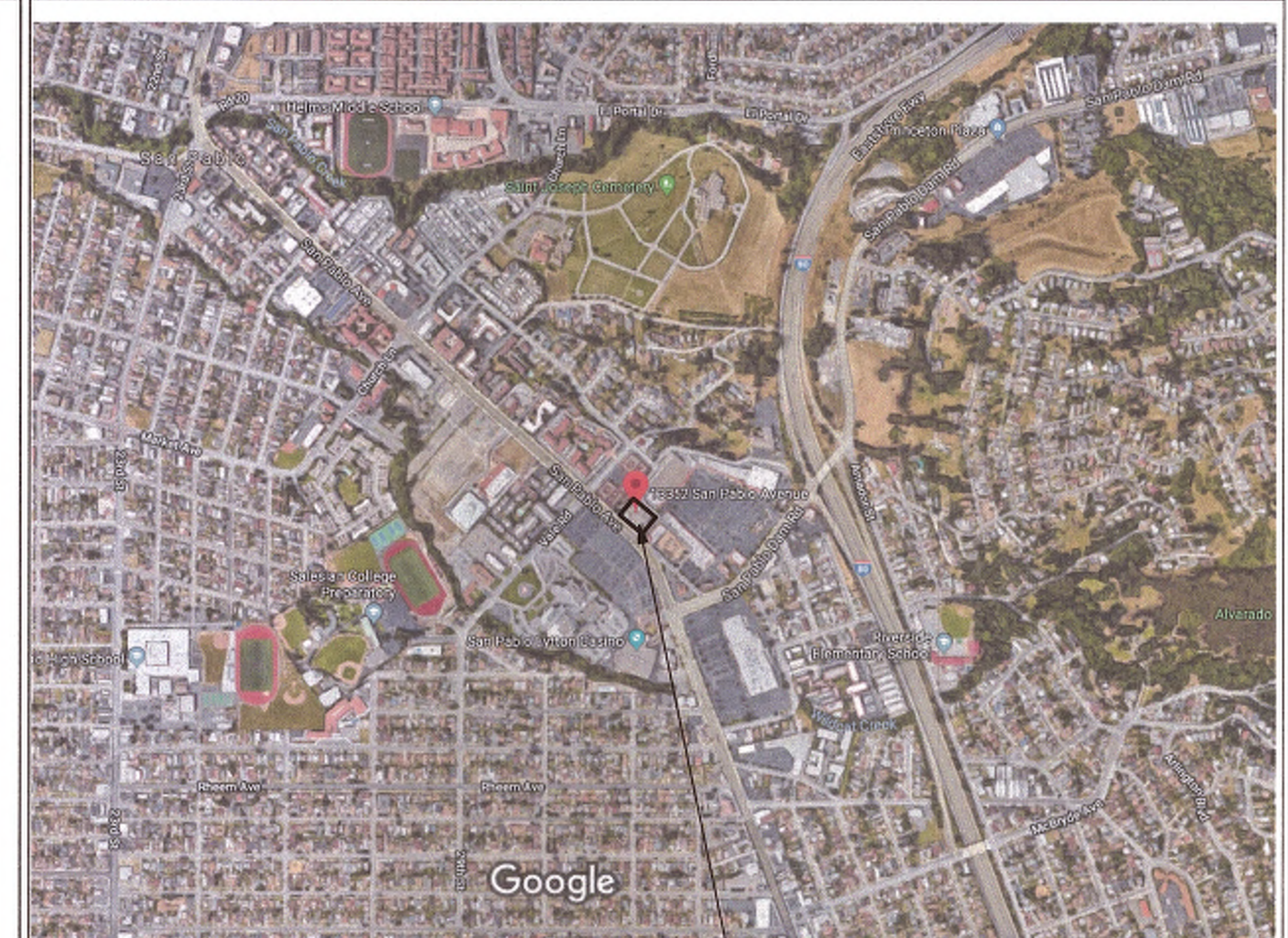
ARCHITECT:
HARRIMAN KINYON ARCHITECTS, INC.
1801 OAKLAND BLVD., SUITE 320
WALNUT CREEK, CA 94596
925-934-1160 (FAX) 925-934-8132
CONTACT: DAVID KIM

CIVIL:
ATLAS DESIGN GROUP
2191 EL CAMINO REAL, SUITE 208K
OCEANSIDE, CA 92054
760-718-8010
COTACT: A.J. WHITAKER

LANDSCAPE:
SIERRA DESIGN GROUP
5320 BARTON ROAD
LOOMIS, CA. 95650
916-660-9022 (FAX)
CONTACT: DARYL MARTIN

AGENT:
KERR PROJECT SERVICES
1141 TOURMALINE STREET
SAN DIEGO, CA. 92109
619-778-7537
CONTACT: DEBORAH KERR

VICINITY MAP



Imagery ©2018 Google, Map data ©2018 Google

SITE LOCATION

IMPROVEMENT PLAN
Reviewed and Approved
By ______
Date 3/14/19
Approval is for hydrant locations and access roads, as required. Approval does not include structural requirements nor does it abrogate requirements by other agencies having responsibility. Final Fire District Acceptance of hydrant fire flow performance is subject to field inspection and testing.
Contra Costa County
Fire Protection District
Phone # (925) 941-3300

Harriman Kinyon
Architects, Inc.

San Pablo Medical Office Building

13352 San Pablo Avenue
San Pablo, CA 94806

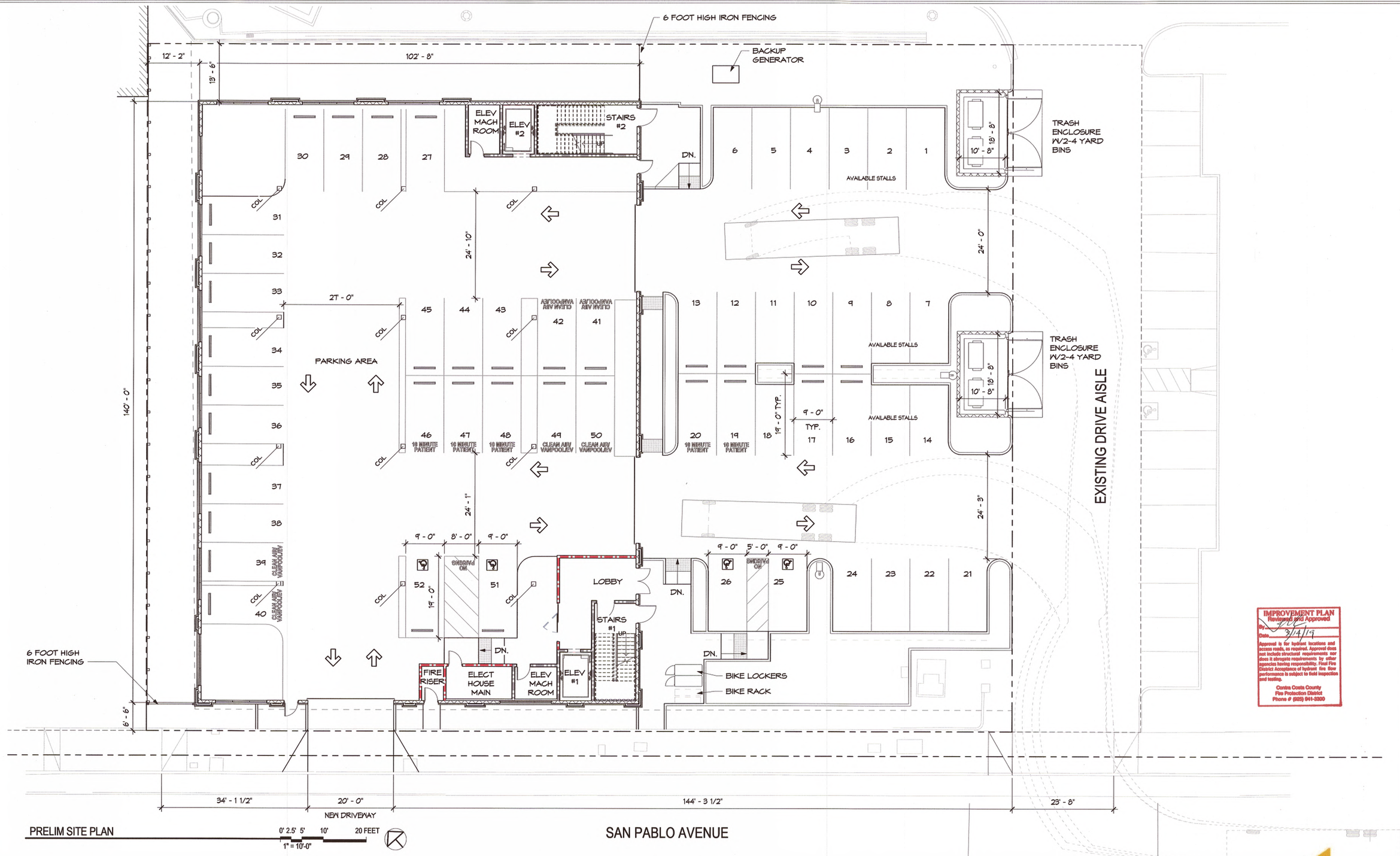
MARKET STREET
DEVELOPMENT LLC

PAID
CK. NO. ______
DATE ______

RECEIVED
FEB 21 2019
CONTRA COSTA FIRE DISTRICT

A1
01/04/19

P-2019-00839 L.D.



PRELIM SITE PLAN

0' 2.5' 5' 10' 20 FEET

1" = 10'-0"

IMPROVEMENT PLAN
Reviewed and Approved
By: JLC
Date: 3/4/19
Approval is for hydrant locations and access roads, as required. Approval does not include structural requirements nor does it abrogate requirements by other agencies having responsibility. Final Fire District Acceptance of hydrant fire flow performance is subject to field inspection and testing.
Contra Costa County
Fire Protection District
Phone # (925) 941-3300

Harriman Kinyon
Architects, Inc.

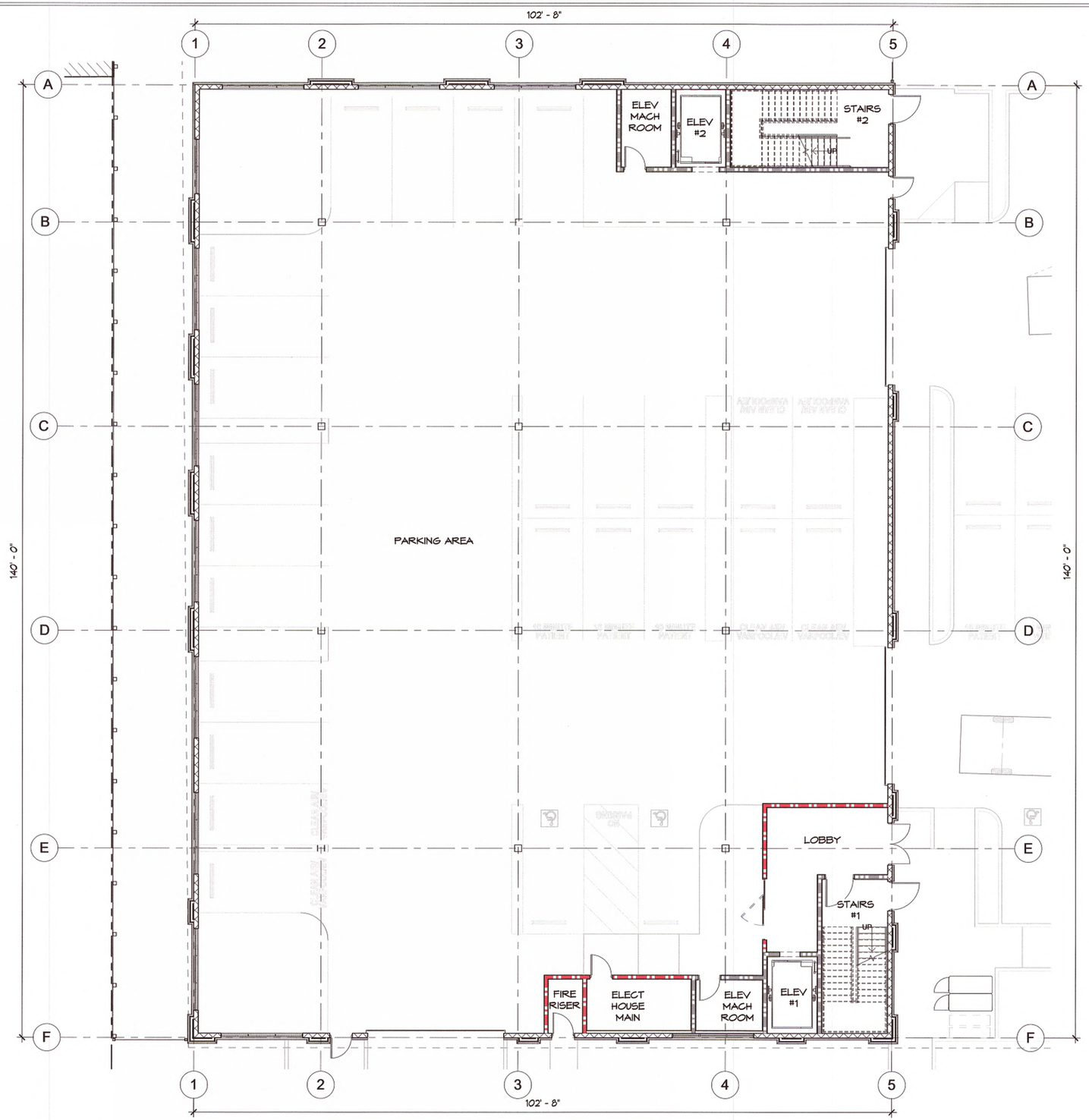
San Pablo Medical Office Building

13352 San Pablo Avenue
San Pablo, CA 94806

MARKET STREET DEVELOPMENT, LLC

A2

02/15/2019



PRELIM GROUND FLOOR PLAN

0' 2' 4' 8' 16 FEET
1/8" = 1'-0"

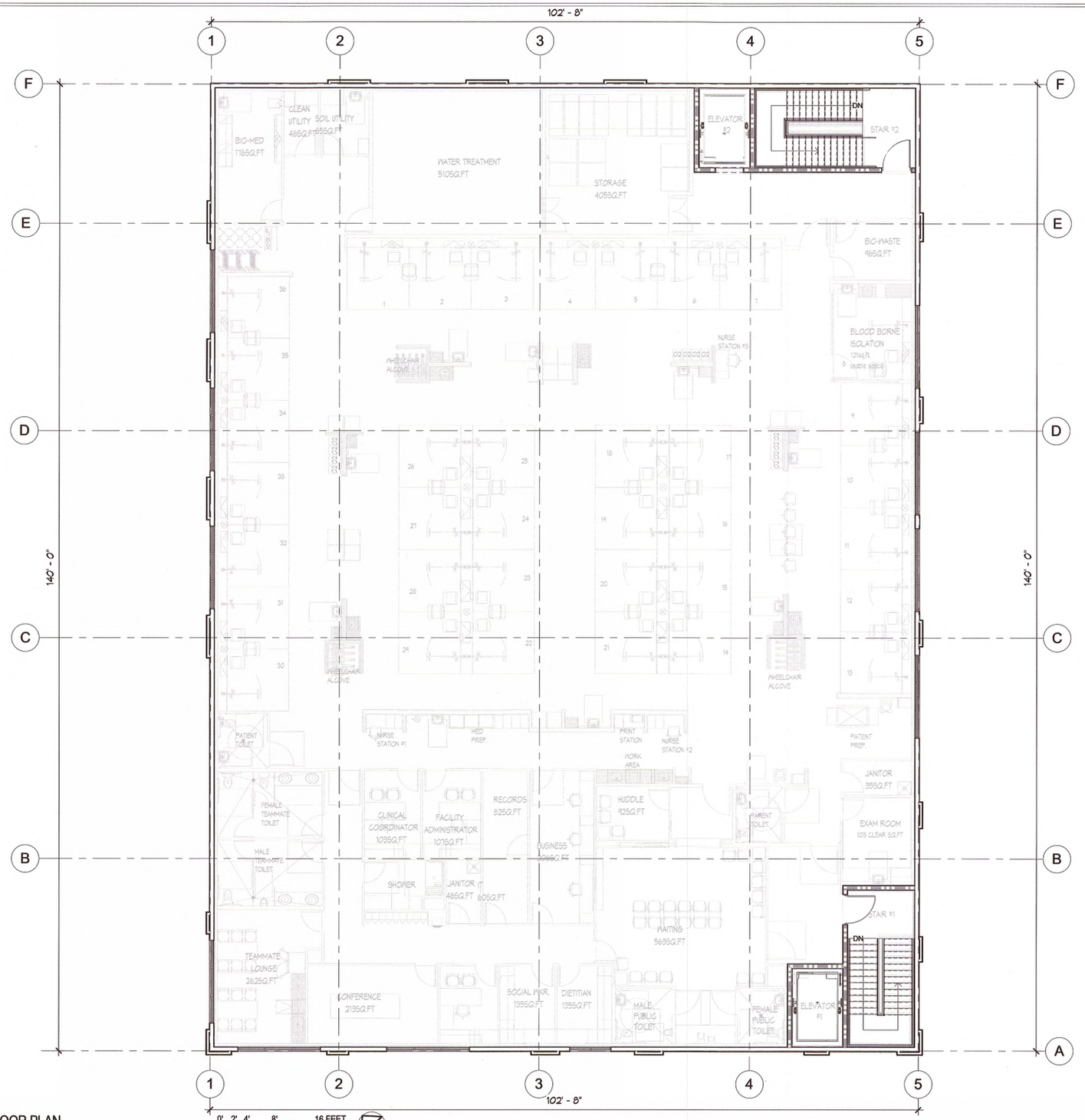
San Pablo Medical Office Building

13352 San Pablo Avenue
San Pablo, CA 94806

Harriman Kinyon
Architects, Inc.

MARKET STREET DEVELOPMENT, LLC

A3
02/05/2019



PRELIM UPPER FLOOR PLAN

0' 2' 4' 8' 16 FEET

1/8" = 1'-0"

San Pablo Medical Office Building

13352 San Pablo Avenue
San Pablo, CA 94806

Harriman Kinyon
Architects, Inc.

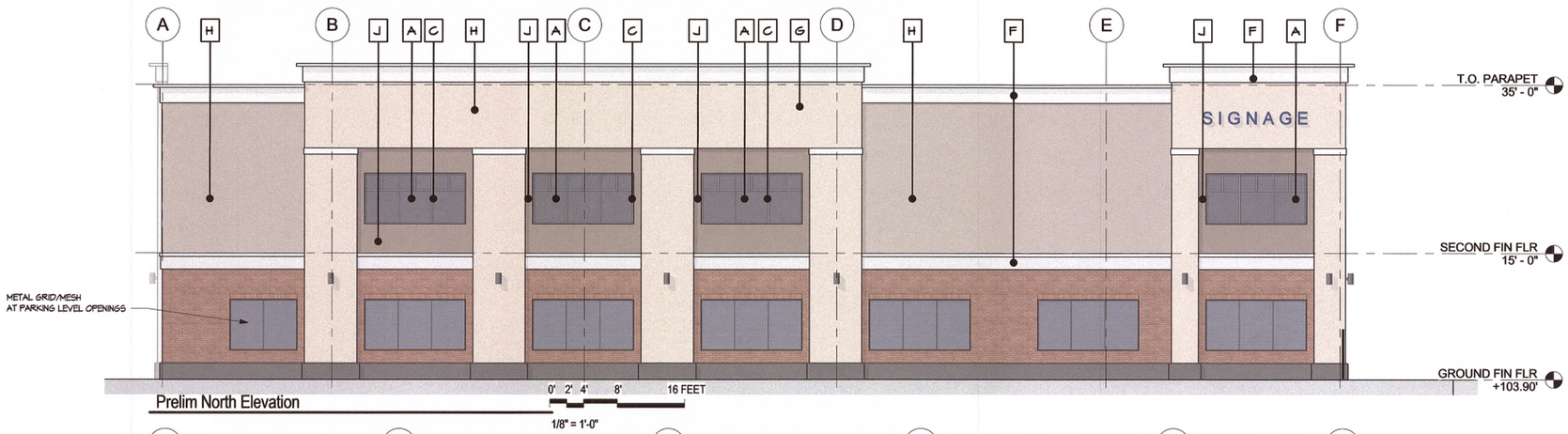
MARKET STREET DEVELOPMENT, LLC

A4

01/04/19

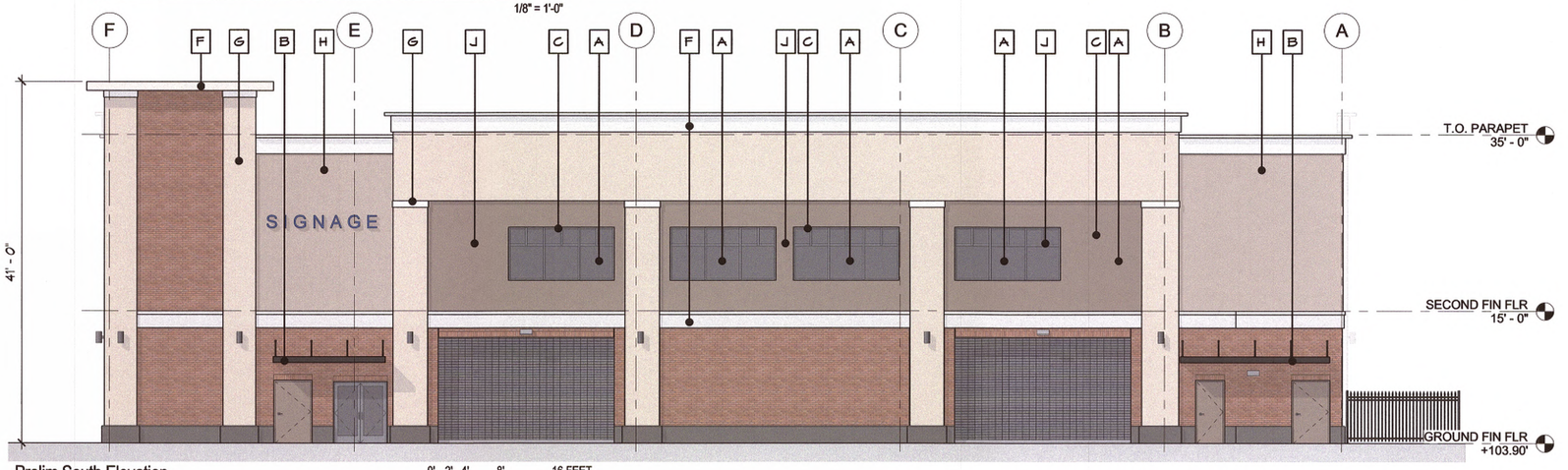
MATERIAL AND FINISH SCHEDULE

- A — GLAZING
  CLEAR INSULATED GLASS
- B — METAL CANOPY: MAPES CANOPIES
  LUMISHADE AND CLEAR ANODIZED FINISH
- C — STOREFRONT FRAMING SYSTEM
  CLEAR ANODIZED FINISH
- D — LOWELL HYDREL EXTERIOR WALL
  LIGHT SCONCE
- E — WST LED EXTERIOR
  LIGHT FIXTURE
- F — STUCCO 20/30 TEXTURE FINISH
  ACRYLIC FINISH : MATCH SW7005 PURE WHITE
- G — STUCCO 20/30 TEXTURE FINISH
  ACRYLIC FINISH : MATCH SW9109 NATURAL LINEN
- H — STUCCO 20/30 TEXTURE FINISH
  ACRYLIC FINISH : MATCH SW7633 TAUPE TONE
- J — STUCCO 20/30 TEXTURE FINISH
  ACRYLIC FINISH : MATCH SW7514 FOOTHILLS
- K — THIN BRICK VENEER : HC MUDDOX
  MONTEREY BAY FLASHED
- L — CAST STONE WALL BASE
  CONTINENTAL CAST STONE: 1106 PEBBLE



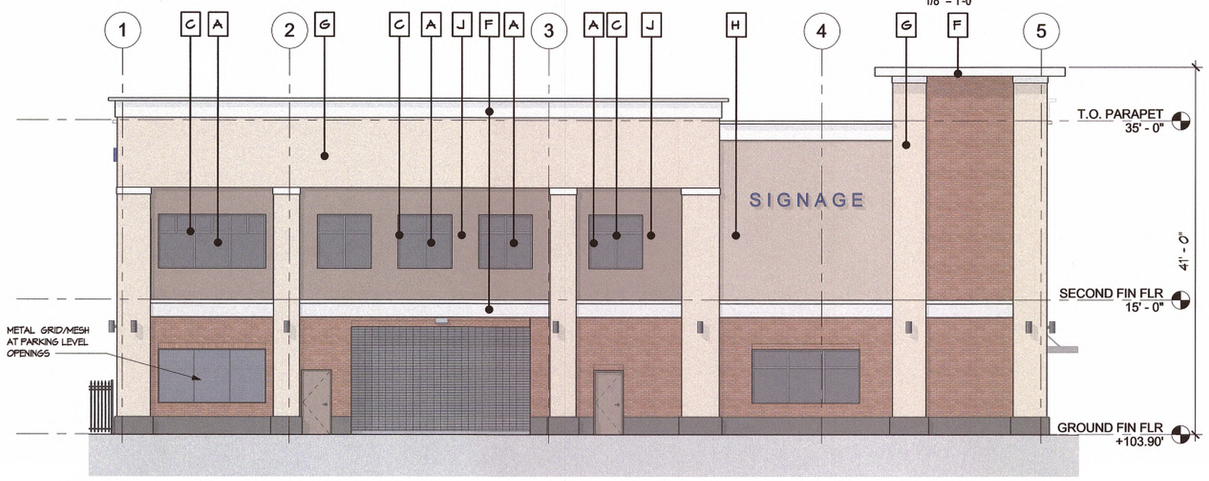
Prelim North Elevation

1/8" = 1'-0"



Prelim South Elevation

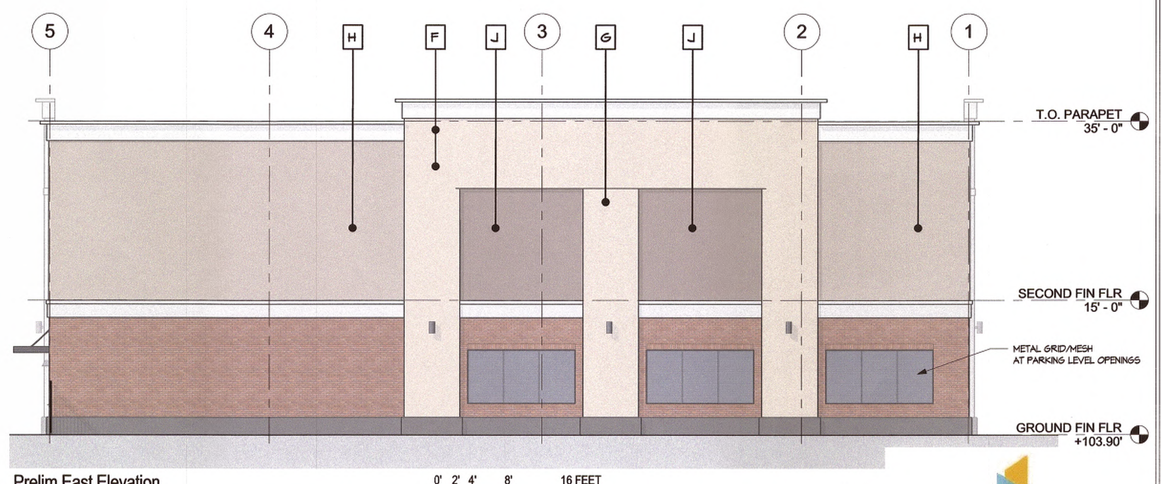
1/8" = 1'-0"



Prelim West Elevation (San Pablo Avenue Frontage)

0' 2' 4' 8' 16 FEET

1/8" = 1'-0"



Prelim East Elevation

0' 2' 4' 8' 16 FEET

1/8" = 1'-0"

Harriman Kinyon Architects, Inc.

San Pablo Medical Office Building

13352 San Pablo Avenue
San Pablo, CA 94806

MARKET STREET DEVELOPMENT, LLC

A5

02/05/2019

View from San Pablo Avenue from the North

View from San Pablo Avenue from the South

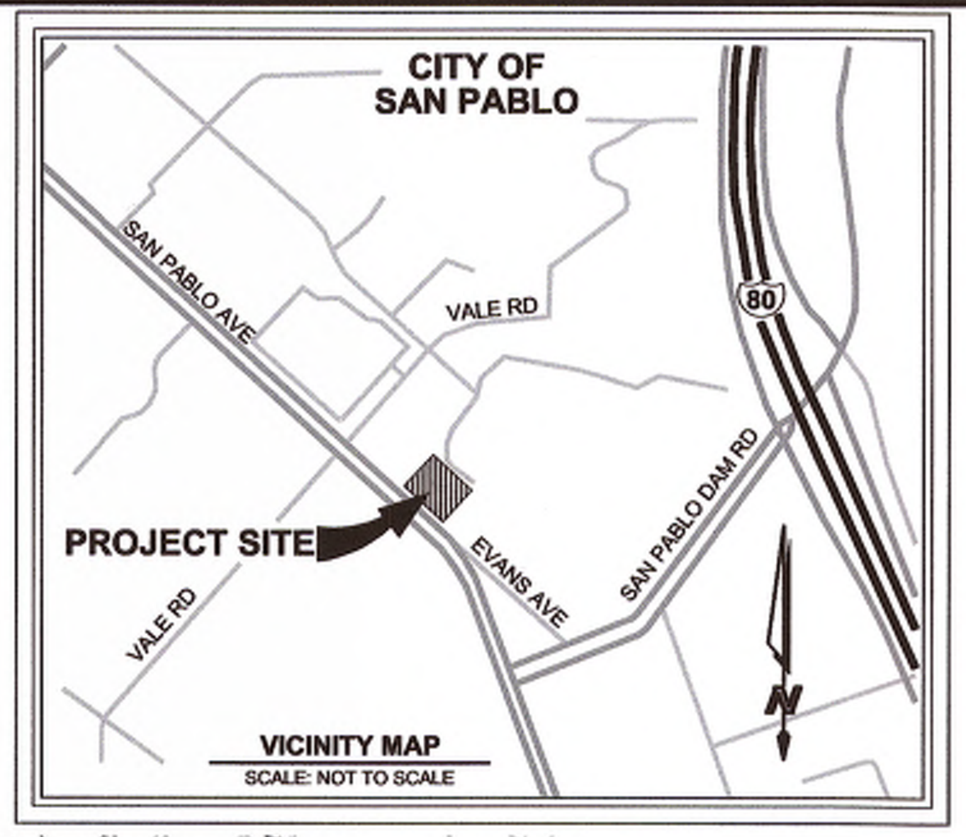
Harriman Kinyon
Architects, Inc.

San Pablo Medical Office Building

13352 San Pablo Avenue
San Pablo, CA 94806

MARKET STREET
DEVELOPMENT, LLC

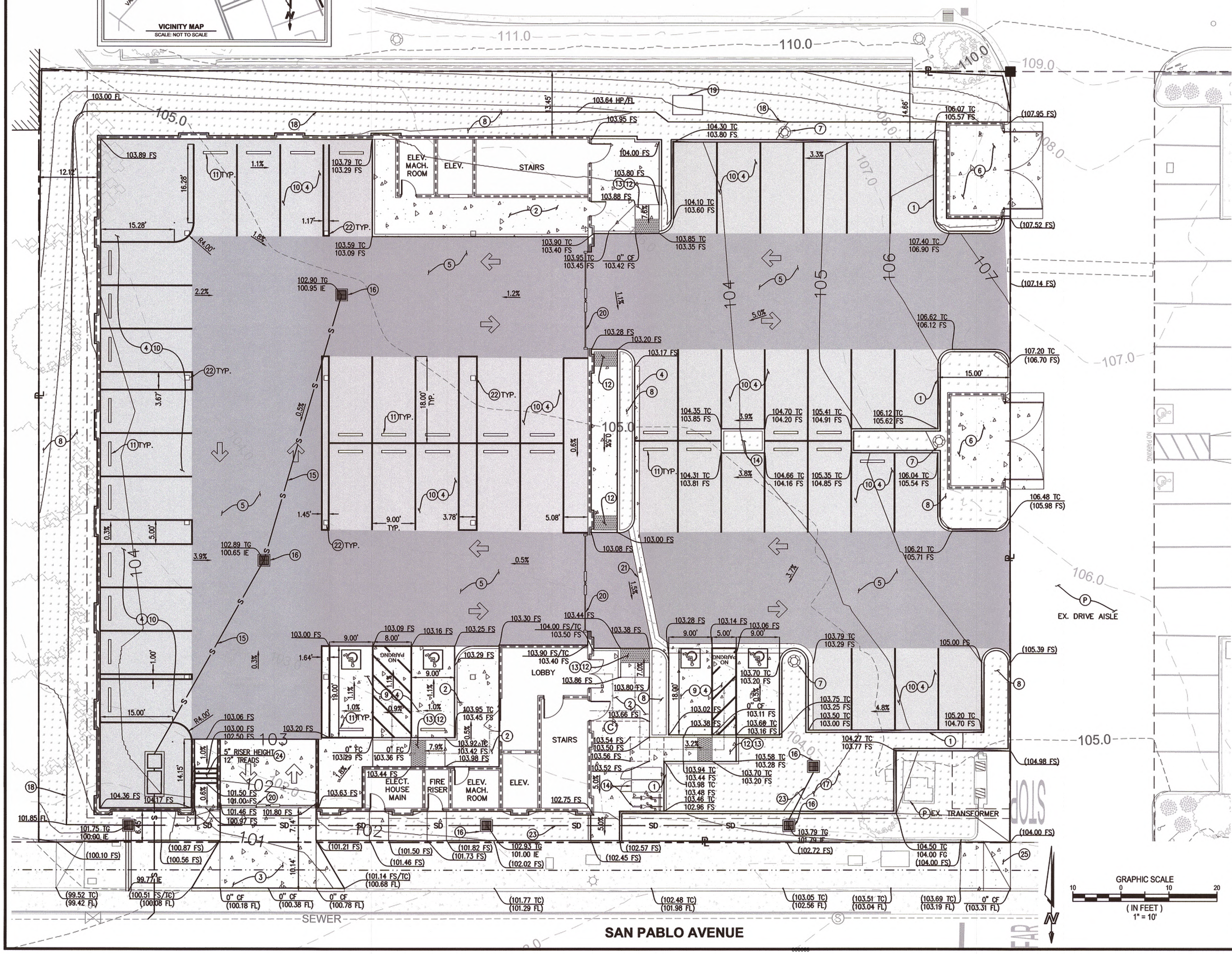
A6
01/04/19



PRELIMINARY GRADING PLAN

SAN PABLO MEDICAL OFFICE BUILDING

CITY OF SAN PLABLO, COUNTY OF CONTRA COSTA CALIFORNIA
APN: 417-280-016-3



EARTHWORK

FILL: 241 CY CUT: 868 CY NET: 626 CY

EARTH WORK QUANTITIES ARE RAW ESTIMATES ONLY. THEY DO NOT REFLECT SUBSIDENCE, OR ANY MATERIAL GENERATED BY UTILITY TRENCHING AND BUILDING FOOTINGS. THE QUANTITIES SHOWN ABOVE ARE INTENDED FOR USE IN ESTABLISHING GOVERNING AGENCY FEES. CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE QUANTITIES FOR BID PURPOSES. ANY EXPORT OR IMPORT REQUIRE TO BALANCE THE SITE SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

CONSTRUCTION NOTES

- (P) PROTECT IN PLACE, ITEM AS NOTED ON PLAN.
- (1) CONSTRUCT 6" CURB PER COUNTY OF CONTRA COSTA STD.
- (2) CONSTRUCT 4" THICK P.C.C. SIDEWALK.
- (3) CONSTRUCT P.C.C. DRIVEWAY PER COUNTY OF CONTRA COSTA STD.
- (4) CONSTRUCT 3" A.C. PAVEMENT OVER 10" A.B. COMPACTED TO 95%.
- (5) CONSTRUCT 6" A.C. PAVEMENT OVER 12" A.B. COMPACTED TO 95%.
- (6) CONSTRUCT TRASH ENCLOSURE PER ARCHITECTURAL PLANS.
- (7) INSTALL LIGHT POLE WITH CONCRETE BASE.
- (8) LANDSCAPING PER SEPARATE PLANS.
- (9) STRIPE ACCESSIBLE PARKING STALL.
- (10) STRIPE STANDARD PARKING SPACE PER CITY REQUIREMENTS.
- (11) INSTALL WHEEL STOP.
- (12) INSTALL TRUNCATED DOMES.
- (13) CONSTRUCT ACCESSIBLE RAMP.
- (14) INSTALL BIKE RACK/LOCKER PER ARCHITECTURAL PLANS.
- (15) INSTALL 6" PVC SEWER PIPE.
- (16) INSTALL 24" X 24" CATCH BASIN.
- (17) CONSTRUCT BIO-RETENTION BASIN.
- (18) CONSTRUCT VEGETATED SWALE SLOPED @ 1.0% MIN.
- (19) PROPOSED BACKUP GENERATOR BY OTHERS.
- (20) GATE PER ARCHITECTURAL PLANS.
- (21) CONSTRUCT 24" V-GUTTER PER COUNTY OF CONTRA COSTA STD.
- (22) COLUMNS PER ARCHITECTURAL PLANS.
- (23) INSTALL 6" PVC STORM DRAIN PIPE.
- (24) PROPOSED STAIRWELL.
- (25) RECONSTRUCT WEST WING OF P.C.C. DRIVEWAY PER COUNTY OF CONTRA COSTA STD.

LEGEND

- PROPERTY LINE
- SETBACK LINE
- 335 EXISTING CONTOURS
- 335 PROPOSED CONTOURS
- PROPOSED CONCRETE
- PROPOSED LANDSCAPE
- PROPOSED WALL
- S PROPOSED SANITARY SEWER LINE
- SD PROPOSED STORM DRAIN LINE
- PROPOSED VEGETATED SWALE
- X.X FLOW DIRECTION
- PROPOSED LIGHT POLE
- PROPOSED CATCH BASIN
- STRIPING ARROWS
- EXISTING TREE

NOTE TO CONTRACTOR

CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD ATLAS CIVIL DESIGN, INC. HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF ATLAS CIVIL DESIGN, INC. PERSONNEL.

THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITY LINES AND STRUCTURES WHETHER SHOWN OR NOT SHOWN ON THIS PLAN, AND SHALL BE RESPONSIBLE FOR PROTECTING THEM FROM DAMAGE. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THIS PLAN ARE TO THE BEST OF OUR KNOWLEDGE. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN AND ANY OTHER LINES OR STRUCTURES NOT SHOWN ON THESE PLANS.

ALL CONTRACTORS AND SUBCONTRACTORS PERFORMING WORK SHOWN ON OR RELATED TO THESE PLANS SHALL CONDUCT THEIR OPERATIONS SO THAT ALL TENANTS ARE PROVIDED A SAFE PLACE TO LIVE AND THE PUBLIC IS PROTECTED. ALL CONTRACTORS AND SUBCONTRACTORS SHALL COMPLY WITH THE "OCCUPATIONAL SAFETY AND HEALTH REGULATIONS" OF THE US DEPARTMENT OF LABOR, AND WITH THE STATE OF CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS," CONSTRUCTION SAFETY ORDERS". THE CIVIL ENGINEER SHALL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S AND SUBCONTRACTOR'S COMPLIANCE WITH THE FEDERAL AND STATE REGULATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE TO REPORT DISCREPANCIES IN PLANS AND/OR FIELD CONDITIONS IMMEDIATELY TO THE CIVIL ENGINEER FOR RESOLUTION PRIOR TO CONSTRUCTION, AND SHALL BE RESPONSIBLE FOR DISCREPANCIES NOT SO REPORTED AND RESOLVED.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ADHERE TO ALL CALIFORNIA CODE REGULATIONS. ALL CONSTRUCTION SHALL MEET OR EXCEED THE CURRENT CALIFORNIA BUILDING CODES AT THE TIME OF CONSTRUCTION.

ATLAS Civil Design
Civil Engineering • Site Optimization
www.ATLASCivilDesign.com
2191 El Camino Real, Suite 208K
Oceanside, CA 92054
Tel: 1-888-364-1973

NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER ARNOLD J. WHITTAKER C58320 CIVIL STATE OF CALIFORNIA

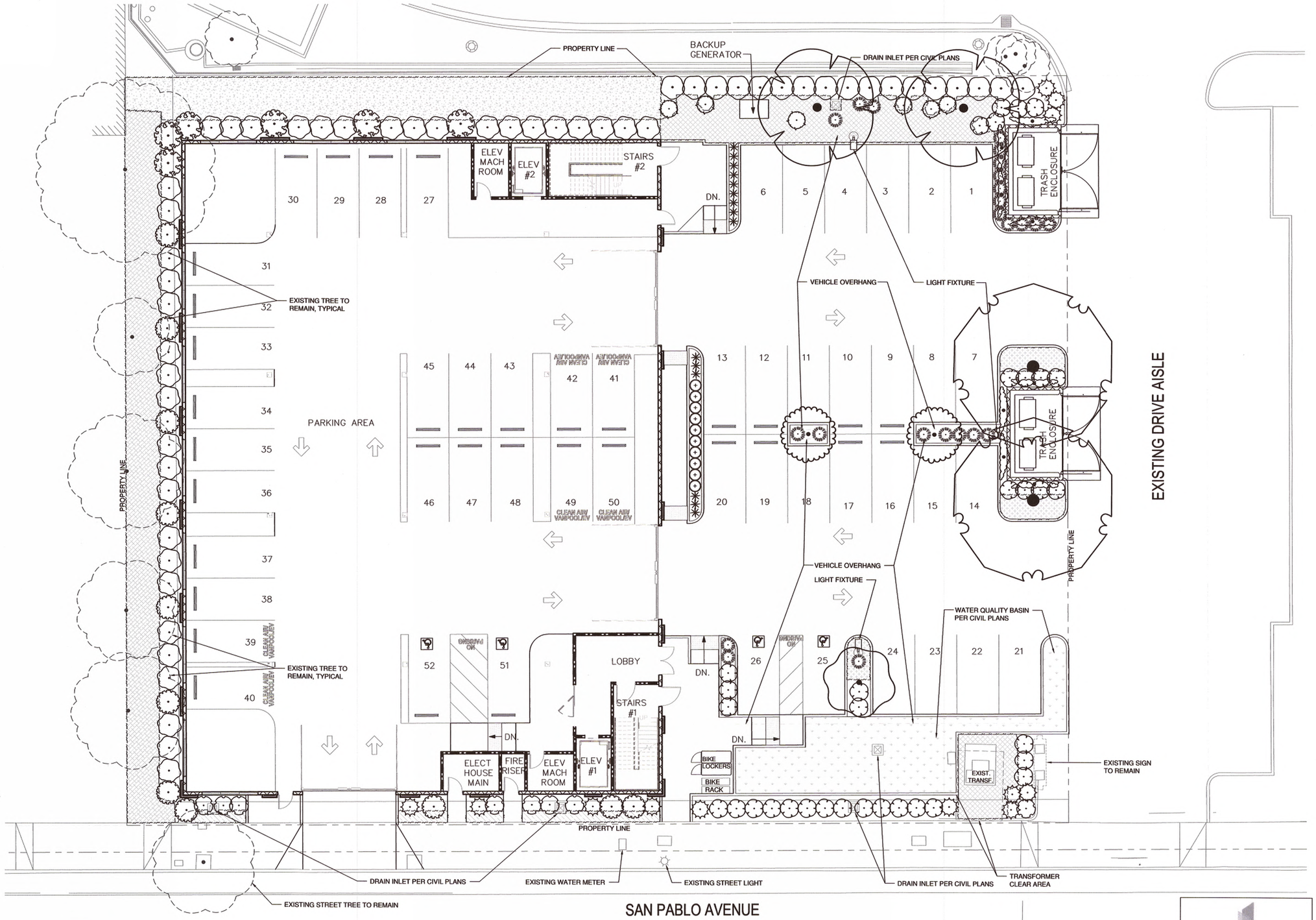
DATE	REVISIONS	BY

MEDICAL OFFICE BUILDING
13352 SAN PABLO AVENUE, CITY OF SAN PABLO, CONTRA COSTA COUNTY
STATE OF CALIFORNIA

PRELIMINARY GRADING AND DRAINAGE PLAN

PROJECT NUMBER: 17-150
PREPARED ON: 1/11/2018
REVISED ON:
PREPARED BY: A.T.R. / J.B.G. / K.H.D.
CHECKED BY: T.H.J.

SHEET 1 OF 1



NOTE:
SEE SHEET L2 FOR PRELIMINARY WATER EFFICIENT LANDSCAPE WORKSHEET, PRELIMINARY LANDSCAPE PLAN NOTES, AND PRELIMINARY PLANT SCHEDULE

NORTH

PRELIMINARY LANDSCAPE PLAN

Sierra Design Group
Landscape Architects
5320 Barton Road
Loomis, California 95650
(916) 660-9022 CLA 2694
www.sierradesigngroup-la.com

SAN PABLO MEDICAL OFFICE BUILDING
13352 San Pablo Avenue San Pablo, CA

MARKET STREET DEVELOPMENT, LLC
3005 DOUGLAS BLVD., SUITE 200, ROSEVILLE, CA 95661

L1

0' 5' 10' 20'

SCALE: 1" = 10'-0"
JOB #: C-111-18
DATE: 10-24-18

PRELIMINARY WATER EFFICIENT LANDSCAPE WORKSHEET

REFERENCE EVAPOTRANSPIRATION (ETO): 41.8

HYDROZONE # PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	LANDSCAPE AREA (SQ. FT.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU) IN GALLONS/YEAR
REGULAR LANDSCAPE AREAS							
MED. W.U.	0.5	DRIP	0.81	0.62	831	515	13,352
LOW W.U.	0.2	DRIP	0.81	0.25	6,016	1,504	38,978
				TOTALS:	6,847	2,019	
SPECIAL LANDSCAPE AREAS							
-				1.00	0	0	0
				TOTALS:	0	0	
						ETWU TOTAL:	52,330
						MAXIMUM APPLIED WATER ALLOWANCE (MAWA):	79,851

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)

WHERE MAWA = (ETo) (0.62) [(ETAF x LA) + ((1-ETAF) x SLA)]

MAWA: (41.8) (0.62) [(3,001.05) + (0)] = 77,775 GALLONS PER YEAR

ETAF CALCULATIONS

REGULAR LANDSCAPE AREAS

TOTAL ETAF x AREA	2,019
TOTAL AREA	6,847
AVERAGE ETAF	**0.29**

NOTE:

AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS IS 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.

PRELIMINARY LANDSCAPE PLAN NOTES

1. PRELIMINARY LANDSCAPE DESIGN IS BASED ON THE PRELIMINARY SITE DESIGN. DURING THE CONSTRUCTION DRAWINGS PHASE, COORDINATION WITH CHANGES TO THE SITE PLAN FROM ARCHITECTURAL AND ENGINEERING IMPROVEMENTS, INCLUDING SITE UTILITIES, MAY CAUSE CHANGES TO THE LANDSCAPE AREAS AND REQUIRE CHANGES TO THIS PROPOSED DESIGN.
2. LANDSCAPE CONSTRUCTION IRRIGATION AND PLANTING PLANS SHALL CONFORM TO THE WATER USE REQUIREMENTS OF THE CITY OF SAN PABLO AND STATE OF CALIFORNIA'S WATER EFFICIENT LANDSCAPE REQUIREMENTS. CONSTRUCTION DOCUMENTS SHALL BE SUBMITTED AFTER APPROVAL OF THE PRELIMINARY LANDSCAPE PLAN.
3. ALL PLANTING AREAS SHALL BE IRRIGATED WITH A FULLY AUTOMATED IRRIGATION SYSTEM DESIGNED DURING THE CONSTRUCTION DOCUMENTS PHASE. DRIP IRRIGATION SHALL BE USED TO THE EXTENT APPROPRIATE.
4. PLANTS WITH SIMILAR WATER NEEDS SHALL BE GROUPED WITHIN HYDROZONES CONTROLLED BY SEPARATE IRRIGATION VALVES PER THE IRRIGATION PLAN DEVELOPED DURING THE CONSTRUCTION DOCUMENTS PHASE.
5. PLANTING BED SOIL SHALL BE AMENDED TO CORRECT IN-PLACE SOIL DEFICIENCIES TO SUPPORT THE NEEDS OF THE SPECIFIED PLANTS PER THE SOIL'S REPORT PROVIDED FOR DURING THE CONSTRUCTION DOCUMENTS PHASE.
6. ALL SHRUB BEDS SHALL HAVE A THREE-INCH LAYER OF BARK MULCH DRESSING.
7. REFER TO THE ARCHITECTURAL AND CIVIL ENGINEERING PLANS FOR BUILDING, PAVING, UTILITIES, AND SITE IMPROVEMENTS.

PRELIMINARY PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT	WATER USE	PLANTED SIZE	MATURE SIZE
	Arbutus x `Marina`	Arbutus Standard	15 gal	Low	Ht:7-8`/Sp:2-3`	Ht:25`/Sp:25`
	Lagerstroemia x `Tuscarora`	Crape Myrtle Coral Pink	15 gal	Low	Ht:7-8`/Sp:2-3`	Ht:20-25`/Sp:15`
	Pistacia chinensis	Chinese Pistache	15 gal	Low	Ht:7-8`/Sp:2-3`	Ht:35`/Sp:35`
	Prunus cerasifera `Krauter Vesuvius`	Purple Leaf Plum	15 gal	Low	Ht:7-8`/Sp:2-3`	Ht:18`/Sp:12`
SHRUBS	**BOTANICAL NAME**	**COMMON NAME**	**CONT**	**WATER USE**	**PLANTED SIZE**	**MATURE SIZE**
	Dietes vegeta	African Iris	5 gal	Low	Ht:12"/Sp:10"	Ht:3`/Sp:3`
	Kniphofia uvaria `Flamenco`	Flamenco Red Hot Poker	5 gal	Low	Ht:14"/Sp:14"	Ht:24"/Sp:24"
	Lantana camara `Radiation`	Radiation Lantana	5 gal	Low	Ht:10"/Sp:10"	Ht:4`/Sp:4`
	Loropetalum chinense `Chang Nian Hong`	Ever Red Fringe Flower	5 gal	Low	Ht:14"/Sp:14"	Ht:6`/Sp:6`
	Macfadyena unguis-cati	Yellow Trumpet Vine	5 gal	Low	Ht:36"/Sp:12"	Ht:30`/Sp:30`
	Myrtus communis	Common Myrtle	5 gal	Low	Ht:10"/Sp:10"	Ht:5`/Sp:5`
	Myrtus communis `Compacta`	Dwarf Myrtle	5 gal	Low	Ht:10"/Sp:10"	Ht:3`/Sp:3`
	Phormium tenax `Firebird`	Fire Bird Flax	5 gal	Low	Ht:12"/Sp:10"	Ht:5`/Sp:4`
	Phormium tenax `Yellow Wave`	New Zealand Flax	5 gal	Low	Ht:18"/Sp:14"	Ht:4`/Sp:4`
	Pittosporum tobira `Variegata`	Variegated Mock Orange	5 gal	Low	Ht:14"/Sp:14"	Ht:5`/Sp:5`
	Rhamnus alaternus	Italian Buckthorn	5 gal	Low	Ht:16"/Sp:14"	Ht:10`/Sp:8`
	Rhaphiolepis indica `Pink Lady`	Pink Lady Hawthorne	5 gal	Low	Ht:10"/Sp:10"	Ht:4`/Sp:4`

GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT	WATER USE	PLANTED SIZE	MATURE SIZE	SPACING
	Bark dressing	Decorative bark	-				
	Bio-Filtration Grass	Bio-Filtration Sod	sod	Medium			
	Cotoneaster dammeri `Lowfast`	Lowfast Bearberry Cotoneaster	1 gal	Low	Ht:4"/Sp:6"	Ht:1`/Sp:5`	60" o.c.
	Myoporum parvifolium `Pink`	Trailing Myoporum	1 gal	Low	Ht:2"/Sp:6"	Ht:6"/Sp.8`	72" o.c.
	Rosmarinus officinalis `Huntington Carpet`	Huntington Carpet Rosemary	1 gal	Low	Ht:4"/Sp:6"	Ht:18"/Sp:6`	60" o.c.
	Verbena peruviana `Pink`	Pink Peruvian Verbena	1 gal	Low	Ht:2"/Sp:6"	Ht:1`/Sp:3`	36" o.c.

NOTES: PLANT WATER USE IS PER WUCOLS IV (WATER USE CLASSIFICATION OF LANDSCAPE SPECIES)
PLANT MATERIAL INCLUDING TREES SHOWN AT EXPECTED SPREAD AT THREE YEARS

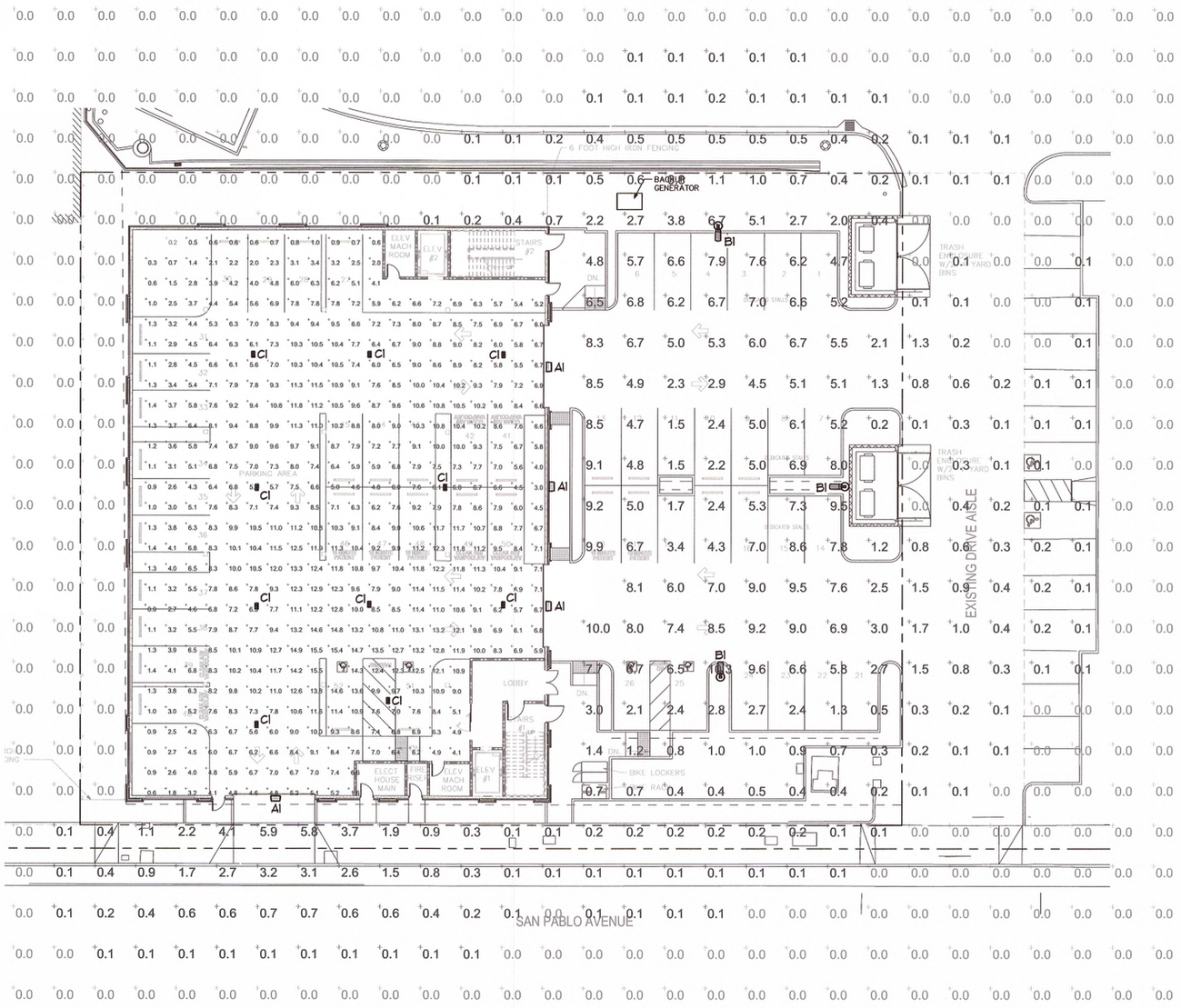
Sierra Design Group
Landscape Architects
5320 Barton Road
Loomis, California 95650
(916) 660-9022 CLA 2694
www.sierradesigngroup-la.com

PRELIMINARY LANDSCAPE PLAN

SAN PABLO MEDICAL OFFICE BUILDING
13352 San Pablo Avenue San Pablo, CA

MARKET STREET DEVELOPMENT, LLC
3005 DOUGLAS BLVD., SUITE 200, ROSEVILLE, CA 95661

JOB #: C-111-18
DATE: 10-24-18

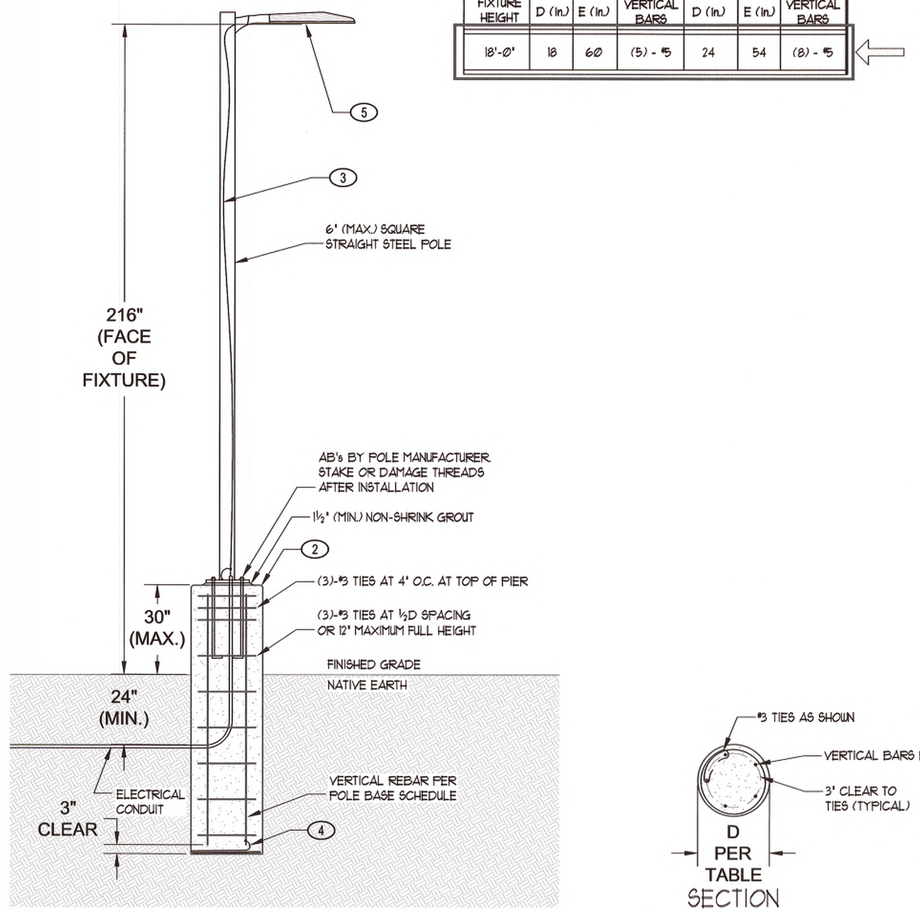


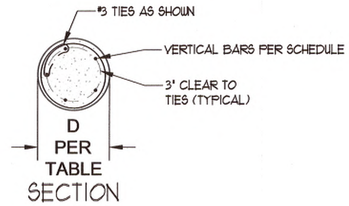
A SITE PHOTOMETRIC CALCULATION

1/16" = 1'-0"

POLE BASE SCHEDULE

MAX FIXTURE HEIGHT	OPTION 1			OPTION 2		
	D (in.)	E (in.)	VERTICAL BARS	D (in.)	E (in.)	VERTICAL BARS
18'-0"	18	60	(5) - #5	24	54	(8) - #5





B POLE MOUNTED LIGHTING ELECTRICAL DETAIL

1

1/2" = 1'-0"

EXTERIOR/SITE LIGHTING FIXTURE SCHEDULE

(1)(2)

FIXTURE SYMBOL	FIXTURE TYPE	MANUFACTURER DETAILS NAME	MANUFACTURER DETAILS CATALOG NUMBER	POWER (WATTS)	MOUNTING HEIGHT	MOUNTING CONFIG.	LAMP TYPE	NOTES AND REMARKS	VOLTAGE
	AI	ACUITY LITHONIA	DSXWI LED-20C-1000-40K-T2S	109	+10'-0"	SURFACE	INTEGRAL LED	LED WALL-MOUNTED EXTERIOR AREA LIGHT WITH INTEGRAL DAYLIGHT OCCUPANT SENSORS	120
	BI	ACUITY LITHONIA	DSX1 LED-P8-40K-T3M-HS	207	+18'-0"	POLE MOUNTED	INTEGRAL LED	LED POLE-MOUNTED EXTERIOR AREA LIGHT WITH INTEGRAL DAYLIGHT SENSOR TYPE 3 MEDIUM DISTRIBUTION	120
	CI	ACUITY LITHONIA	DSXPG LED-30C-1000-40K-T5M	74	+14'-0"	SURFACE MOUNTED	INTEGRAL LED	LED SURFACE-MOUNTED EXTERIOR AREA LIGHT WITH INTEGRAL OCCUPANT AND DAYLIGHT SENSORS	120

POLE MOUNTED LIGHTING ELECTRICAL DETAIL NOTES

1. COORDINATE WITH GENERAL CONTRACTOR AS REQUIRED FOR COMPLETE INSTALLATION OF NEW POLE-MOUNTED LIGHTING. PROVIDE AND INSTALL CONCRETE POLE BASE, LIGHTING FIXTURE, LIGHTING POLE, ANCHORING, MOUNTING HARDWARE, ETC. AS REQUIRED FOR A COMPLETE INSTALLATION.
2. NEW CONCRETE POLE BASE SHALL BE COMPRISED OF 4500 PSI AIR ENTRAINED CONCRETE. NO SPECIAL INSPECTION REQUIRED BECAUSE 2500 PSI DESIGN STRESS USED. FOOTING SHALL BE DRILLED INTO UNDISTURBED NATIVE SOIL. GEOTECHNICAL ENGINEER TO OBSERVE PRIOR TO PLACEMENT OF REBAR CAGE. SACK AND PATCH SO EXPOSED SURFACE IS SMOOTH.
3. COORDINATE WITH GENERAL CONTRACTOR AS REQUIRED FOR INSTALLATION OF NEW UNDERGROUND BRANCH CIRCUIT FOR POLE MOUNTED LIGHTING. CONDUIT SHALL BE INSTALLED 24" BFG. EXTEND BRANCH CIRCUIT WIRING UP LIGHTING POLE TO NEW LIGHT FIXTURE AS REQUIRED. PROVIDE GROUND CONNECTION FOR LIGHTING POLE, REBAR INSIDE CONCRETE BASE, MOUNTING HARDWARE, AND LIGHTING FIXTURE AS REQUIRED.
4. PROVIDE AND INSTALL 15' OF SPIRAL COIL BARE #4 Cu LIGHTNING GROUNDING ELECTRODE BELOW CONCRETE IN DIRECT CONTACT WITH EARTH AND IRREVERSIBLY BOND TO BOTH THE STEEL REINFORCING AND POLE SHAFT.
5. PROVIDE AND INSTALL NEW LIGHTING FIXTURE AND ALL REQUIRED MOUNTING HARDWARE. TOTAL EPA (SINGLE-FIXTURE): 1.01 sq.ft. TOTAL WEIGHT (SINGLE-FIXTURE): 27 lbs. TOTAL COMBINED EPA FOR ALL LIGHTING FIXTURES NOT TO EXCEED 6.0 sq.ft.
6. PROVIDE AND INSTALL NEW LIGHTING POLE WITH A HANDHOLE NOT LESS THAN 2"X4" WITH A COVER SUITABLE FOR USE IN WET LOCATIONS IN ACCORDANCE WITH CEC SECTION 410.30(B)

Harriman Kinyon Architects, Inc.

San Pablo Medical Office Building

13352 San Pablo Avenue
San Pablo, CA 94806

MARKET STREET DEVELOPMENT, LLC

E1

01/04/19


ROSS
DRESS FOR LESS
Jersey Mike's Subs
Pizza Guys
citibank
TACO BELL


Grace
Dollar Tree
e Center
Grace Ln
Grace Ln
San Pablo Ave
San Pablo Ave
San Pablo Ave
San Pablo Ave
Americana Pizza & Taqueria
Metro by T-Mobile
Asia Delight
Kebab Express

Closure Impact Report
Relocation Plan

Castle's Mobile Home/ Trailer Park
13352 San Pablo Ave.
San Pablo, CA 94806

Future Dialysis Treatment Center

July 25, 2019

MARKET STREET DEVELOPMENT, LLC
5390 Granite Lake Dr. Suite 110
Granite Bay, CA 95746

CLOSURE IMPACT REPORT – RELOCATION PLAN
Castle's Mobile Home / Trailer Park
13352 San Pablo Avenue
San Pablo, California

Introduction

Market Street Development, LLC ("Developer") is proposing to acquire and redevelop the property located at 13352 San Pablo Avenue.

The Developer filed an application for Design Review and Site Plan Review on July 12, 2018 for the development of a new kidney dialysis treatment center. The total lot area is 32,234 sq.ft. The new two-story podium style (parking on the first floor, building operations on the second floor) medical center will serve patients with Stage IV Renal Failure by providing life sustaining dialysis to patients in San Pablo and surrounding communities.

This project design must be reviewed and approved by the Planning Commission. During review of the Design Review and Site Plan Review application documents, the City requested that a Relocation Plan be prepared and presented to the Commission which outlines the history of the property relating to the existing RV Trailer Park and the process for notifying and assisting the existing tenants who reside on the property in either recreational vehicles (RV's) or camper trailers with relocation. The following Closure Impact Report and the Relocation Plan ("Plan") outlines the history and the relocation mitigation.

Currently, the Developer does not own the property (escrow was opened on November 2017) nor does the Developer control the month-to-month leases for the tenants. As such, the Developer has relied on the Sellers to communicate with the tenants. Formal notification of the development will be made by the Developer once the project is scheduled for an upcoming meeting of the Planning Commission. The Developer will notify the tenants according to State Law and the processes outlined in this Plan.

The Plan has been prepared by the Developer with advice and direction from Thomas P. Kerr, a consultant and expert witness specializing in the management and operation of mobilehome parks, as well as closure impact, market, feasibility and related services. He has advised developers in the closure and relocation of mobilehome parks since 1988 and prepared impact reports for the relocation or dissolution of 17 different parks throughout California.

History

Castle's Mobile Home / Trailer Park ("Park") dates from 1953 when City permits were issued to construct a "trailer court." The property configuration, number of tenants and related permits have evolved over the years through changes in ownership and land subdivision.

In 1986, a Use Permit was conditionally approved by the City of San Pablo Planning Commission for a 17-unit "mobile park" to operate "on an interim basis." Six of the original 17 spaces were removed and not replaced by the retail center to the east of the subject property as part of the Phase I re-development of the property in 1990/1991. Since that time, all of the original residents have vacated the property, and in accordance with Condition #3 of the Permit approval, current tenants rent "on a month-to-month basis until the interim use as a mobile park is converted to General Commercial uses per the existing zoning." This is reflected in every rental agreement signed by all tenants. A copy of said rental agreements have been provided to the City.

The Developer filed an application for Design Review and Site Plan Review with the City of San Pablo on July 12, 2018. The current zoning of the property is SP-2 and is part of the San Pablo Avenue Specific Plan. The underlying Zone is Regional Commercial, and the property is classified as Regional Commercial in the General Plan. Medical office is an allowed use in the Regional Commercial District and a mobilehome park is not. Design Review approval is subject to a Public Hearing in front of the Planning Commission.

In order for the new development to proceed, the Developer recognizes that a relocation plan that fairly provides sufficient notice and assistance needs to be adopted to assist long term residents of the existing trailer park in securing new housing. It is important to note that although the Castle Mobile Home/ Trailer Park is called a "Mobilehome Park," there are no mobilehomes on the property. Six of seven residents reside in recreational vehicles and one in a camper trailer.

Based on the Mobilehome Residency Law ("MRL," California Civil Code Section 798 et seq.), owners of camper trailers and motor homes are not considered "mobilehome residents" (Civil Code Section 798.3(b)). The rights extended to "homeowners (Civil Code Section 798.9) and "residents" (Civil Code Section 798.11) of mobilehome parks do not apply to recreational vehicle owners/residents and therefore there is no law obligating the Developer to help relocate these tenants. However, this plan is written to address the relocation program and include an assistance package to assist with relocation as it is the right thing to do.

The City of San Pablo has not adopted an ordinance specifically relating to the closure of mobilehome parks, therefore the provisions of State law are applicable.

Current Status of Castle's Mobile Home/ Trailer Park

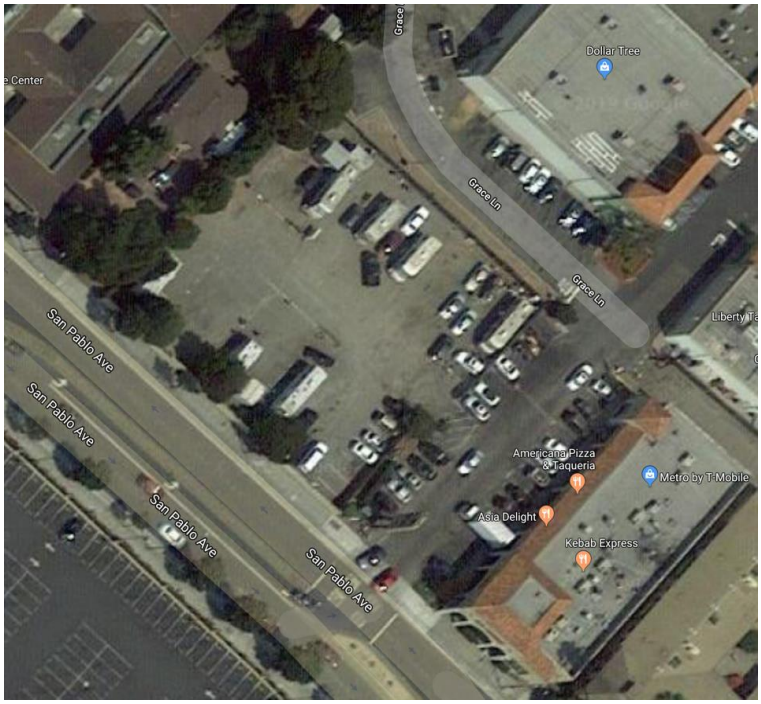
Today, Castle's Trailer Park is comprised of 11 spaces on approximately 0.74 acres. The property is surrounded by retail and commercial development except for a single family residence to the west, which is a non-conforming use.

Of the existing 11 spaces, four are vacant, as the current property owners have not leased

any spaces to new tenants since June 2015 in anticipation of the closure of the park. There are no mobile or manufactured homes on the premises.

Unit Status Castle Mobile Home/ Trailer Park									
Unit		**Owner occupied**		**Rent start**		**Rent (incl utilities)**		**Type of unit**	**Condition (windshield assessment)**
1		Yes		Mar 2007		$728		RV – travel trailer	Good – presume moveable
2		Vacant**							
3		Yes		Oct 2010		$743		RV – motor home	Good – presume moveable
4		Yes		Apr 2012		$841		RV – motor home	Good – presume moveable
5		Vacant**							
6		Removed*							
7		Removed*							
8		Removed*							
9		Removed*							
10		Removed*							
11		Removed*							
12		Yes		Feb 2013		$900		RV – motor home	Good – presume moveable
13		Vacant**							
14		Yes		Apr 2013		$711		RV – motor home	Good – presume moveable
15		Yes		Jun 2015		$834		RV – motor home	Good – presume moveable
16		Yes		Jul 2006		$801		RV – motor home	Fair – Likely in need of repair
17		Vacant**							

*Removed during Phase I Redevelopment in 1990
**Existing vacant spaces



AERIAL VIEW OF PARK

View of Castle's Trailer Park – Typical Motor Home

View of Castle's Trailer Park – Sole Travel Trailer

Alternate Rental Locations

Mobilehomes

There are no mobilehomes in the Park.

Recreational Vehicles

Recreational Vehicles can be driven (if self-powered) or a travel trailer can be hooked up to a pick-up or other vehicle and relocated to a new park. There are recreational vehicle and mobile home parks throughout the County and surrounding areas.

The rental of RV spaces is very fluid, with availability rarely known more than a week or two in advance. Longer term rentals typically are found in mobilehome parks, but availability fluctuates and often does not have extended advance notice.

Sample lots that accept RV's and travel trailers include:

- Alpine Mobile Home, 1824 21st St, San Pablo
- Kimballs Mobile Home Park, 2451 Church St. San Pablo
- Gerken's Mobile Home court, 2425 Church St. San Pablo
- Sunny Acres, 1080 San Miguel Rd., Concord, CA
- Willow Pass Mobile Park, 3466 Willow Pass Rd, Concord, CA
- The Trees, 1310 Monument Blvd., Concord, CA
- Far Hills Mobile Park, 247 Bailey Rd. Bay Point, CA

Rents at these parks average $800 per month including utilities.

Relocation Costs

Mobilehomes

There are no mobilehomes requiring relocation.

Recreational Vehicles

Motor homes are easily relocated. The owner simply starts the engine of the self-propelled vehicle and drives to a new location. There is little or no cost in relocating a motor home from one park to another. In the event the engine requires servicing due to long term neglect, towing and services of a mechanic are estimated not to exceed $1,500.00. (Typical costs of a tune-up, minor engine work and new tires – determined by online research).

The one travel trailer found at the Park does not require permits to be moved. This unit can be towed with a pickup truck or similar vehicle. Trailers are typically transported by the owners from one park to another. Once at the new location, the unit can be set up and connected to utilities by the owner-resident.

Owners of travel trailers typically relocate their trailers themselves, often with the assistance of family or friends. Sometimes the owner of a travel trailer does not own a truck of the size necessary to move the travel trailer and may have to pay someone to move it. In such an instance, the reasonable cost of relocation of a travel trailer is estimated not to exceed $1,500.00. (Typical tow charges are $3-4.00 per mile, plus costs of new tires – determined by online research)

Park Residents

The following information was compiled by the Seller from park records. The specific unit resident information is confidential, but in general, residents are comprised of:

- Seven adults who live in the recreational vehicles or the trailer at Castle's Trailer Park.

- Residents who are employed, work throughout the Bay Area.

- Of those seven people, three people are age 60 or older.

- No persons under the age of 18 reside at the park.

- Eligibility as disabled is subject to the requirements defined in Section 12955.3 of the California Government Code.

Relocation Plan

This following relocation plan has been developed to ensure the uniform, fair, and equitable treatment of owners of recreational vehicles (there are no mobile homes in this facility) who reside in the Park in order to mitigate the impact of closure and relocation.

State law for mobilehome parks applies to mobilehome owners/ residents. However not required by code, all of the timeframe obligations will be afforded the RV owners/ residents as well as financial compensation to assist with relocation.

Effective Date, Closure Date, and Expiration

The "Effective Date" of the Plan is the date the Planning Commission (or City Council on appeal) approves the Project and the Plan ("City Approval"). The "Closure Date" is six months after the Effective Date of City Approval (estimated to be February or March 2020). This Plan expires on the Closure Date.

Participant

A "Participant" is a person who is eligible to receive relocation assistance under this Plan.

To be eligible, the person must at all times:

- be in compliance with all local, State, and federal laws and regulations;
- be a registered or legal owner of the travel trailer or recreational vehicle which lawfully occupies a space in the Park on the Effective Date
- be using that same travel trailer or recreational vehicle as the person's only residence on the Effective Date
- continue to occupy that same travel trailer or recreational vehicle until the Participant vacates the Park with the travel trailer or recreational vehicle
- at all times until the person and the travel trailer or recreational vehicle vacates the Trailer Park, not be in default of his or her rental agreement with the Park
- voluntarily vacate the Park with the travel trailer or recreational vehicle, and any other personal property, by not later than the Closure Date
- execute all documents reasonably required by the Park to confirm Participant's acceptance of relocation assistance
- cooperate with the Park in the carrying out of this Plan including providing documents and other information reasonably required by the Park
- meet any of the additional eligibility requirements of the Program of this Plan under which such person receives relocation assistance from the Park.

If more than one person living in the same travel trailer or recreational vehicle meets the eligibility requirements above, all of the residents of that travel trailer or recreational vehicle shall collectively be a single Participant under this Plan. There is no onsite manager.

Specifically, but not by way of limitation, "Participant" does not include (a) any current or former employee, or their households, of Castle's Mobile Home Park; (b) any person or persons or their households, who rent travel trailers or recreational vehicles located in the Park; (c) non-resident owners of travel trailers or recreational vehicles in the Park; and (d) any person who does not accept the benefits offered by this Plan and vacates by the Closure Date.

Any rights to participate in this Plan are personal and not assignable. For example, a person who purchases a travel trailer or recreational vehicle in the Park after the Effective Date is not eligible to be a Participant and will not receive any relocation assistance from the Developer but is subject to all of the vacation terms outlined in the Plan. Participants may not be in default of their rental agreement and all monies owed to Landlord by the resident must have been paid.

Program Eligibility

Eligibility - Persons eligible for this Program must (a) meet the eligibility requirements of this Plan; and, (b) be the owner and resident of a travel trailer or recreational vehicle located in the Park on the Effective Date.

Mediation - Acceptance of the assistance provided by this Plan is anticipated from each Participant. In the event a Participant is dissatisfied, he/she will get an opportunity to have their concerns heard, and if reasonable, an adjustment made for them. Conflict resolution shall be determined by a neutral third-party mediator, for example SEEDS Community Resolution Center, Berkeley, CA.

Final payments and incentives are subject to the Participant removing themselves and all property (including the travel trailer or recreational vehicle) from the Park and signing a Release Statement.

Compensation

Vehicle Relocation Costs - Developer will pay to a Participant the amount of $1,500.00 for relocation and engine repair, if necessary, of the recreational vehicle.

Relocation Assistance - Developer will provide a Relocation Assistance payment to each Participant to assist with future RV Park rental or to use for rent/security in securing lodging. Each Participant will receive $6,000.00 (Approximately six months current rent).

Relocation Incentive - Any Participant who relocates from the Park quickly will be paid an incentive bonus. The incentive relocation payment is as follows:

Incentive Effective Period:	**Bonus:**
Vacate within 60 days of Effective Date:	$2,500.00
Vacate within 90 days of Effective Date:	$1,500.00
Vacate within 120 days of Effective Date:	$1,000.00
Vacate within 150 days of Effective Date:	$500.00
After 150 days:	$0.00

Special Assistance - The Developer will provide additional assistance to those Participants who are elderly or disabled. Eligibility for Special Assistance is restricted to persons who are "aged (60 years or older) or disabled (as defined in Section 12955.3 of the California Government Code)." The Developer will pay eligible Participants an additional 50% in the Relocation Assistance payment or $3,000.00.

General Payment Provisions

All payments of relocation assistance compensation shall be made as follows:

1. Vehicle relocation/repair costs – 100% within 15 days of Notice to Vacate
2. Relocation assistance – 33.3% within 10 days of Notice to Vacate/ 66.6% at vacation
3. Move-out bonus – 100% at vacation
4. Special assistance – 100% at vacation

No final checks shall be issued unless all terms of any agreement between the Developer and a Participant have been satisfied and all documents required have been executed, including required Release Statements.

The Developer will make the final relocation payments when the Participant has removed themselves and all property (including the travel trailer or recreational vehicle) from the Park and signed the Release Statement.

Legal Description of the Subject Property

13352 San Pablo Ave, San Pablo, CA

Real property in the City of San Pablo, County of Contra Costa, described as follows:

Parcel B, as shown on the Map of Parcel Map MS 780-90, filed for record on February 19, 1991, in Book 151 of Parcel Maps, at Page 26, Contra Costa County Records.

No. 1385

USE PERMIT FORM - TITLE 17, S.P.M.C.
THE ZONING ORDINANCE OF THE CITY OF SAN PABLO

Name of Applicant Dennis R. Hill & Dana D. Sketchley Fee $100.00

Address 3817 Campolindo Drive, Moraga, California 94556

Date August 28, 1986 Phone (408) 280-7007(W) (415) 284-4767(H) Receipt No. _____

Application is hereby made for a Use Permit for a 17-unit mobile park to be operated ON AN INTERIM BASIS subject to the following conditions: (see other side of page)

on property located at 13352 San Pablo Ave., San Pablo, Ca. ("Subject Property")
(Lot, Block, Tract, Street Address)

consisting of 1.18 acres (m/l)
as shown on drawings submitted with the application.

Dennis R. Hill

Signature of Applicant

ACTION OF PLANNING COMMISSION

Public hearing held at 7:30 p.m. on the 16th day of September 1986.

Motion recommending granting (denying) the Use Permit was adopted by the Planning Commission on 9/16/86 19 86 at a Planning Commission meeting, after findings were (were not) made as provided in Section 5.23(a); subject to the following conditions: 1. Obtain necessary design/landscaping approvals from the Redevelopment Agency 2. Prior to any future commercial development of the property (or portion), present the proposal to the Redevelopment Agency for review and approval. The proposal shall include the planned rearrangement of the remaining mobile homes in the park 3. The use permit for the mobile home park shall remain in effect only until the time that termination of the last relocatee's tenancy occurs.

ACTION OF THE CITY COUNCIL IN CASE OF APPEAL:

Public hearing held at 7:30 p.m. on the 16th day of September 1986.

Motion granting (denying) said Use Permit was adopted subject to the following conditions:

AFFIRMATION

The undersigned hereby certifies that he has full knowledge and agrees to comply with all conditions as set forth in the above Use Permit. I declare the foregoing to be true under penalty of perjury.

YOU MUST ATTEND MEETING FOR APPLICATION TO BE CONSIDERED

Signature of Applicant

1. City and Applicant have entered into an Agreement FOR SALE AND DEVELOPMENT OF REAL PROPERTY which requires, among other things, that the City approve a Use Permit setting forth the terms of the use of the referenced Subject Property.

2. The Subject Property shall be closed by the City as of October 1, 1986 or the close of escrow to the City, whichever occurs later and the continued use ON AN INTERIM BASIS of the Subject Property as a closed mobile park shall thereafter be for the limited use and enjoyment of the original 13 Residents, who currently live on or are initially relocated to the Subject Property by the City.

3. Applicant shall be permitted to rent any vacant spaces in the Subject Property on a month-to-month tenancy until the interim use as a mobile park is converted to General Commercial uses per existing zoning.

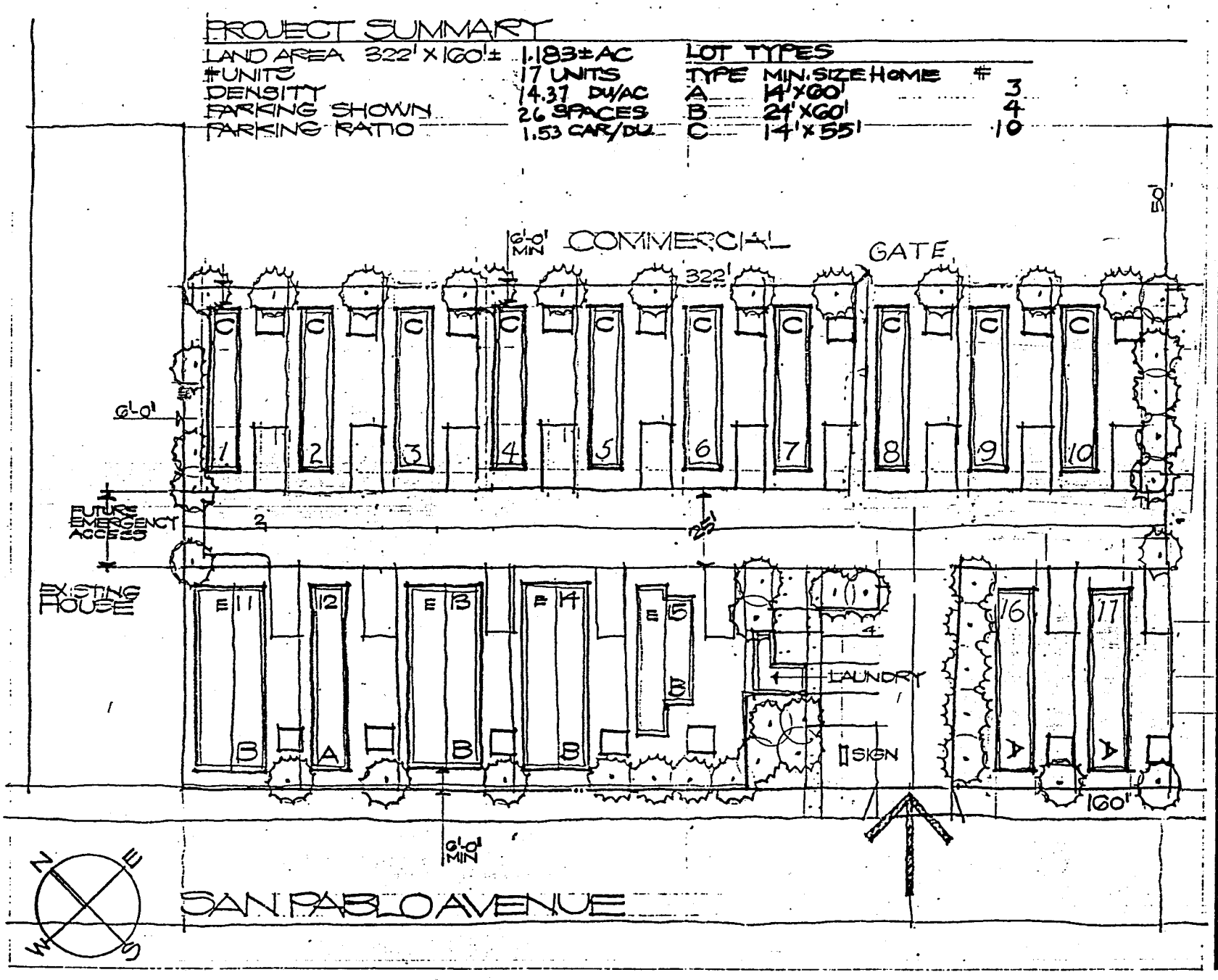
4. Upon termination of any original Resident's individual tenancy, for any reason, the Use Permit for that pro-rata amount of the site (1/17 x 51,400 Sq. Ft. = 3023.5 Sq. Ft.) may be rescinded at Applicant's option at any time thereafter and the underlying commercial zoning (General Commercial) shall become of full force and effect.

5. That portion of the Subject Property for which this Use Permit has been rescinded may be redeveloped by Applicant, subject to the terms of the underlying General Commercial Zoning.

6. It is the intent of City and Applicant that Applicant shall be permitted to redevelop a portion of the Subject Property on an incremental basis, while the balance of the Subject Property continues in use as a closed mobile park under the terms of this Use Permit.

7. Applicant will enter into along-term lease agreement and an Agreement For Interim Use of Mobile Park with each of the original Residents to be located on the Subject Property by the City. City reserves the right to review and approve these agreements prior to this Use Permit becoming effective.

8. The AGREEMENT FOR SALE AND DEVELOPMENT OF REAL PROPERTY between the City and Applicant and the long term lease agreement and Agreement for Interim Use of Mobile Park between Applicant and Residents set forth the terms of tenancy and agreed-upon rents for the next four years and a formula for calculating future rents beyond four years. Rents paid by Residents during this time will be below market rates and will be subsidized by Applicant in accordance with these agreements. It is agreed between City and Applicant that should a Rent Control Law be adopted in San Pablo, its provisions will not affect the terms and conditions of this Use Permit, the AGREEMENT FOR SALE AND DEVELOPMENT OF REAL PROPERTY, Residents' lease agreements or the Agreement for Interim Use of Mobile Park, it being the intent of all parties concerned that these agreements will supercede any Rent Control Law or Ordinance adopted in the future.



Michael Woldemar & Associates, Incorpor
Architecture & Plannin
12226 San Pablo Aven
Richmond, California 9
415-232-1232

SAN PABLO AVENUE MOBILE HOME PARK
SAN PABLO, CALIFORNIA

Date
Revised
Job No.
Drawn
Scale 1"=30'

Sheet Number
ONE

000083

PROOF OF PUBLICATION

(2015.5 C.C.P.)

This space is for County Clerk's Filing Stamp

STATE OF CALIFORNIA
County of Contra Costa

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter.

I am the Principal Legal Clerk of the West County Times. A newspaper of general circulation, printed and published at 2640 Shadelands Drive in the City of Walnut Creek, County of Contra Costa, 94598

And which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Contra Costa, State of California, under the date of August 29, 1978. Case Number 188884.

The notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

September 6,

all in the year of 19 86.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Executed at Pinole, California.

On this 8th day of September, 19 86.

Kathi Workman
Signature

Lesher Communications, Inc.
West County Times
P.O. Box 128
Pinole, CA. 94564
(415) 724-8400

WCT LEGAL 400111

Proof of Publication of

PUBLIC NOTICE

AFFIDAVITS OF MAILING NOTICES

ON

USE PERMIT# 1385

STATE OF CALIFORNIA)
COUNTY OF CONTRA COSTA)

LISA LLOYD, being first duly sworn, deposes and says: that S he is, and at all times herein was, the PLANNING SECRETARY of the City of San Pablo, County of Contra Costa, State of California: That on the 3rd day of September, 1986 pursuant to the provisions of Section 65951 of the Government Code of the State of California, S he did mail notices postages prepaid, stating the time and place of the hearing on DANA SKETCHLEY & DENNIS HILL FOR A 17-UNIT MOBILE PARK TO BE OPERATED ON AN INTERIM BASIS ON PROPERTY AT PORTION OF LOTS 8 & 9, block A, Subdivision of Portion of Lot 137, San Pablo Rancho or 13410 San Pablo Ave. to all persons whose names and addresses appear on the latest adopted tax roll of the County of Contra Costa or as known to the City Clerk, as owning property within a distance of 300 feet from the exterior boundaries of the property which is the subject of the hearing.

Lisa Lloyd

LISA LLOYD, PLANNING SECRETARY

DENNIS R. HILL
REAL ESTATE DEVELOPMENT & CONSULTING

Sept. 10, 1986

Karen Majors
Redevelopment Agency
San Pablo, California

Dear Karen:

We appreciate all of your help over the last few weeks. As you know, we are progressing on schedule--most of the documents and agreements are in the final draft, and we are proceeding to gather additional information to complete the design of the utilities for the modification to Castle's mobile home park.

Mrs. Castle has granted us permission to enter the park to get bids to remove the tanks; however, we are still denied entry to the rest of the park. We may need your assistance to help us get access.

As you are aware, as we have progressed in the design of the park, we have found that the city has delegated most of the responsibility to the state. Consequently, the original plans were more for concept and had not been approved by the state. With this in mind, we have consulted with the state and local fire department and are submitting this design approved by the local fire department and state for your review.

1) The fire department requires that each corner have a 36 ft. radius. With this in mind, we have redesigned the layout to have the same fire access but not the corners.

2) The size and general layout of each mobile home space will be consistent with the Church Lane Park.

3) By arranging the mobile homes side by side, we can eliminatesome ditches and minimize open trenches during the rainy season.

4) If we run into serious problems with the tanks, we can relocate the driveway without redesigning the underground utilities.

5) After redesigning the modification, we feel we have a much more efficiently designed park from an ease of construction, maintenance, accessability for tenant parking, and even an addition of a mini-park sitting area.

6) With the same size lots as the original drawing, we also have been able to add two more spaces. We feel the additional revenue from these two spaces, as well as the more efficient layout, will help offset the cost of removing the gas tanks.

3817 CAMPOLINDO DRIVE • MORAGA, CALIFORNIA 94556 • (415) 284-4767

7) You will also note that with this design, as the park is gradually converted, this will allow maximum flexibility.

8) Mike will design a similar fence and lattice work on both sides of the driveway. We will present these to you for your approval.

9) As indicated, the entrance will be heavily landscaped with some eye access to the mini park, rather than looking at mobile homes.

As we discussed, our engineer is ready to start redesigning this layout. We believe that we can hand carry these designs through Sacramento in two weeks, rather than the 30-day plus existing schedule. As you are aware, time is becoming more critical as the rains approach.

We again thank you, and for your support of this current design.

Sincerely,

Dana D. Sketchley

DDS/ms

M E M O R A N D U M
10 SEP 86

TO: RASP Directors

FROM: Chairman, Staff Design Review Committee

SUBJ: Items for RASP design review: 15 SEP 86

1. The following item has been reviewed by Staff Design Review Committee and scheduled for RASP review on 15 SEP 86.

A. 17 UNIT RELOCATION MOBILE HOME PARK AT 13352 SAN PABLO AVENUE. (Hill & Sketchley developers)

The park was originally proposed to contain 15 mobile The current plan has redesigned the placement of the mobile homes and added 2 more for a total of 17 spaces.

The applicants have offered the following reasons for the modifications:

* The new design will enable the underground gas tanks to remain in the ground until spring when they may then be removed with a minimum of disruption to the residents.

* The design minimizes the number of trenches that will be open during the winter-time construction phase.

* The new street alignment facilitates better fire access.

* Provides a more aesthetic street frontage as the small landscaped park will be visible from the street rather that one of the mobile homes.

* Improves economic viability by adding 2 additional spaces.

* Improves layout for future incremental commercial development of the site as spaces become vacant.

COMMENTS from the Staff DRC:

Public Works Director noted that ideally, the driveway access should be as far away from the Evans/San Pablo Avenue merging as possible and recommends that if the adjacent property to the west (Dr. Francis's property) is purchased in the future for access into the proposed shopping center, the Agency should consider also providing access into the mobile home park from that location.

Perimeter fencing:

The current plan depicts a 6 foot chain link fence with redwood slats as being installed along the rear portion of the site as an interim measure until the shopping center is developed, at which time the commercial use would be required to provide a more substanial barrier (such as masonary wall).

There is an existing masonary wall along San Pablo Avenue that is proposed to be repaired, extended and painted. Although the side property lines have not been addressed on the current site plan, a continuation of the masonary wall along the front would be appropriate.

Landscaping:

The applicants have indicated that initially, they propose to repave the entire site, install the underground utilities and move the trailers onto the spaces. Next spring they would contact each individual resident to inquire if each would like a paved area cut out for gardens, lawn, flower bed, etc..., or if they would rather have planter boxes set on top of the pavement.

The plan depicts perimeter landscaping with trees and also a mini-park inside the property. There would also be street trees planted along the San Pablo Avenue frontage.

RECOMMENDATION: Approve subject to following conditions

1) Prepare a detailed landscape plan, including the following information:

Number, type and size of plants/trees that will be installed.

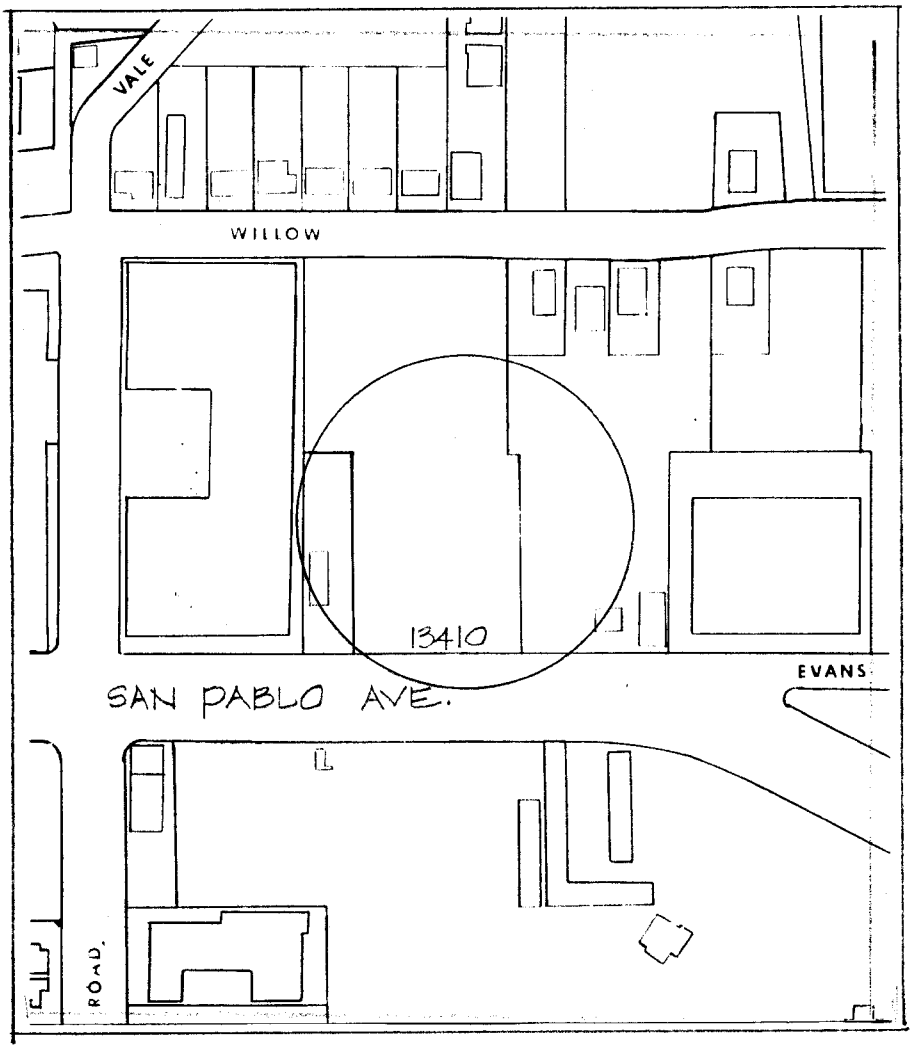
Indicate the manner in which the individual trailer spaces will be landscaped with a time table for installation.

Installation of an automatic irrigation system for the perimeter and mini-park landscaping.

2) Execute a landscape maintenance agreement with the City based upon an approved landscape plan.

3) Submit detailed fencing plan for the site that depicts perimeter fencing and indicates height and type of material to be used. The fencing plan should also address the possibility that in the future, access via Dr. Francis's property may be available.

USE PERMIT APPLICATION #1385



13410 SAN PABLO AVE.

APPLICATION FOR A TEMPORARY 17-UNIT MOBILE HOME PARK, TO BE OPERATED ON AN INTERIM BASIS, HAS BEEN SUBMITTED BY DENNIS AND DANA SKETCHLEY.

HEARING FOR THIS APPLICATION WILL BE HELD ON TUESDAY, SEPTEMBER 16 AT 7:30 P.M. IN THE COUNCIL CHAMBERS OF CITY HALL.

CITY OF SAN PABLO
PLANNING COMMISSION MEETING
SEPTEMBER 16, 1986

The meeting was called to order at 7:30 p.m. in the City Council Chambers of San Pablo City Hall. Call of roll showed present Commissioners: Losberger, Colombatto, Erwin, Wilkes and Chairman Blohm. Absent and excused were Commissioners: Fusi and Moody. Also present was Craig Monroe, Zoning Administrator.

APPROVAL OF MINUTES

It was moved by Commissioner Losberger, seconded by Commissioner Erwin and unanimously passed to approve the minutes of the August 19, 1986 meeting.

PUBLIC HEARINGS

a) EUGENE TROUP, 1949 17th Street, San Pablo, Ca. 94806 to allow less than required for separation of main dwelling at property located at Block 8, Lot 17, Sunnyside Tract No. 2 or 1949 17th Street, San Pablo, Ca. 94806.

Public hearing was opened. Affidavits of posting and publication are on file.

Mr. Monroe, the Zoning Administrator explained that the subject property is in a R-1 District and is developed by a single-family home. Surrounding properties are also in an R-1 District and are developed by single-family dwellings. He stated that the applicant proposes to construct a two-story addition to the existing home leaving less than required set-back between the addition and the existing carport. Mr. Monroe explained that as the addition would leave adequate open space, and due to the placement of existing buildings on the property, making other alternatives to expanding the two bedroom home impractical, Staff recommends approval of the variance request.

Mr. John Turbeville of 1916 Bush Ave. came forward representing the applicant. Mr. Turbeville showed plans of proposed construction, and explained that Mr. Troupe and his family would be living in the home.

There being no questions or comments from the audience, the public hearing was closed.

It was moved by Commissioner Wilkes, seconded by Commissioner Losberger to approve Variance #1054 for Eugene Troupe.

Motion was passed by the following vote:

AYES:	COMMISSIONERS: Losberger, Colombatto, Erwin, Wilkes and Blohm
NOES:	COMMISSIONERS: None
ABSENT:	COMMISSIONERS: Fusi and Moody

b) PATRICK GEOGHEGAN, PO BOX 5416, Richmond, Ca to allow less than required lot width in an R-3 District on property located at 1750 16th St. San Pablo or Lot 6 and Portion of Lot 7, Block 21, Sunnyside Tract.

c) PATRICK GEOGHEGAN, PO BOX 5416, Richmond, Ca. to allow the division of a 70'x 112' parcel into two, single family lots on property located at 1750 16th Street or Lot 6 and Portion of Lot 7, Block 21, Sunnyside Tract.

Mr. Monroe explained that the subject property is in an R-3 District and is developed by a substandard single-family dwelling. Surrounding properties to the south and west are in an R-1, B-4 or single-family small lot (40 ft. frontage/4,000 square ft. area) district and are developed by single-family homes; property to the north is in a light commercial (C-1 District) and is developed by a tire shop; property to the east is zoned R-3 and is developed by a single-family dwelling.

The Zoning Administrator explained that the applicant proposes to divide the existing parcel into two seperate building lots and construct a new single-family home on each parcel leaving less than required lot width for each of the two parcels. Mr. Monroe explained that in accordance with Zoning Ordinance requirements the minimum lot width for parcels in an R-3 District is 50 ft. and that the applicant is proposing to create two parcels in an R-3 District each with a lot width of 35 ft. He stated that the alternative to dividing the property would be to develop a triplex on the site which would be possible without any zoning permits. Mr. Monroe stated that as the proposed development of two single family homes is in keeping with the current development of the general vicinity and also with the City's General Plan which calls for low density development behind the Market Street frontage.

Mr. Monroe recommended approval of the variance request, he also recommended approval of the subdivision for Patrick Geoghegan which is Minor-Subdivision 290-86.

Public hearing was opened and affidavits of posting and publication are on file.

Mr. Patrick Geoghegan came forward in response to a question by Commissioner Erwin, Mr. Geoghegan explained that the side yard clearance between the two proposed homes would be between eight and ten feet. In response to a question from Commissioner Wilkes, Mr. Geoghegan explained that he did plan to save the three trees in the front of the property.

There were further questions for Mr. Geoghegan at this time.

Diana Martin came forward for comments. She explained that she was very impressed with the Planning Commmission and that she had talked with several people in the subject neighborhood and that they had expressed positive feelings toward this type of development.

There were no comments against item. Public hearing was closed.

It was moved by Commissioner Wilkes, seconded by Commissioner Colombatto to approve Variance #1055 for Patrick Geoghegan.

It was moved by Commissioner Losberger, seconded by Commissioner Wilkes to approve Minor Subdivision #290-86 subject to the following conditions:

1. Obtain the necessary variance from the Planning Commission to allow the creation of two lots with less than required frontage.
2. Prior to any sub-division or development of the property the existing dwelling and accompaning accessory building/debris must be removed from the site.
3. Prepare a record of survey and record same with a legal description for each of the two lots in the recorder's office, Contra Costa County.
4. As the property is a portion of a legally recorded sub-division in Contra Costa County, the requirement for the filing of a parcel map is waived.

The motion passed by the following vote:

AYES: COMMISSIONERS: Losberger, Colombatto, Erwin, Wilkes and Blohm
NOES: COMMISSIONERS: None
ABSENT: COMMISSIONERS: Fusi and Moody

At this time the Planning Commission took a brief recess so that Mr. Monroe could obtain some papers from his office.

d) DENNIS HILL & DANA SKETCHLEY, 3817 Campolindo Drive, Moraga, Ca. 94556 to allow for a 17 unit mobile home park to be operated on an interim basis on property at Portion of Lot 8 & 9, Block A, Subdivision of Portion of Lot 137, San Pablo Rancho or 13410 San Pablo Avenue, San Pablo, Ca. 94806

Public hearing was opened. Affidavits of posting and publication are on file.

Mr. Monroe the Zoning Administrator, explained that the subject property is located within the El Portal Redevelopment Project Area and is in a C-1 Light Commercial District. It is currently a portion of the Castle Mobile Home Park. Surrounding properties are in a C-1 or R-3 District and are developed by mobile home uses to the north and south (across San Pablo Ave.), and by convelesent hospitals to the east and west. Mr. Monroe explained that the applicants proposed to establish a 17 unit mobile home park for relocatees from Castle's and Willow Lodge Mobile Home Parks that would be operated until the time that all relocatees were no longer present at the park. He recommended in favor of the Use Permit subject to several conditions.

Mr. Dana Sketchley, 7180 Buckingham Blvd., Berkeley, Ca. came forward. There were no questions from the Commission.

Mr. Ted Offner came forward to speak in favor of the Use Permit. Ms. Diana Martin also came forward to speak in favor of the Use Permit, there were no further comments, public hearing was closed.

It was moved by Commissioner Losberger, seconded by Commissioner Wilkes to approve Use Permit #1385 for Dennis Hill & Dana Sketchley, subject to the following conditions:

1. Obtain necessary design/landscaping approvals from the Redevelopment Agency.

2. Prior to any future commercial development of the property (or portion of the property), present the proposal to the Redevelopment Agency for review and approval. The proposal shall include the planned re-arrangement of the remaining mobile homes in the park.
3. The use permit for the mobile home park shall remain in effect only until the time that the termination of the last relocatee's tenancy occurs.

The motion passed by the following vote:

AYES: COMMISSIONERS: Losberger, Colombatto, Erwin, Wilkes and Blohm
NOES: COMMISSIONERS: None
ABSENT: COMMISSIONERS: Fusi and Moody

OLD BUSINESS
None

NEW BUSINESS

Diana Martin came forward to speak on the sale of alcohol and gas at the proposed Quick Stop on San Pablo Avenue, near Vale Rd. She explained that she had received a call from the mobile home park and that the residents were very concerned about the use of a Quick Stop at this location. She stated that she had also talked to residents of the townhouse development and several had also expressed disgust and disdain. She explained that the residents are interested in a use similar to a sit down restaurant.

Diana Martin expressed concern that some of the businesses being initiated in the City are putting quite a few of the older businesses in trouble financially.

Mr. Monroe commented that the Planning Commission might consider an option of amending the zoning ordinance at some future date to not allow change of ownership without reapplying for necessary zoning permits.

Two Commissioners complained that the tire business located on Market Avenue needs to be cleaned up. They asked that Mr. Monroe contact the owners and ask that to be done.

There being no further business the meeting adjourned at 8:15 p.m. to Tuesday, October 7, 1986 at 7:30 p.m.

Respectfully submitted,

Audrey Evans
Recording Secretary

M. Craig Monroe
Zoning Administrator

ll/11b

UP.1385

M E M O R A N D U M

23 SEP 1986

TO: Planning Commission

FROM: Zoning Administrator

SUBJ: Use Permit No. 1385 for Dennis Hill and Dana Sketchley, to allow a 17 unit mobile home park that would be operated on an interim basis in a C-1 (Light Commercial District), on property located at 13352 San Pablo Avenue, San Pablo.

1. The subject property, located within the El Portal Redevelopment Project, is in a C-1 District and is currently a portion of the Castle Mobile Home Park. Surrounding properties are in a C-1 or R-3 District and are developed by mobile home uses to the north and south (across San Pablo Avenue), and by convalesent hospitals to the east and west.

2. The applicants propose to establish a 17 unit mobile home park for relocatees from Castle's and Willow Lodge mobile home parks, that would be operated until that time that all the relocatees were no longer present at the park.

3. Staff findings:

A. The park would consist of a 160ft x 322ft portion of the existing Castle's Mobile Home Park with 322ft of frontage on San Pablo Avenue.

B. This area is currently paved and contains 21 spaces for mobile homes and 7 (smaller) travel trailer spaces.

C. The proposed park would contain 17 mobile home spaces and a laundry building with bathrooms; 12 relocatees from Castle's and 1 from Willow Lodge would be placed in the proposed park, with the remaining 4 spaces to be leased out on a month to month basis. (Four of the relocatees are already in place on the property and will not need to be moved during the construction of the 17 unit park.)

D. The park would remain in operation until that time that all 13 of the residents from the two existing parks have voluntarily vacated the park, as the

reason for the park is to provide continuing living space for the relocatees.

E. The rent for the relocatees would be fixed for the next 4 year period, with agreed upon increases to bring the rent up to market value by the tenth year (providing that there are still residents in the park at that time). The four spaces not used by relocatees would be rented at market value rents from the start.

F. The future plan for the property calls for commercial development. The applicants propose an incremental development of the property, e.g., at the time that a third to a half of the park becomes vacant, the remaining residents would be moved within the property and spaces rearranged so as to combine all the vacant spaces and provide a suitable area for commercial - office uses. Upon the remaining portion of the spaces becoming vacant, the rest of the property would be developed by commercial - offices uses.

G. The design, landscaping and fencing of the park is subject to Redevelopment Agency review and approval, but the issuing of building permits and inspection of construction will be handled by the State. The West County Fire District has already reviewed and approved the design of the park.

H. Attached are excerpts from the agreement between the Redevelopment Agency and the applicants for purchase of the property from RASP.

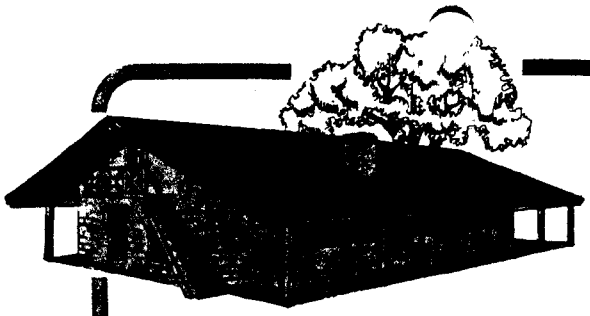
4. As the proposed park will assist in the local relocation of the residents of Castle's and Willow Lodge Mobile Home Parks, and allow redevelopment of the area currently occupied by the two mobile home parks, Staff recommends approval of the use permit, subject to the following conditions:

A. Obtain necessary design/landscaping approvals from the Redevelopment Agency.

B. Prior to any future commercial development of the property (or portion of the property), present the proposal to the Redevelopment Agency for review and

approval. The proposal shall include the planned rearrangement of the remaining mobile homes in the park.

C. The use permit for the mobile home park shall remain in effect only until the time that the termination of the last relocatee's tenancy occurs.



CITY OF SAN PABLO

one alvarado square
san pablo, california 94806 • (415) 234-6448

alvarado adobe

Office of Community Development

Ernest Greco
Department of Housing
and Community Development
6007 Folsom Blvd, Suite D
Sacramento, CA

May 5, 1987

Subj: Landscaping and perimeter fencing of mobile home park at 13352 San Pablo Avenue, San Pablo, CA.

Dear Mr. Greco:

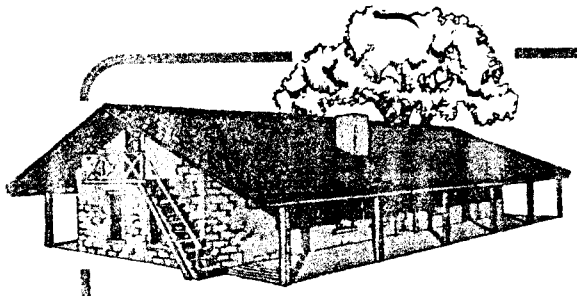
This letter is to confirm that the City of San Pablo and the Redevelopment Agency of San Pablo has reviewed and approved landscape and perimeter fencing plans for the subject mobile home park. (Planning Commission review and approval on February 18, 1987; Redevelopment Agency review and approval on March 2, 1987).

If you have any further questions or need additional information, please contact me at (415)234-6449.

Sincerely,

M. C. Monroe
Planning Division Manager

cc:
W. Loran
UP1385
DR#870303



alvarado adobe

CITY OF SAN PABLO

one alvarado square
san pablo, california 94806 • (415) 234-6449
(corner of san pablo avenue & church lane)

Community Development Dept./
Redevelopment Agency

Dana Sketchley
7180 Buckingham Blvd
Berkeley, CA 94705

September 23, 1987

Re: Modification to Mobile Home Park at 13410 San Pablo Avenue.

Dear Dana:

The proposed modification to the laundry facility for the mobile home park was reviewed and approved by the San Pablo Planning Commission at their meeting of September 1, 1987.

The approval addressed the relocation of the proposed facility from the frontage along San Pablo Avenue to the rear of Space #16, with the understanding that the use of the new faciltiy will be free to the relocatees now residing in the park.

If you have any questions in regards to the Planning Commission action, please give me a call at (415)234-6449.

Sincerely,

M. C. Monroe
Zoning Administrator

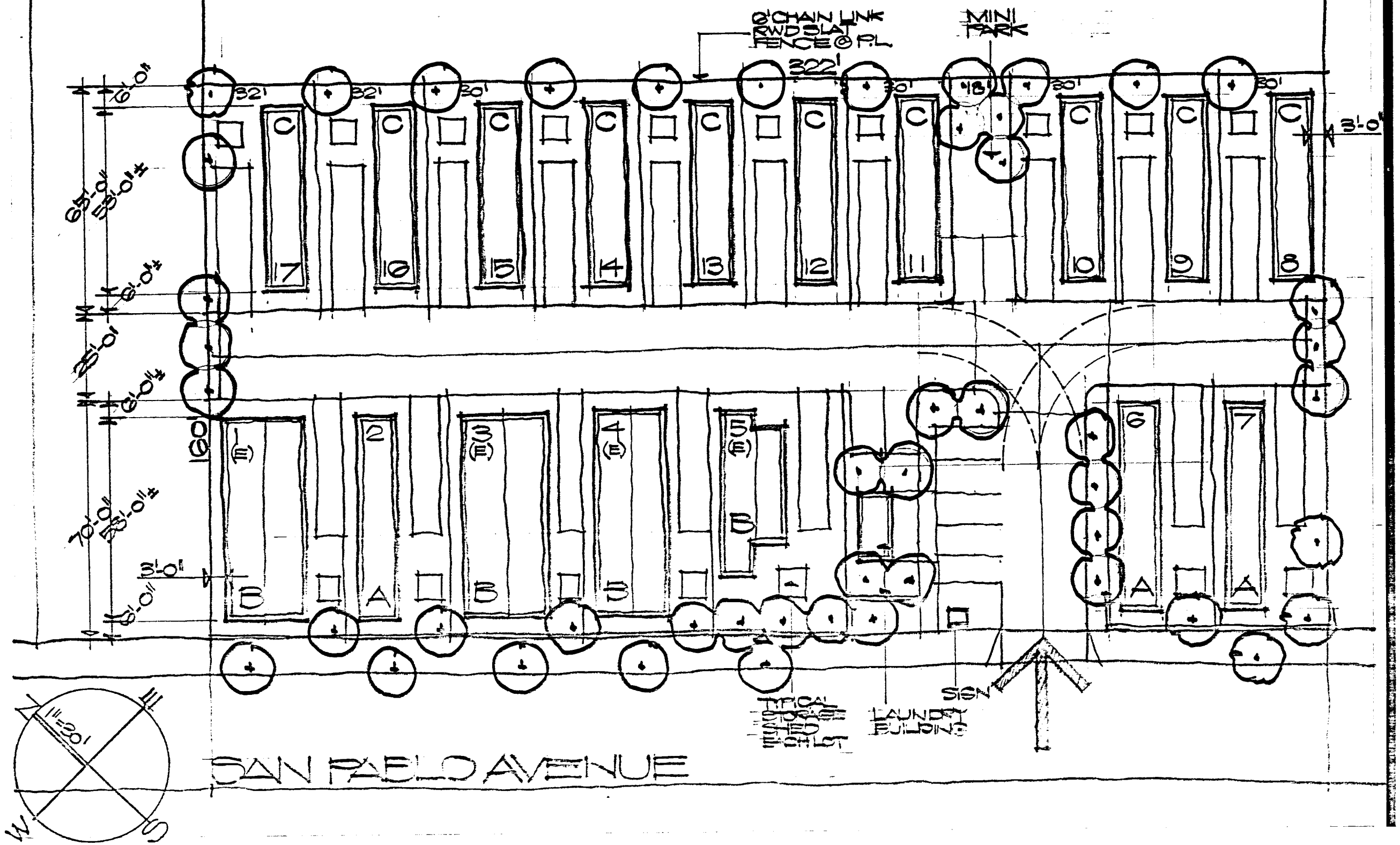
cc:
UP file
DSR 87-03-03
Bldg Insp

PROJECT SUMMARY

LAND AREA 322x160	1.183± ACRE
#UNITS	17 UNITS
DENSITY	14.37 DU/AC
PARKING SHOWN	26 CARS
PARKING RATIO	1.53 CARS/DU

LOT TYPES

TYPE	MAX. SIZE HOME	#
A	14'x 58'	3
B	24'x 58'	4
C	14'x 53'	10



Michael Woldemar
& Associates, Incorporated
Architecture & Planning
12226 San Pablo Avenue
Richmond, California 94805
415·232·1232

SAN PABLO AVENUE MOBILE HOME PARK

SAN PABLO, CALIFORNIA

HILL/SKETCHLEY

Date	9 SEPT 82
Revised	
Job No.	#10577.6
Drawn	MIKE
Scale	1"=30'-0"

Sheet Number

ONE OF 1

000101

PROPOSED SHOPPING CENTER

MAJOR TENANT

SHOPS

NOTE:
10 PARKING SPACES IN SHOPPING CENTER ARE TO APPLY TO THIS PROPOSAL

EXISTING RESIDENCE

BLDG TWO
END 60x193 = 11760
2ND 60x53 = 3180
TOTAL 14940 SF

BLDG ONE
60x153
9320 SF

EXISTING CONVALESCENT HOSPITAL

EASEMENT

SAN PABLO AVENUE

MEDIAN BREAK

SITE PLAN
1"=40'-0"

Michael Woldemar
& Associates, Incorporated
Architecture & Planning
12226 San Pablo Avenue
Richmond, California 94805
415-232-1232

PROJECT SUMMARY

BLDG AREA 24800 SF

PARKING

STD	49	61%
HC	2	2
COMPACT	20	25
OFF-SITE	10	12
TOTAL	81 CARS	
PARKING RATIO	1 CAR/300 SF	

SKETCH PLAN #TWO FOR A PROPOSED COMMERCIAL PROJECT

SAN PABLO AVE.
NR VALE ROAD
SAN PABLO, CA.

FOR REVIEW & DISCUSSION ONLY!

CLIENT:
DENNIS HILL
DANA GRETCHLEY

Date	6 FEB 1980
Revised	
Job No.	#0077.7
Drawn	MIKE
Scale	1"=40'-0"

Sheet Number

ONE of

000102

KD Anderson & Associates, Inc.
Transportation Engineers

February 20, 2019

Ms. Sandra Marquez Alaniz, Assistant Planner
Community & Economic Development – Building 3
CITY OF SAN PABLO
13831 San Pablo Avenue
San Pablo, CA 94806

RE: TRAFFIC IMPACT ASSESSMENT FOR THE DIALYSIS CLINIC AT 13352 SAN PABLO AVE, SAN PABLO, CALIFORNIA

Dear Ms. Marquez Alaniz:

This letter summarizes our assessment of the traffic impacts and access issues associated with the Davita Dialysis Clinic proposed at 13352 San Pablo Avenue. This infill project will occupy a site on the northeast side of San Pablo Avenue between Vale Road and San Pablo Dam Road, as noted in Figure 1. The site has access to San Pablo Avenue via an existing driveway providing access to a retail center and proposes another right-turn-in and right-turn-out only driveway roughly 380 feet from the Vale Road intersection, as noted in Figure 2. Secondary access is also available via the internal circulation system of the adjoining retail center that is located along San Pablo Dam Road.

Overview

This assessment is intended to address the following issues:

Are the traffic impacts of the proposed project significant under the criteria outlines in the California Environmental Quality Act (CEQA) or under the guidelines adopted by the City of San Pablo? If so, what mitigations are required to reduce those impacts to a less than significant level?

What is the current situation regarding access to San Pablo Avenue in the area of the project, how will the project affect local circulation and can the proposed site access on San Pablo Avenue operate safely?

Proponent's Project Description

The proposed medical office building will serve one tenant, exclusively engaged in providing kidney dialysis outpatient care. This two-story "podium-style" building has parking on the ground floor with an elevator lobby, stairs and utility services. The second floor contains patient services. This 13,591 sq.ft. area will have thirty-six dialysis stations, as well as a water treatment plant, supply storage, check-in/lobby area, staff meeting rooms, offices and other ancillary spaces as needed and required by code to support dialysis treatment functions.

The property is 32,234 sq.ft. The new site improvements include site grading, new parking lot, lot lighting, trash enclosure, a back-up generator, all required storm water management controls/ BMP's and new site landscape. 52 parking spaces are provided.

Access to the site will be from the existing driveway south of the property off San Pablo Avenue. A new right in/right out driveway access will be added at the north end of the property.

At full capacity, hours of operation are from 6:00 a.m. to 10:00 p.m., Monday through Saturday, although some staff arrives one hour earlier to setup for the first treatment or stay one hour later to close. Patients are typically scheduled between 8:00 a.m. and 5:00 p.m., with occasional early or late service for those patients who still work and require dialysis early or late in the day. Most patients come by medical transport or are dropped off and picked up by a family member or care giver. When all stations are operating, there is an average of 20 employees per shift and a total of 40-50 employees on staff.

Background Information

To conduct this assessment new weekday a.m. and p.m. peak hour traffic volume information was collected at intersections in the area of the project, and that data was used to describe the quality of traffic flow under methods accepted by the City of San Pablo and Caltrans. Current peak hour traffic flow conditions were observed in the field to identify circulation constraints and to determine the status of traffic flow at driveways on San Pablo Avenue.

Background Peak Hour Traffic Data. KD Anderson & Associates collected weekday a.m. and p.m. peak hour data at these locations selected in consultation with the City of San Pablo staff:

1. San Pablo Avenue / Vale Road
2. San Pablo Avenue / driveway that today provides access for the site and to adjoining commercial properties
3. San Pablo Dam Road / Evans Street
4. San Pablo Dam Road / Contra Costa Avenue
5. San Pablo Dam Road / Ventura Avenue
6. San Pablo Dam Road / Interstate 80 WB ramps
7. San Pablo Dam Road / Interstate 80 EB ramps
8. San Pablo Avenue / Amador Street

Weekday peak commute hours typically reflect the highest traffic volumes observed through the week, as weekend volumes are typically lower. Thus, these peak hours represent the "worst case" background condition.

This data was collected on Thursday October 25, 2018 and vehicular and pedestrian traffic count worksheets are attached. Resulting peak hour traffic volumes are illustrated in Figure 3. Review of individual traffic counts revealed that the actual hour with the highest traffic at individual locations varied. For this analysis a common peak hour was selected for intersections along San Pablo Dam Road to attempt to balance traffic volumes between intersections. This hour was 7:45 to 8:45 in the a.m. and 4:15 to 5:15 in the p.m.

Traffic Flow Conditions - Methodology. Current traffic flow conditions have been described for each study intersection based on the methods contained in the Highway Capacity Manual, 6th Edition (HCM). The applicable HCM version was identified based on review of available traffic studies. At the I-80 ramps intersections HCM 2000 was used for the latest Regional Congestion Management Plan Monitoring report, and this version was again employed at these locations. The latest version was employed at other locations (i.e., HCM, 6th Edition).

HCM methods describe traffic flow in terms of the operating Level of Service (LOS) which assigns a letter grade (i.e., A-F) corresponding to progressively worsening conditions. Local agencies adopt minimum acceptable Level of Service grades as part of their General Plan process, and the City of San Pablo views LOS D as the minimum goal. HCM methods determine the Level of Service based on the average length of delay occurring at intersections, either for all motorists at traffic signals, all-way stops or roundabouts or for those motorists who must yield the right of way at intersections controlled by side street stops. However, LOS E is accepted on San Pablo Avenue and on San Pablo Dam Road. The applicable delay ranges for various Levels of Service are noted in the attachments to this assessment.

Traffic Flow Conditions – Calculated Level of Service. Current peak hour intersection Levels of Service based on calculated average delays per vehicle are noted in Table 1. As indicated the signalized intersections on San Pablo Dam Road at the I-80 interchange EB ramps operate with LOS E conditions during peak hours, but the traffic signal at San Pablo Avenue / Vale Road operates at LOS C, and the minor street intersections on San Pablo Dam Road operates at LOS B. The motorists who yield the right of way at the existing driveway access on San Pablo Avenue experience average delays that are indicative of LOS B or LOS C.

TABLE 1
EXISTING PEAK HOUR INTERSECTION LEVELS OF SERVICE

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Average Delay (veh/sec)	LOS	Average Delay (veh/sec)	LOS
San Pablo Avenue / Vale Road	Signal	31	C	22	C
San Pablo Avenue / Existing Access	WB Stop				
Southbound left turn		10	B	14	B
Westbound driveway approach		12	B	19	C
San Pablo Dam Road / Evans Street	NB Stop				
Northbound driveway approach		10	B	11	B
San Pablo Dam Road / Contra Costa Avenue	Signal	13	B	16	B
San Pablo Dam Road / Ventura Avenue	Signal	9	A	10	B
San Pablo Dam Road / WB I-80 ramps	Signal	26	C	34	C
San Pablo Dam Road / EB I-80 off ramp / Amador Street	Signal	56	E	73	E

Traffic Flow Conditions – Observations. We reviewed p.m. peak hour traffic conditions in the study area on Thursday December 8, 2018 to further characterize traffic flow and to identify the current factors that govern traffic flow.

KDA

San Pablo Dam Road. Traffic counts conducted for the City of San Pablo in 2013 indicated that San Pablo Dam Road carried 27,800 vehicles per day. Peak hour traffic conditions on San Pablo Dam Road are characterized by very long delays and queues that back up from the I-80 interchange to San Pablo Avenue. The primary cause of congestion is the multi-phase signal that controls the I-80 ramps intersections and Amador Street together. At the interchange motorists on each approach must wait through a traffic signal cycle that extends for more than three minutes (i.e., 195 seconds). As indicated by the individual calculated Levels of Service the Contra Costa Avenue and Ventura Avenue intersections would have the capacity to provide a good Level of Service based on the volume of traffic passing through each intersection. However, the long queues caused by the I-80 ramps signal often leave motorists at these minor intersections with no way to proceed when the signal turns to green.

San Pablo Avenue. San Pablo Avenue carries about 26,000 based on City traffic counts. The overall traffic flow on San Pablo Avenue is similarly affected by traffic signals beyond the study area, but the effects are to a degree positive. The San Pablo Avenue / Vale Road intersection operates at LOS C, although the queue of northbound traffic on San Pablo Avenue can be appreciable and backs up to the project access. However, the flow of traffic on northbound San Pablo Avenue at the project access is metered by the operation of the traffic signal at the upstream San Pablo Dam Road / San Pablo Avenue intersection. Because of the long traffic signal cycle length at San Pablo Dam Road intersections there are long periods when relatively little northbound traffic occurs on San Pablo Avenue approaching Vale Road. As a result, the long queues that can extend beyond the shopping center access when the Vale Road signal is in "red" eventually dissipate and are not reformed for an appreciable amount of time within each signal cycle.

Shopping Center Access on San Pablo Avenue. Traffic conditions at the existing shopping center access on San Pablo Avenue are influenced by flow characteristics on San Pablo Avenue, by the amount of traffic using the access during peak hours and by the interaction between access traffic and the parking for the adjoining strip commercial center. As indicated from review of the peak hour traffic counts in Figure 3, the morning traffic volume using the driveway totals 140 vehicles, while the p.m. peak hour volume reached 380 vehicles. Clearly many motorists use this access to avoid the congestion on San Pablo Dam Road.

This driveway is linked to the main shopping center via an aisle that extends for about 175 feet and has perpendicular parking on both sides. The businesses in that center include a liquor/convenience store as well as several quick serve / take out restaurants, and as a result there is considerable turnover of these well-used parking spaces during the p.m. peak hour.

These factors result in a situation where long queues are created in the southbound San Pablo Avenue left turn lane and on the driveway approach as motorists wait for the northbound Vale Road queue to clear. After that queue dissipates there is a long period of 45 to 60 seconds when it is possible to turn off of or onto San Pablo Avenue. However, at that same time motorists often attempt to back out of the perpendicular parking spaces, and these maneuvers can block the path of entering traffic. As a result we observed instances when entering traffic stopped on San Pablo Avenue as drivers waited for parking maneuvers to be completed.

We observed a handful of vehicles using the driveway to access the project site. The site's current use is an RV park, and it was possible that some of that traffic was in fact related to the adjoining retail uses.

KDA

Dialysis Clinic Characteristics

Information regarding the probable trip generation and parking demand characteristics of dialysis clinics has been assembled. Institute of Transportation Engineers (ITE) data presented in the *Trip Generation Manual, 10th Edition* was considered for Medical Office Buildings and Clinics, but the ITE description of possible activities at these uses contained a broader range of services that would tend to cause shorter visits and a more rapid degree of patient turnover and trip generation that didn't match a dialysis clinic. Therefor the results of a trip generation/parking analysis conducted at operating dialysis clinics was used to forecast the trip generation associated with new clinics as well as peak parking demand. As requested by the City of San Pablo, two sites in the SF Bay Area were also investigated to supplement thus data. The development of trip generation and parking demand rates from this data is noted in an attachment to this letter.

Trip Generation / Distribution / Assignment

Trip Generation. Trip generation rates per ksf and per station based on observed data are noted in Table 2. The rates per dialysis station are more consistent, and based on the number of stations proposed, the San Pablo clinic will generate 40 a.m. and 35 p.m. trips. The project is likely to generate 432 daily trips.

TABLE 2
TRIP GENERATION RATES / FORECASTS

Parameter	Large Clinic	Small Clinics						All Clinics	San Pablo Clinic	
	Anaheim	Vista	Palm Desert	Rancho Cordova	Visalia	Dinuba	Average	Average	quantity	trips
Ksf	**14.8**	**9.0**	**9.0**	**14.5**	**10.5**	**9.0**	**-**	**-**		
Stations	**38**	**22**	**20**	**21**	**34**	**24**	**20**	**22**		
AM Peak Hour										
Trips	38	22	20	21	34	24	30	32		
Rate per ksf	2.57	2.44	2.22	1.45	3.24	2.67	2.40	2.43		
Rate per station	1.03	1.10	0.95	0.88	1.42	1.20	1.11	1.10	36 stations	40
PM Peak Hour Trips										
Trips	31	23	13	20	26	27	24	27		
Rate per ksf	2.09	2.56	1.44	1.38	2.48	3.00	2.17	2.16		
Rate per station	0.94	1.15	0.62	0.83	1.08	1.35	1.01	0.98	36 stations	35
Daily Trips										
Trips	361	384	164	-	-	226	258	284		
Rate per Ksf	24.39	42.67	18.22	-	-	25.11	28.67	27.60		
Rate per station	9.76	19.2	7.80	-	-	11.30	12.77	12.02	36 stations	432

KDA

Trip Distribution. The routes that would be followed by motorists traveling to and from the San Pablo clinic will likely be predicated on the location of client residences. In this case, the new clinic will typically cater to residents that now may be visiting the clinics are already available in San Pablo and in Richmond. Based on the general location of residences in San Pablo and the location of other clinics, we anticipate that the trips generated by the project will be oriented primarily to the west and that distribution patterns indicated in Figure 4 will be achieved.

Trip Assignment. The local routes that would be used by motorists traveling to and from the site will likely reflect the availability of access to the parking lot and the level of delay occurring on alternative routes. For example, motorists using San Pablo Avenue to reach the site may use either the exiting shopping center driveway or the new access, and the choice would likely reflect the driver's choice of parking area. Alternatively, motorist originating to the east and using San Pablo Dam Road will likely travel through the adjoining shopping center and use the southern lot rather than exit onto San Pablo Avenue and make a u-turn at the Vale Road intersection to get back to San Pablo Dam Road. Figure 5 illustrates the assignment of project trips during the a.m. and p.m. peak hour.

Parking Demands / Assessment

Information regarding dialysis clinic parking demands was also assembled. The ITE publication, Parking Generation, 4th Edition was reviewed, but as was noted for trip generation, the available data is based on different types of clinics and is not applicable. The background information regarding development of parking demand rates for dialysis clinics is attached.

Project Parking Demand. The average maximum parking demand rate was 1.10 parking spaces per station. As noted in Table 3, applying the average maximum parking demand rate to the 36 stations that are proposed would yield a maximum parking demand of 40 parked vehicles.

Parking Assessment. The project site plan includes a total of 52 regular and handicap accessible parking spaces. Of that total six will be marked for "clean air vehicles or van pools" and five will be marked "10 minute patient" parking to facilitate drop-off. This supply exceeds the projected parking demand noted above.

The City of San Pablo zoning code has a parking ratio of one space / 250 sq.ft. of gross building area. Based on the second floor area of 14,373 sq.ft., 57 spaces are required. However, code allows a 10% reduction if a project is located within one quarter mile of a transit stop. This project qualifies, and the resulting code requirement would be 51 spaces.

TABLE 3
PARKING GENERATION RATES / DEMAND FORECASTS

Parameter	Location								
	Large Clinic	Small Clinics					All Clinics	San Pablo Clinic	
	Anaheim	Rancho Cordova	Pittsburg	Visalia	Dinuba	Average	Average	quantity	Occupied spaces
Maximum occupied spaces	41	28	24	30	19	25	28		
Ksf	14.8	14.5	7.0	10.5	9.0	10.3	-		
Occupied space per ksf	2.77	1.93	3.42	2.86	2.11	2.58	2.62		
Stations	37	24	24	24	20	23			
Occupied spaces per station	1.11	1.17	1.00	1.25	0.95	1.09	1.10	36 stations	40

KDA

Project Traffic Impacts

Levels of Service. The project's peak hour trips were superimposed onto the current background condition to create "Existing Plus Project" volumes. Resulting Levels of Service were then calculated using the methods noted earlier, and the results are noted in Table 6.

Significance Criteria. A project's traffic impact would be judged to be significant it if caused the existing Level of Service at a signalized intersection on San Pablo Avenue or San Pablo Dam Road to deteriorate from an acceptable condition (i.e., LOS E or better) to an unacceptable condition (i.e., LOS F). The intersection of San Pablo Dam Road / Amador Street / EB I-80 ramps intersection is an exception to this criterion as LOS F is accepted for a.m. and p.m. peak hours.

Level of Service Results. Table 6 illustrates the Levels of Service forecast for study intersections with the addition of the trips caused by the proposed project. As indicated, because the project causes relatively little traffic, the effect on intersection delays is minimal, and intersection Levels of Service are not changed. The new access on San Pablo Avenue would operate at LOS B, which meets the City's minimum requirement. The project's impact under CEQA is not significant based on Level of Service.

KDA

TABLE 6
EXISTING PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE

Intersection	Control	AM Peak Hour				PM Peak Hour			
		Existing		Existing Plus Project		Existing		Existing Plus Project	
		Ave Delay (veh/sec)	LOS	Ave Delay (veh/sec)	LOS	Ave Delay (sec/veh)	LOS	Ave Delay (veh/sec)	LOS
San Pablo Avenue / Vale Road	Signal	31	C	31	C	22	C	22	C
San Pablo Avenue / New Access Westbound driveway approach	WB Stop	- -	- -	11	B	- -	- -	14	B
San Pablo Avenue / Existing Access Southbound left turn Westbound driveway approach	WB Stop	10 12	B B	10 12	B B	14 19	B C	14 20	B C
San Pablo Dam Road / Evans Street Eastbound left turn	SB Stop	13	B	13	B	10	A	10	A
San Pablo Dam Road / Contra Costa Ave	Signal	9	A	9	A	16	B	16	B
San Pablo Dam Road / Ventura Avenue	Signal	9	A	9	A	10	B	10	B
San Pablo Dam Road / WB I-80 ramps	Signal	26	C	26	C	34	C	35	C
San Pablo Dam Road / EB I-80 off- ramp/ Amador Street	Signal	56	E	56	E	73	E	73	E

KDA

Impacts Relating to Site Access / Internal Circulation. The operation of the existing San Pablo Avenue access and of the project's new driveway on San Pablo Avenue has been evaluated to answer the following questions:

a. Does the sight distance at the new driveway satisfy applicable City standards?

The view looking south along San Pablo Avenue from the new access is unobstructed to the end where Evans Street intersects San Pablo Avenue. The available distance will meet the minimum standard for the posted speed limit on San Pablo Avenue (i.e., 35 mph), which is 250 feet.

b. What Level of Service will be provided at the new driveway, and what Level of Service will remain at the existing driveway as a result of the project's trips?

The Level of Service for motorists turning left or making u-turns from southbound San Pablo Avenue will remain at LOS B. The Level of Service for right turns onto northbound San Pablo Avenue will remain at LOS B. The new driveway will operate at LOS B. As a practical matter, the new driveway will operate within the constraints of existing northbound queues on San Pablo Avenue. Motorists will wait until the queue clears and then maneuver into either other northbound left turn lane or continue on San Pablo Avenue.

c. From a practical standpoint, how does the project layout and traffic flow affect use of the existing driveway?

The project will provide both positive and negative aspects to the existing driveway's operation. The layout of the site will eliminate ten perpendicular parking spaces that now line the north side of the driveway aisle. Eliminating these spaces will reduce the frequency of motorists backing into the aisle from parking spaces and blocking the flow of through traffic. The extent to which inbound traffic is delayed and extends back into San Pablo Avenue would be reduced.

Conversely, the project will increase the amount of traffic at the driveway on San Pablo Avenue. The first access to the new parking lot could occasionally be blocked by traffic waiting for the northbound queue to be cleared at San Pablo Avenue, but project traffic will have the option of using the second access aisle which is about 120 feet from San Pablo Avenue. A "KEEP CLEAR" pavement marking in the aisle would help the access open and minimize this delay. Project traffic will turn right from the parking area towards San Pablo Avenue, but this movement of project traffic will not block the flow of traffic that is entering the shopping center.

d. Does the location of the new driveway satisfy City guidelines for separation between intersections and driveways, including the distance between the new driveway and a driveway serving an adjacent single-family residence?

The criteria for driveway spacing are typically predicated on providing adequate sight distance between the adjoining driveways. The new driveway is roughly 160 feet from the existing shopping center access measured centerline to centerline. This distance allows motorists leaving the project site to see a vehicle turning right onto northbound San Pablo Avenue from the existing driveway at a distance that satisfies minimum stopping sight distance requirements at 25 mph (i.e., 150 feet) which exceeds the probable speed of exiting traffic (i.e., 15 to 20 mph).

The adjoining residential driveway is about 60 feet from the new project driveway measured centerline to centerline. At this location, residents typically access San Pablo Avenue after the northbound queue clears, as is the case with the shopping center access. While theoretically vehicles might use both driveways concurrently, because residential trip generation is so low (i.e., one peak hour trip per residence) conflicts are unlikely.

e. Will outbound maneuvers to the westbound left turn lane at Vale Road be affected by queueing at the signal?

As noted in the discussion of existing conditions, during peak hours the queue of northbound traffic on San Pablo Avenue can fill the left turn lane at Vale Road, and the queue of through traffic can extend to the existing driveway. As a result, there will be a period of time within each traffic signal cycle when exiting traffic will be blocked. However, as noted above, once the queues clear there is a long period within each cycle when the left turn lane is empty and relatively little traffic arrives from the south. During that period within each signal cycle it will be relatively easy to enter the left turn pocket.

f. Does the new driveway provide adequate throat depth to ensure that arriving traffic is not blocked and create queues that extend back onto San Pablo Avenue?

The new driveway has space for one vehicle waiting to exit onto San Pablo Avenue between the street and the first parking space. A second car in queue could block the path to the two perpendicular parking spaces along the north side of the aisle. The extent to which this queue could occur was evaluated. The 95th percentile queue length was determined from the driveway's unsignalized LOS calculation suggests that the 95th percentile queue will be one vehicle or less. A queue of more than one vehicle would only occur less than 5% of the time during the peak hour.

In addition, the effects of a driveway queue would not appreciable due to the rate of turnover of the affected parking spaces. Based on the length of treatment (3 hours) it is unlikely that the first spaces near the driveway would turnover frequently.

g. Is the internal circulation system for garbage collection and fire trucks adequate?

Under the current site plan two trash enclosures have been provided along the existing shopping center access aisle. These enclosures will be visited 2-3 times a week. Refuse trucks would likely enter from San Pablo Dam Road or San Pablo Avenue and stop in the aisle. Bins will then be wheeled out to the front of the truck and dumped. Refuse trucks would then continue through the shopping center to San Pablo Dam Road or to continue down the aisle to leave via San Pablo Avenue. Typically refuse collection occurs during off-peak traffic hours for shopping center activity. Currently trash collection at the shopping center occurs on Monday around 6:00 a.m. and Wednesday & Friday between 7:00 and 8:00 a.m.

Fire trucks can access the building from San Pablo Avenue or can turn into the shopping center aisle and reach the east side of the building via the existing aisle located along that side of the building. An illustration of fire truck circulation is included in the project application.

Thank you for your attention to this information. Please feel free to contact me if you have any question or need more information.

Sincerely yours

KD Anderson & Associates, Inc.

Kenneth D. Anderson, P.E.
President

Attachments: Figures, intersection traffic counts, clinic traffic counts, Development of Trip Generation and Parking Demand Rates, LOS calculation worksheets

DEVELOPMENT OF TRIP GENERATION AND PARKING DEMAND ESTIMATES

Background Information

Survey Locations. To assess the trip generation and parking demand characteristic of any business it is necessary to isolate its travel and parking from that associated with neighboring businesses. Thus, while dialysis clinics operate throughout the United States, only "free-standing" clinics with isolated vehicular access and an on-site parking supply can be monitored.

Data was collected in 2017 at three locations:

- 1341 W La Palma Ave, Anaheim, CA
- 950 Hacienda Drive, Vista, CA
- 41501 Corporate Way, Palm Desert, CA

Available data from 2014 and 2015 surveys has also been use from these sites:

- 3071 Gold Canal Drive, Rancho Cordova, CA
- 5429 W. Cypress Ave, Visalia, CA
- 510 E. North Way, Dinuba, CA
- 1150 East Leland Road, Pittsburg, CA

Two sites in the SF Bay Area were observed in 2018 (Table D):

- 275 Di Salvo Ave, San Jose, CA
- 1221 Rossmoor Pkwy, Walnut Creek, CA

The dialysis clinics were open for varying hours that ranged from 5:00 a.m. to 10:00 p.m. Most clinics offer approximately 20-24 stations where patients will be treated over a three-hour period, but the Anaheim clinic offered 37 stations. Each clinic maintains a client base of individuals who visit the site regularly, and each is administered by a physician who may or may not see patients at the site. Typically ten to fifteen employees will be on the site for each shift. The size of clinics varies somewhat based on local building requirements, building configuration and the nature of support amenities offered at new sites. The clinics we observed ranged from 9,000 sf to 14,800 sf.

Trip Generation

Observed Clinic Trip Generation. The number of vehicle trips entering and exiting the designated parking facilities at each clinic was monitored. We were not able to monitor the Pittsburg site for trip generation due to cut through traffic.

Tables A and B identify the peak hour trips observed at each location as well as resulting generation rates per ksf and per station. As noted, the maximum number of trips observed at any location was 38 in the a.m. peak hour and 31 in the p.m. peak hour.

The trip generation observed at the two SF Bay Area clinics was generally less than that observed at other locations. This may be due to scheduling at these relatively new facilities or due to use of alternative transportation modes. However, to create a "worst case" assessment the data at these facilities was not incorporated into the trip generation rate calculations.

The number of trips generated by these clinics on a daily basis was not uniformly determined. Twenty-four hour counts were made in Anaheim, Vista and Palm Desert, and the results ranged from 164 to 384 daily trips. The Dinuba clinic is open from 4:30 a.m. to 4:30 p.m., and the access was monitored from 4:00 a.m. to 5:00 p.m., and a total of 226 trips were observed (i.e., 113 inbound and 113 outbound).

Trip Generation Rates. Trip generation rates per ksf and per station were calculated, and the average rates for each parameter were determined, as shown in Tables A thru C. As indicated, while rates per ksf were also calculated they varied greatly and may not be a good predictor for this land use. The rates per dialysis station were more consistent, and on average rates of 1.10 a.m. peak hour trips, 0.98 p.m. trips and 12.02 daily trips per station were found. These rates can be applied to new facilities.

Trip Generation Forecasts. Based on the average trip generation rates per station, we anticipate that the 36 station San Pablo clinic will generate 40 a.m. and 35 p.m. trips. The project is likely to generate 432 daily trips.

TABLE A
AM PEAK HOUR TRIP GENERATION RATES

Parameter	AM Peak Hour									
	Large Clinic	Small Clinics						All Clinics	New Data - Not Used	
	Anaheim	Vista	Palm Desert	Rancho Cordova	Visalia	Dinuba	Average	Average	San Jose	Walnut Creek
Trips	38	22	20	21	34	24	30	32	12	9
Ksf	14.8	9.0	9.0	14.5	10.5	9.0	-	-	9.1	8.5
Rate per ksf	2.57	2.44	2.22	1.45	3.24	2.67	2.40	2.43	1.31	1.06
Stations	37	20	21	24	24	20	22	-	24	24
Rate per station	1.03	1.10	0.95	0.88	1.42	1.20	1.11	1.10	0.50	0.38

TABLE B
PM PEAK HOUR TRIP GENERATION RATES

Parameter	PM Peak Hour									
	Large Clinic	Small Clinics						All Clinics	New Data – Not Used	
	Anaheim	Vista	Palm Desert	Rancho Cordova	Visalia	Dinuba	Average	Average	San Jose	Walnut Creek
Trips	31	23	13	20	26	27	24	27	12	9
Ksf	14.8 ksf	9.0	9.0	14.5	10.5	9.0	-	-	9.1	8.5
Rate per ksf	2.09	2.56	1.44	1.38	2.48	3.00	2.17	2.16	1.31	1.06
Stations	37	20	21	24	24	20	-	-	24	24
Rate per station	0.84	1.15	0.62	0.83	1.08	1.35	1.01	0.98	0.50	0.38

TABLE C DAILY TRIP GENERATION RATES								
Parameter	**PM Peak Hour**							
	Large Clinic	**Small Clinics**						**All Clinics**
	Anaheim	**Vista**	**Palm Desert**	**Rancho Cordova**	**Visalia**	**Dinuba**	**Average**	**Average**
Trips	361	384	164	-	-	226	258	284
Ksf	14.8 ksf	9.0	9.0	-	-	9.0	-	-
Rate per ksf	24.39	42.67	18.22	-	-	25.11	28.67	27.60
Stations	37	20	21	-	-	20	-	-
Rate per station	9.76	19.2	7.80	-	-	11.30	12.77	12.02

Table D
Dialysis Clinic Peak Hour Trip Generation Analysis – San Jose and Walnut Creek, California

Time	Parameter	Number of Vehicles						Average		
		San Jose Wednesday 12/12/2018			Walnut Creek Wednesday 12/12/2018			Walnut Creek Tuesday 11/29/2018		
		In	Out	Total	In	Out	Total	in	out	total
7:00 a.m.		0	0	0	0	0	0	1	0	1
7:15 a.m.		0	0	0	0	1	1	1	0	1
7:30 a.m.		0	0	0	0	0	0	1	0	1
7:45 a.m.		0	0	0	0	0	0	0	0	0
8:00 a.m.		0	0	0	0	1	1	0	1	1
8:15 a.m.		0	0	0	1	2	3	1	0	1
8:30 a.m.		2	0	2	0	1	1	0	0	0
8:45 a.m.		5	5	10	1	3	4	1	0	1
AM Peak Hour		**7**	**5**	**12**	**2**	**7**	**9**	**2**	**1**	**3**
Trips per station	stations	24		**0.50**	24		**0.38**	**24**		**0.13**
Trips per ksf	14.8 ksf			**1.08**			**3.78**			**2.57**
4:00 p.m.		1	2	3	0	0	0	1	1	3
4:15 p.m.		1	2	3	1	2	3	0	2	2
4:30 p.m.		1	0	1	1	0	1	0	2	2
4:45 p.m.		0	1	1	0	1	1	1	2	3
5:00 p.m.		1	3	4	0	0	0	0	1	1
5:15 p.m.		0	0	0	0	0	0	0	1	1
5:30 p.m.		1	1	2	1	0	1	1	1	2
5:45 p.m.		2	4	6	0	0	0	0	1	1
PM Peak Hour		**4**	**8**	**12**	**2**	**3**	**5**	**2**	**7**	**9**
PM Trips per station	stations	24		0.50	24		0.21	24		**0.38**
PM Trips per ksf	14.8 ksf			1.69			2.43			**2.09**

Parking Demands

Information regarding dialysis clinic parking demands was also assembled. The ITE publication, Parking Generation, 4th Edition was reviewed, but as was noted for trip generation, the available data is based on different types of clinics and is not applicable.

Clinic Parking Results. The maximum parking demand was observed hourly at four locations for the period from 7:00 a.m. to 5:00 p.m., and as noted in Table E, the maximum parking accumulation was identified at each site. The maximum accumulation ranged from a high of 41 vehicles in Anaheim to a low of 19 vehicles in Dinuba. The results for individual clinics are Table F

From the standpoint of parking generation, it is possible to calculate the maximum parking demand rate per building sf or per dialysis station for the purpose of applying this data to other sites. As indicated, the maximum observed parking demand ranged from 1.93 to 3.42 parked vehicles per 1,000 sf of clinic, or 0.95 to 1.25 parked vehicles per dialysis station.

As was suggested for trip generation, the building size appears to be a poor predictor of parking demand, as the rate per ksf varies greatly. This variation may occur because some space is not actually involved in patient treatment. For example, the Rancho Cordova site has two floors, and the total building square footage includes space devoted to two stairwells and an elevator. These features were not present elsewhere, and the total square feet was different. Similarly, the Pittsburg facility is a very small clinic which lacks some of the amenities that would be available in newer projects.

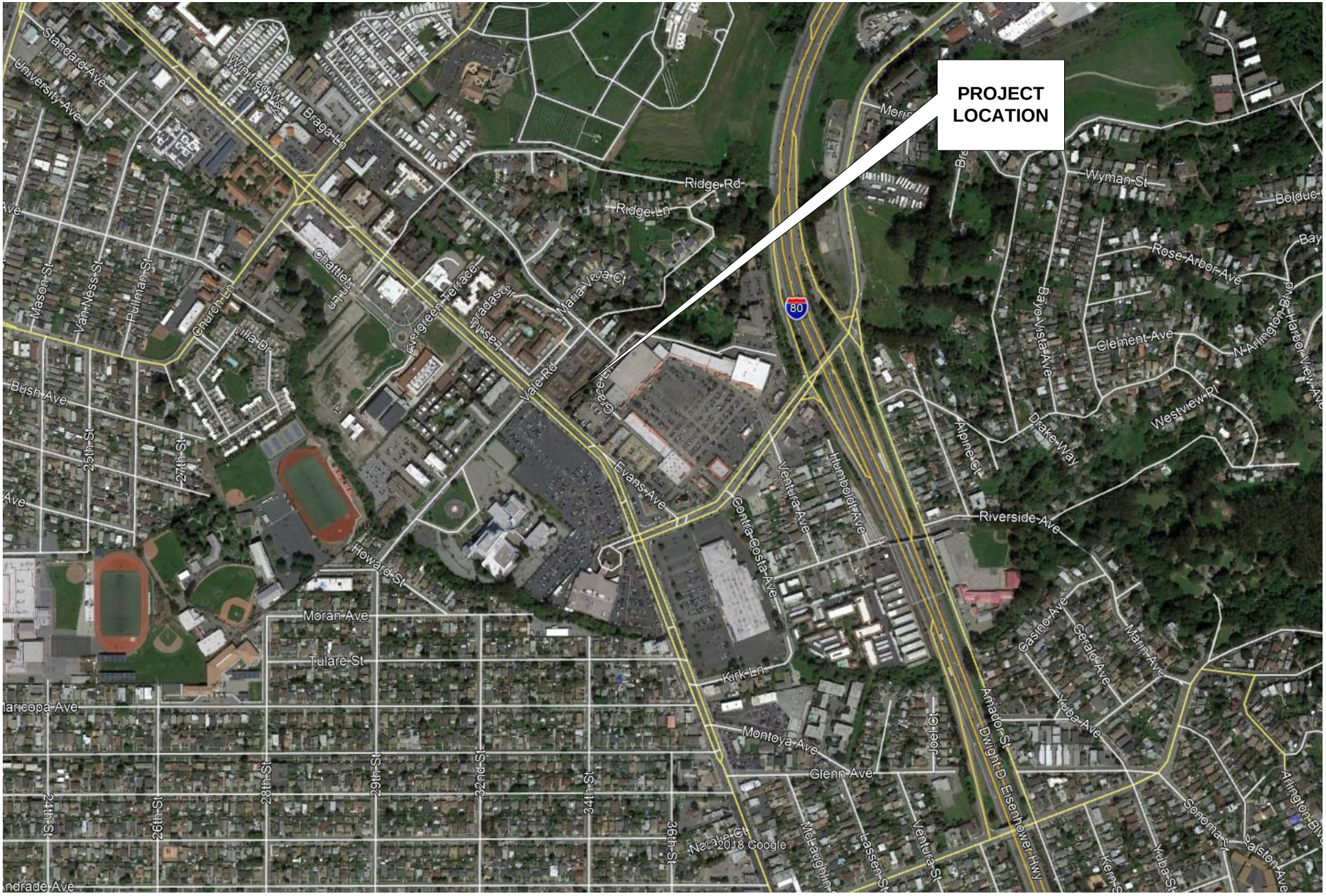
Average Parking Rates. The average maximum parking demand rate was 1.10 parking spaces per station. This rate was consistent for the average of small clinics and did not change with the addition of data from the larger Anaheim facility.

Project Parking Demand. Applying the average maximum parking demand rate to the 36 stations that are proposed would yield a maximum parking demand of 40 parked vehicles.

TABLE E PARKING GENERATION RATES / DEMAND FORECASTS									
Parameter	**Location**								
	Large Clinic	**Small Clinics**					**All Clinics**	**New Data Not Used**	**Forecast for San Pablo**
	Anaheim	**Rancho Cordova**	**Pittsburg**	**Visalia**	**Dinuba**	**Average**	**Average**	**Walnut Creek**	
Maximum occupied spaces	41	28	24	30	19	25	28	12	38
Ksf	14.8	14.5	7.0	10.5	9.0	10.3	-	8.5	14.4
Occupied space per ksf	2.77	1.93	3.42	2.86	2.11	2.58	2.62	1.41	2.62
Stations	37	24	24	24	20	23		24	40
Occupied spaces per station	1.11	1.17	1.00	1.25	0.95	1.09	1.10	0.50	1.10

Table F
Clinic Parking Demand Survey Results

Time	Number of Parked Vehicles									
	Anaheim, CA		Rancho Cordova, CA		Pittsburg, CA		Visalia, CA	Dinuba, CA	Average	Walnut Creek, CA
			14.5 ksf		7.0 ksf		10.5 ksf	9.0 ksf		
	37 stations		24 stations		24 stations		24 stations	20 stations		24 stations
	Tues 8/15/17	Wed 8/16/17	Wed 10/29/14	Tues 11/4/14	Mon 11/24/14	Tues 11/25/14	Wed 3/4/15	Wed 3/4/15		Tues 11/29/18
8:00 a.m.	23	36	15	10	21	19	25	19		11
9:00 a.m.	23	41	22	20	24	20	29	16		11
10:00 a.m.	17	33	18	23	21	17	30	13		-
11:00 a.m.	14	32	20	20	19	18	29	14		-
12:00 noon	18	32	20	21	17	21	26	15		-
1:00 p.m.	18	33	23	21	22	17	25	14		-
2:00 p.m.	14	33	28	27	19	19	28	10		-
3:00 p.m.	16	30	21	15	17	15	26	12		-
4:00 p.m.	16	25	18	12	15	12	25	8		12
5:00 p.m.	10	19	15	8	10	9	15	5		6
Maximum Occupied Spaces	41		28		24		30	19		12
Max per ksf	2.77		1.93		3.42		2.86	2.11	2.62	
Max per station	1.11		1.17		1.00		1.25	0.95	1.10	0.50

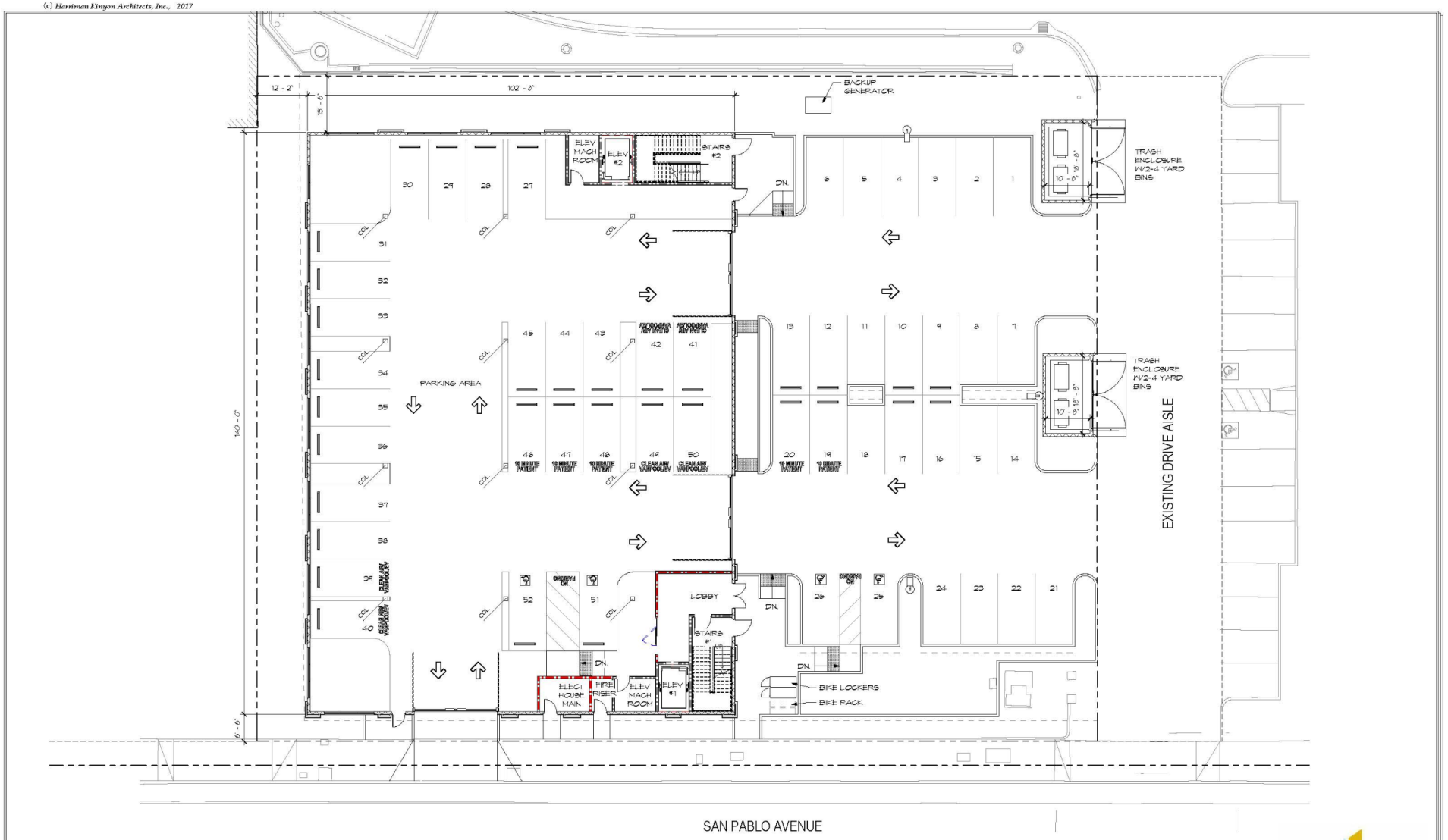


VICINITY MAP

KD Anderson & Associates, Inc.
Transportation Engineers

4543-15 RA 12/31/2018

figure 1



Harriman Kinyon Architects, Inc.

San Pablo Medical Office Building

13352 San Pablo Avenue
San Pablo, CA 94806

MARKET STREET DEVELOPMENT, LLC

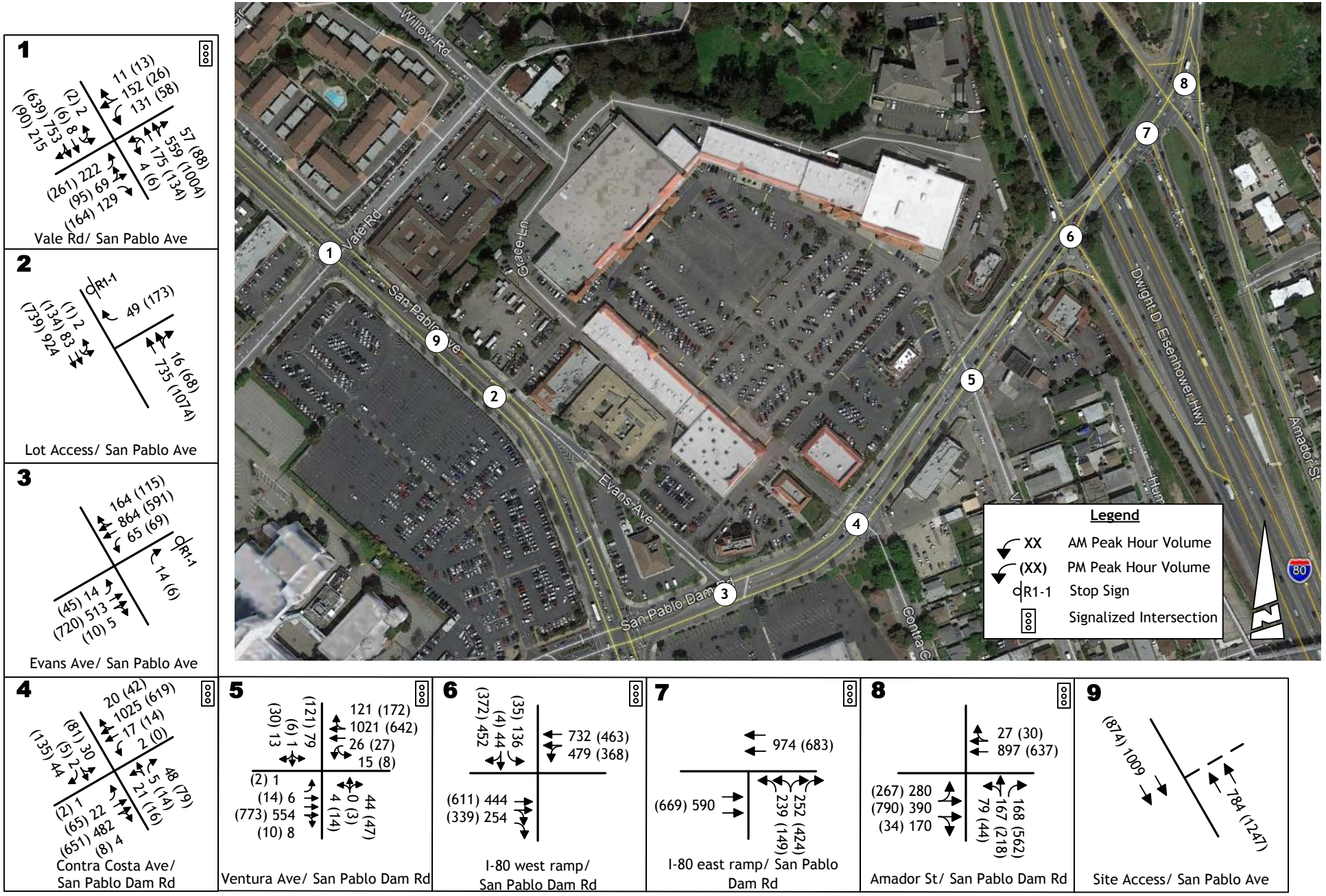
A2
10/17/18

KD Anderson & Associates, Inc.
Transportation Engineers

4543-15 RA 12/31/2018

SITE PLAN

figure 2

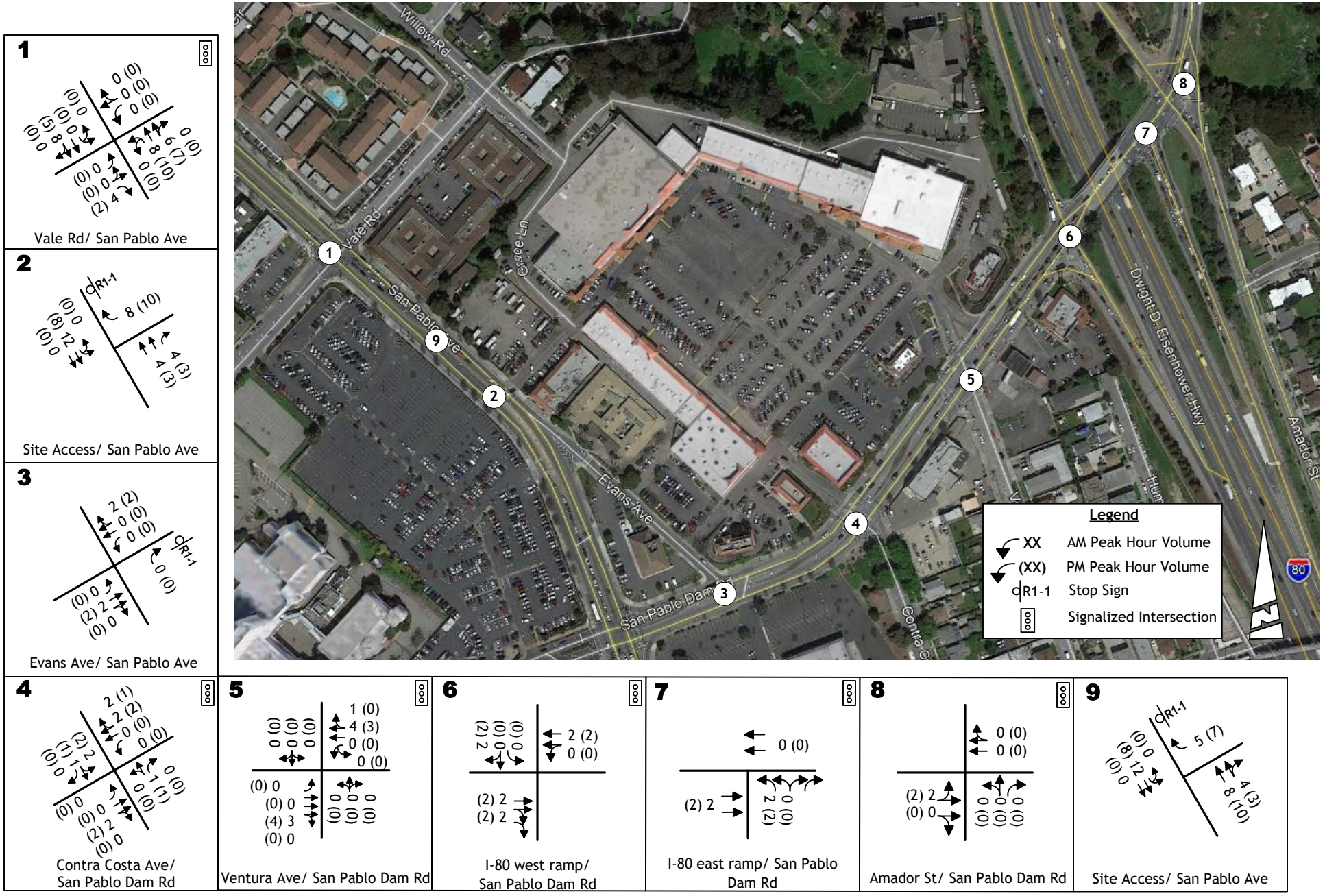


EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
Transportation Engineers

4543-15 RA 12/31/2018

figure 3

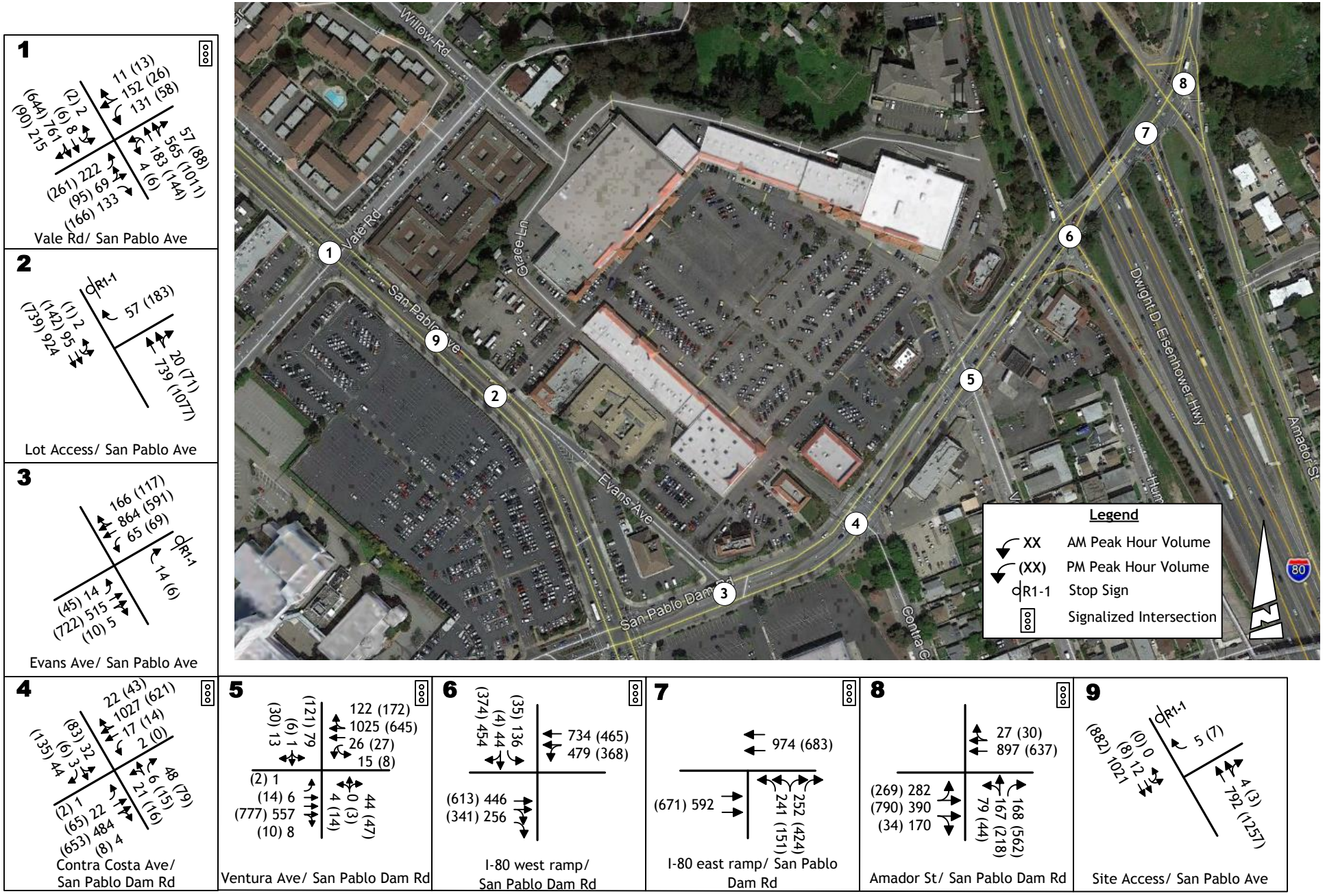


PROJECT ONLY TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
Transportation Engineers

4543-15 RA 12/31/2018

figure 4



KD Anderson & Associates, Inc.
Transportation Engineers

EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

4543-15 RA 12/31/2018

figure 5

Prepared by National Data & Surveying Services

San Pablo Ave & Vale Rd

Peak Hour Turning Movement Count

ID: 18-08548-001
City: San Pablo

Day: Thursday
Date: 10/25/2018

PEAK HOURS
AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS
AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

San Pablo Ave — SOUTHBOUND

AM	215	753	8	2	794	AM
NOON	0	0	0	0	0	NOON
PM	95	615	9	2	1424	PM

Vale Rd — EASTBOUND

AM	NOON	PM	
542	0	241	⇦
0	0	0	↶ 0
222	0	307	↰ 0
69	0	109	→ 0
129	0	153	↱ 0
AM	NOON	PM	

Vale Rd — WESTBOUND

PM	NOON	AM	
8	0	11	0 ↳
19	0	152	0 ←
58	0	131	0 ↲
0	0	0	0 ↷
217	0	134	⇨
PM	NOON	AM	

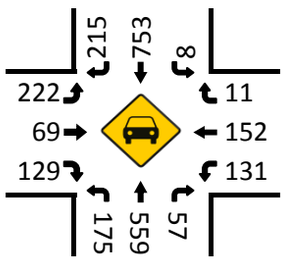
CONTROL
0

TEV	2487 AM	0 NOON	2714 PM
PHF	0.91		0.96

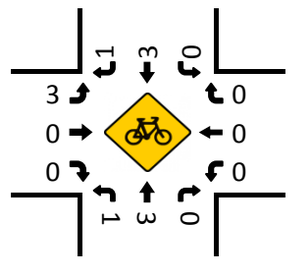
San Pablo Ave — NORTHBOUND

PM	832	6	127	1107	99	PM
NOON	0	0	0	0	0	NOON
AM	1017	4	175	559	57	AM

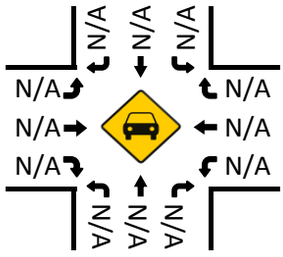
Total Vehicles (AM)



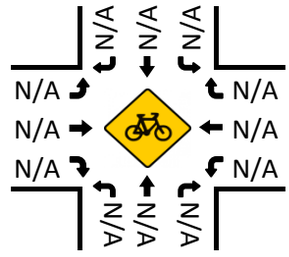
Bikes (AM)



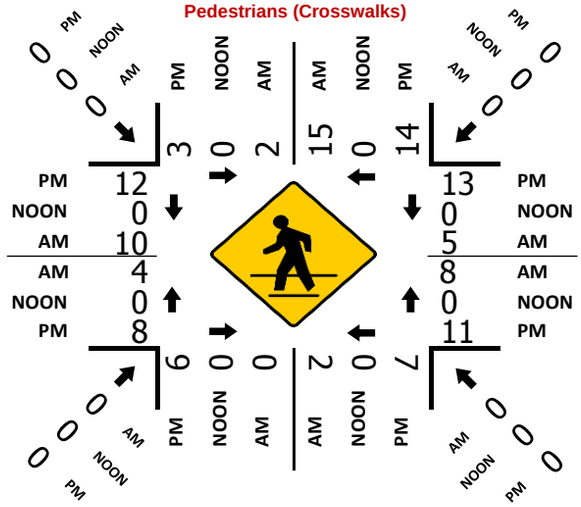
Total Vehicles (Noon)



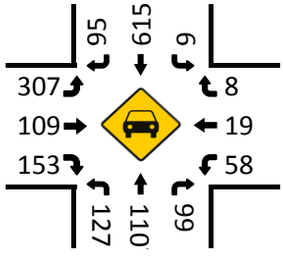
Bikes (NOON)



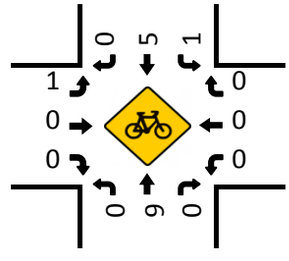
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: San Pablo Ave & Vale Rd
City: San Pablo
Control:

Project ID: 18-08548-001
Date: 10/25/2018

Total

NS/EW Streets:	San Pablo Ave				San Pablo Ave				Vale Rd				Vale Rd				
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	22	48	3	0	4	173	6	0	14	3	16	0	17	8	2	0	316
7:15 AM	29	74	6	1	1	236	22	0	17	7	18	0	26	21	3	0	461
7:30 AM	51	90	11	0	0	204	39	0	46	10	49	0	25	29	3	0	557
7:45 AM	65	156	20	1	1	178	56	0	59	18	54	0	26	51	1	0	686
8:00 AM	33	118	13	1	0	221	50	0	34	14	30	0	46	40	3	0	603
8:15 AM	33	128	16	1	3	183	61	1	62	27	25	0	39	41	3	0	623
8:30 AM	44	157	8	1	4	171	48	1	67	10	20	0	20	20	4	0	575
8:45 AM	36	115	5	1	0	185	25	0	35	9	31	0	17	10	0	0	469
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	313	886	82	6	13	1551	307	2	334	98	243	0	216	220	19	0	4290
APPROACH %'s :	24.32%	68.84%	6.37%	0.47%	0.69%	82.81%	16.39%	0.11%	49.48%	14.52%	36.00%	0.00%	47.47%	48.35%	4.18%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	175	559	57	4	8	753	215	2	222	69	129	0	131	152	11	0	2487
PEAK HR FACTOR :	0.673	0.890	0.713	1.000	0.500	0.852	0.881	0.500	0.828	0.639	0.597	0.000	0.712	0.745	0.688	0.000	0.906
	0.821				0.902				0.802				0.826				

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	33	244	23	1	1	178	33	2	61	23	37	0	17	11	0	0	664
4:15 PM	42	223	24	1	3	155	21	0	60	26	31	0	17	10	6	0	619
4:30 PM	36	269	19	4	3	161	26	0	60	21	38	0	14	9	0	0	660
4:45 PM	36	237	22	3	1	142	22	0	59	22	42	0	10	4	6	0	606
5:00 PM	26	275	23	0	1	181	21	0	82	26	53	0	17	3	1	0	709
5:15 PM	38	281	24	2	1	155	22	1	79	30	42	0	17	3	2	0	697
5:30 PM	30	294	26	3	3	141	29	1	65	30	26	0	15	5	2	0	670
5:45 PM	33	257	26	1	4	138	23	0	81	23	32	0	9	8	3	0	638
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	274	2080	187	15	17	1251	197	4	547	201	301	0	116	53	20	0	5263
APPROACH %'s :	10.72%	81.38%	7.32%	0.59%	1.16%	85.16%	13.41%	0.27%	52.14%	19.16%	28.69%	0.00%	61.38%	28.04%	10.58%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	127	1107	99	6	9	615	95	2	307	109	153	0	58	19	8	0	2714
PEAK HR FACTOR :	0.836	0.941	0.952	0.500	0.563	0.849	0.819	0.500	0.936	0.908	0.722	0.000	0.853	0.594	0.667	0.000	0.957
	0.948				0.888				0.884				0.966				

National Data & Surveying Services

Intersection Turning Movement Count

Location: San Pablo Ave & Vale Rd
City: San Pablo
Control: 0

Project ID: 18-08548-001
Date: 10/25/2018

Bikes

NS/EW Streets:	San Pablo Ave				San Pablo Ave				Vale Rd				Vale Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	1	2	0	0	0	1	0	0	0	0	0	5
7:45 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
8:00 AM	1	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	5	0	0	0	7	3	0	3	0	1	0	0	0	0	0	20
APPROACH %'s :	16.67%	83.33%	0.00%	0.00%	0.00%	70.00%	30.00%	0.00%	75.00%	0.00%	25.00%	0.00%					
PEAK HR :	**07:45 AM - 08:45 AM**																TOTAL
PEAK HR VOL :	1	3	0	0	0	3	1	0	3	0	0	0	0	0	0	0	11
PEAK HR FACTOR :	0.250	0.750	0.000	0.000	0.000	0.750	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.688
		0.500				0.500				0.375							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
4:15 PM	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
4:30 PM	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4
4:45 PM	2	1	0	0	0	2	1	0	0	0	0	0	1	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	9	0	0	1	13	1	0	1	0	2	0	1	0	0	0	31
APPROACH %'s :	25.00%	75.00%	0.00%	0.00%	6.67%	86.67%	6.67%	0.00%	33.33%	0.00%	66.67%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	**05:00 PM - 06:00 PM**																TOTAL
PEAK HR VOL :	0	6	0	0	1	5	0	0	1	0	0	0	0	0	0	0	13
PEAK HR FACTOR :	0.00	0.375	0.000	0.000	0.250	0.417	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.542
		0.375				0.500				0.250							

National Data & Surveying Services

Intersection Turning Movement Count

Location: San Pablo Ave & Vale Rd
City: San Pablo

Project ID: 18-08548-001
Date: 10/25/2018

Pedestrians (Crosswalks)

NS/EW Streets:	San Pablo Ave		San Pablo Ave		Vale Rd		Vale Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	1	2	2	0	0	6	12
7:15 AM	1	2	0	1	0	3	3	4	14
7:30 AM	1	0	1	1	1	2	4	4	14
7:45 AM	0	9	0	0	3	1	2	3	18
8:00 AM	0	3	0	1	1	3	0	3	11
8:15 AM	1	2	0	0	4	1	2	2	12
8:30 AM	1	1	0	1	0	0	0	2	5
8:45 AM	1	2	0	0	3	1	1	3	11
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	20	2	6	14	11	12	27	97
APPROACH %'s :	20.00%	80.00%	25.00%	75.00%	56.00%	44.00%	30.77%	69.23%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	2	15	0	2	8	5	4	10	46
PEAK HR FACTOR :	0.500	0.417		0.500	0.500	0.417	0.500	0.833	0.639
	0.472		0.500		0.650		0.700		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	3	1	6	0	4	4	3	6	27
4:15 PM	2	6	1	0	2	3	2	4	20
4:30 PM	1	0	2	0	2	1	2	3	11
4:45 PM	1	5	5	3	0	2	3	3	22
5:00 PM	1	1	4	1	1	1	1	0	10
5:15 PM	0	3	0	3	1	4	3	5	19
5:30 PM	1	5	1	2	5	3	0	1	18
5:45 PM	1	5	4	1	4	5	4	6	30
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	10	26	23	10	19	23	18	28	157
APPROACH %'s :	27.78%	72.22%	69.70%	30.30%	45.24%	54.76%	39.13%	60.87%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	3	14	9	7	11	13	8	12	77
PEAK HR FACTOR :	0.750	0.700	0.563	0.583	0.550	0.650	0.500	0.500	0.642
	0.708		0.800		0.667		0.500		

Prepared by National Data & Surveying Services

San Pablo Ave & Shopping Centre Dwy N/O San Pablo Dam Rd

Peak Hour Turning Movement Count

ID: 18-08548-002
City: San Pablo

Day: Thursday
Date: 10/25/2018

PEAK HOURS	
AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

San Pablo Ave — SOUTHBOUND

	U-Turn	Left (Thru)	Right	U	Total
AM	0	990	82	2	742
NOON	0	0	0	0	0
PM	0	748	133	0	1313
Bikes/Peds (red)	0	0	0	0	

Shopping Centre Dwy N/O San Pablo Dam Rd — EASTBOUND

	AM	NOON	PM	
Total	0	0	0	
U-Turn	0	0	0	0
Left	0	0	0	0
Thru	0	0	0	0
Right	0	0	0	0

Shopping Centre Dwy N/O San Pablo Dam Rd — WESTBOUND

		PM	NOON	AM
Right	0	190	0	46
Thru	0	0	0	0
Left	0	0	0	0
U-Turn	0	0	0	0
Total		190	0	94

San Pablo Ave — NORTHBOUND

	Total	U-Turn	Left	Thru	Right
(red)		0	0	0	0
PM	748	0	0	1123	57
NOON	0	0	0	0	0
AM	990	0	0	694	12

CONTROL			
0			
	AM	NOON	PM
TEV	1826	0	2251
PHF	0.90		0.96

Total Vehicles (AM)

SB: U 0, Thru 990, Right 82; WB: Right 46, Thru 0, Left 0; EB: Left 0, Thru 0, Right 0; NB: U 0, Thru 694, Right 12

Total Vehicles (Noon)

All movements: N/A

Total Vehicles (PM)

SB: U 0, Thru 748, Right 133; WB: Right 190, Thru 0, Left 0; EB: Left 0, Thru 0, Right 0; NB: U 0, Thru 112, Right 57

Bikes (AM)

SB: 0, 3, 1; WB: 0, 0, 0; EB: 0, 0, 0; NB: 0, 2, 0

Bikes (NOON)

All movements: N/A

Bikes (PM)

SB: 0, 4, 3; WB: 3, 0, 1; EB: 0, 0, 0; NB: 0, 3, 1

Pedestrians (Crosswalks)

Crosswalk	PM	NOON	AM	AM	NOON	PM
North	1	0	0	0	0	1
South	2	0	1	0	0	0

Crosswalk	PM	NOON	AM	AM	NOON	PM
West	0	0	0	0	0	0
East	8	0	9	10	0	10

Diagonals (PM, NOON, AM): 0 0 0 (all four corners)

National Data & Surveying Services

Intersection Turning Movement Count

Location: San Pablo Ave & Shopping Centre Dwy N/O San Pablo Dam Rd
City: San Pablo
Control:

Project ID: 18-08548-002
Date: 10/25/2018

Total

NS/EW Streets:	San Pablo Ave				San Pablo Ave				Shopping Centre Dwy N/O San Pablo Dam Rd				Shopping Centre Dwy N/O San Pablo Dam Rd				
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	0	69	5	0	7	195	0	1	0	0	0	0	0	0	1	0	278
7:15 AM	0	102	1	0	12	270	0	0	0	0	0	0	0	0	6	0	391
7:30 AM	0	147	2	0	16	259	0	0	0	0	0	0	0	0	11	0	435
7:45 AM	0	229	4	0	21	237	0	1	0	0	0	0	0	0	13	0	505
8:00 AM	0	148	1	0	30	262	0	1	0	0	0	0	0	0	10	0	452
8:15 AM	0	170	5	0	15	232	0	0	0	0	0	0	0	0	12	0	434
8:30 AM	0	188	6	0	15	193	0	2	0	0	0	0	0	0	14	0	418
8:45 AM	0	156	11	0	26	207	0	0	0	0	0	0	0	0	9	0	409
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1209	35	0	142	1855	0	5	0	0	0	0	0	0	76	0	3322
APPROACH %'s :	0.00%	97.19%	2.81%	0.00%	7.09%	92.66%	0.00%	0.25%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	694	12	0	82	990	0	2	0	0	0	0	0	0	46	0	1826
PEAK HR FACTOR :	0.000	0.758	0.600	0.000	0.683	0.945	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.885	0.000	0.904
		0.758				0.916								0.885			

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	0	253	13	0	52	183	0	0	0	0	0	0	0	0	40	0	541
4:15 PM	0	262	18	0	32	173	0	1	0	0	0	0	0	0	32	0	518
4:30 PM	0	278	18	0	27	188	0	0	0	0	0	0	0	0	50	0	561
4:45 PM	0	262	17	0	33	166	0	0	0	0	0	0	0	0	44	0	522
5:00 PM	0	272	15	0	42	212	0	0	0	0	0	0	0	0	47	0	588
5:15 PM	0	311	7	0	31	182	0	0	0	0	0	0	0	0	49	0	580
5:30 PM	0	303	15	0	24	157	0	0	0	0	0	0	0	0	36	0	535
5:45 PM	0	288	22	0	40	148	0	0	0	0	0	0	0	0	36	0	534
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2229	125	0	281	1409	0	1	0	0	0	0	0	0	334	0	4379
APPROACH %'s :	0.00%	94.69%	5.31%	0.00%	16.62%	83.32%	0.00%	0.06%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1123	57	0	133	748	0	0	0	0	0	0	0	0	190	0	2251
PEAK HR FACTOR :	0.000	0.903	0.792	0.000	0.792	0.882	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.950	0.000	0.957
		0.928				0.867								0.950			

National Data & Surveying Services

Intersection Turning Movement Count

Location: San Pablo Ave & Shopping Centre Dwy N/O San Pablo Dam Rd
City: San Pablo
Control: 0

Project ID: 18-08548-002
Date: 10/25/2018

Bikes

NS/EW Streets:	San Pablo Ave				San Pablo Ave				Shopping Centre Dwy N/O San Pablo Dam Rd				Shopping Centre Dwy N/O San Pablo Dam Rd				
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	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	1	8	0	0	0	0	0	0	0	0	1	0	12
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	11.11%	88.89%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.250	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.500				0.500											

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	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	1	0	0	2	1	0	0	0	0	0	0	0	0	1	0	5
4:45 PM	0	1	0	0	1	2	0	0	0	0	0	0	0	0	2	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	1	0	0	1	0	0	0	0	0	0	1	0	0	0	4
5:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	9	1	0	3	10	0	0	0	0	0	0	1	0	3	0	27
APPROACH %'s :	0.00%	90.00%	10.00%	0.00%	23.08%	76.92%	0.00%	0.00%					25.00%	0.00%	75.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	3	1	0	3	4	0	0	0	0	0	0	1	0	3	0	15
PEAK HR FACTOR :	0.00	0.750	0.250	0.000	0.375	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.625
		0.500				0.583								0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: San Pablo Ave & Shopping Centre Dwy N/O San Pablo Dam Rd **Project ID:** 18-08548-002
City: San Pablo **Date:** 10/25/2018

Pedestrians (Crosswalks)

NS/EW Streets:	San Pablo Ave		San Pablo Ave		Shopping Centre Dwy N/O San Pablo Dam Rd		Shopping Centre Dwy N/O San Pablo Dam Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	1	0	2	1	0	0	5
7:15 AM	0	0	0	0	0	2	0	0	2
7:30 AM	0	0	0	0	2	3	0	0	5
7:45 AM	0	0	0	0	2	1	0	0	3
8:00 AM	0	0	1	0	0	4	0	0	5
8:15 AM	0	0	0	0	6	1	0	0	7
8:30 AM	0	0	1	0	2	0	0	0	3
8:45 AM	0	0	0	0	1	2	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	3	0	15	14	0	0	33
APPROACH %'s :	0.00%	100.00%	100.00%	0.00%	51.72%	48.28%			
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	0	1	0	10	9	0	0	20
PEAK HR FACTOR :			0.250		0.417	0.563			0.714
			0.250		0.679				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	1	1	10	0	0	12
4:15 PM	0	1	0	0	3	1	0	0	5
4:30 PM	0	0	1	0	0	3	0	0	4
4:45 PM	1	1	0	0	4	1	0	0	7
5:00 PM	0	0	0	0	1	3	0	0	4
5:15 PM	0	0	1	0	5	1	0	0	7
5:30 PM	0	0	0	0	8	6	0	0	14
5:45 PM	0	1	1	1	4	8	0	0	15
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	3	3	2	26	33	0	0	68
APPROACH %'s :	25.00%	75.00%	60.00%	40.00%	44.07%	55.93%			
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	1	1	2	0	10	8	0	0	22
PEAK HR FACTOR :	0.250	0.250	0.500		0.500	0.667			0.786
	0.250		0.500		0.750				

Prepared by National Data & Surveying Services

Evans Ave & San Pablo Dam Rd

Peak Hour Turning Movement Count

ID: 18-08548-003
City: San Pablo

Day: Thursday
Date: 10/25/2018

Evans Ave

SOUTHBOUND

PEAK HOURS									COUNT PERIODS
07:45 AM - 08:45 AM	AM	0	0	0	0	178	AM		07:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON		NONE
04:15 PM - 05:15 PM	PM	0	0	0	0	160	PM		04:00 PM - 06:00 PM

EASTBOUND

AM	NOON	PM		
864	0	591	⇦	
0	0	0	↶	0
14	0	45	↱	0
513	0	720	→	0
5	0	10	↷	0
AM	NOON	PM		

WESTBOUND

PM	NOON	AM		
115	0	164	↶	0
591	0	864	←	0
69	0	65	↰	0
0	0	0	↷	0
726	0	527	⇨	
PM	NOON	AM		

CONTROL

0

TEV	1639	0	1556
	AM	NOON	PM
PHF	0.90		0.95

NORTHBOUND

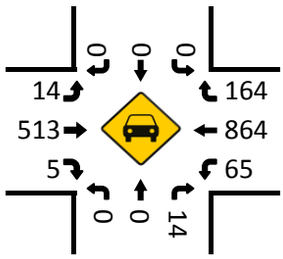
PM	79	0	0	0	6	PM
NOON	0	0	0	0	0	NOON
AM	70	0	0	0	14	AM

Evans Ave

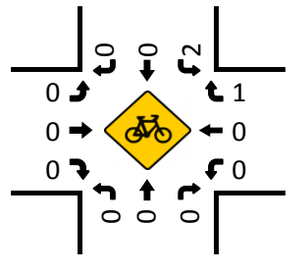
San Pablo Dam Rd (EASTBOUND)

San Pablo Dam Rd (WESTBOUND)

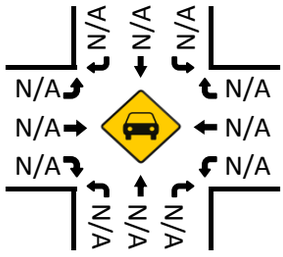
Total Vehicles (AM)



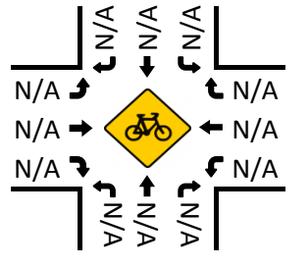
Bikes (AM)



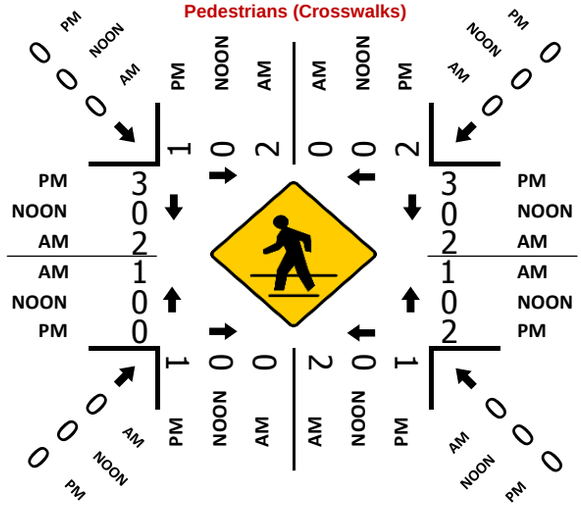
Total Vehicles (Noon)



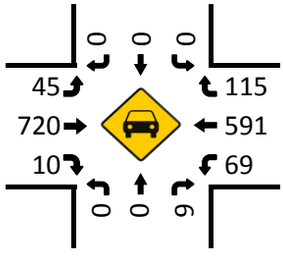
Bikes (NOON)



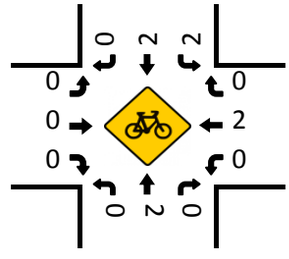
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Evans Ave & San Pablo Dam Rd
City: San Pablo
Control:

Project ID: 18-08548-003
Date: 10/25/2018

Total

NS/EW Streets:	Evans Ave				Evans Ave				San Pablo Dam Rd				San Pablo Dam Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	6	0	0	0	0	0	0	121	4	0	8	135	21	0	295
7:15 AM	0	0	2	0	0	0	0	0	2	124	2	0	11	136	27	0	304
7:30 AM	0	0	4	0	0	0	0	0	3	130	0	0	7	193	26	0	363
7:45 AM	0	0	4	0	0	0	0	0	5	157	1	0	24	213	53	0	457
8:00 AM	0	0	3	0	0	0	0	0	4	129	1	0	12	217	27	0	393
8:15 AM	0	0	5	0	0	0	0	0	3	121	0	0	16	198	47	0	390
8:30 AM	0	0	2	0	0	0	0	0	2	106	3	0	13	236	37	0	399
8:45 AM	0	0	5	0	0	0	0	0	7	123	4	0	15	205	32	0	391
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	31	0	0	0	0	0	26	1011	15	0	106	1533	270	0	2992
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					2.47%	96.10%	1.43%	0.00%	5.55%	80.30%	14.14%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	14	0	0	0	0	0	14	513	5	0	65	864	164	0	1639
PEAK HR FACTOR :	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.700	0.817	0.417	0.000	0.677	0.915	0.774	0.000	0.897
			0.700							0.816				0.942			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	2	0	0	0	0	0	10	169	3	0	17	154	26	0	381
4:15 PM	0	0	2	0	0	0	0	0	12	183	1	0	15	163	35	0	411
4:30 PM	0	0	1	0	0	0	0	0	14	173	5	0	19	152	26	0	390
4:45 PM	0	0	1	0	0	0	0	0	10	187	0	0	16	125	25	0	364
5:00 PM	0	0	2	0	0	0	0	0	9	177	4	0	19	151	29	0	391
5:15 PM	0	0	1	0	0	0	0	0	3	162	5	0	19	148	28	0	366
5:30 PM	0	0	5	0	0	0	0	0	18	162	5	0	8	135	34	0	367
5:45 PM	0	0	2	0	0	0	0	0	10	183	5	0	17	164	27	0	408
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	16	0	0	0	0	0	86	1396	28	0	130	1192	230	0	3078
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					5.70%	92.45%	1.85%	0.00%	8.38%	76.80%	14.82%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	6	0	0	0	0	0	45	720	10	0	69	591	115	0	1556
PEAK HR FACTOR :	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.804	0.963	0.500	0.000	0.908	0.906	0.821	0.000	0.946
			0.750							0.984				0.910			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Evans Ave & San Pablo Dam Rd
City: San Pablo
Control: 0

Project ID: 18-08548-003
Date: 10/25/2018

Bikes

NS/EW Streets:	Evans Ave				Evans Ave				San Pablo Dam Rd				San Pablo Dam Rd				
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	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	4	1	0	0	0	0	0	0	0	0	2	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	80.00%	20.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.750
					0.500								0.250				

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	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	2	0	0	5
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	0	0	2	4	0	0	0	0	0	0	0	2	2	0	15
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%					0.00%	50.00%	50.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	2	0	0	2	2	0	0	0	0	0	0	0	2	0	0	8
PEAK HR FACTOR :	0.00	0.500	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.400
		0.500				0.500								0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Evans Ave & San Pablo Dam Rd
City: San Pablo

Project ID: 18-08548-003
Date: 10/25/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Evans Ave		Evans Ave		San Pablo Dam Rd		San Pablo Dam Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	1	0	1	3
7:45 AM	1	0	0	0	0	1	1	0	3
8:00 AM	0	0	0	1	0	0	0	2	3
8:15 AM	1	0	0	0	1	0	0	0	2
8:30 AM	0	0	0	1	0	1	0	0	2
8:45 AM	0	2	2	0	2	1	0	1	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	2	2	2	3	4	1	4	21
APPROACH %'s :	60.00%	40.00%	50.00%	50.00%	42.86%	57.14%	20.00%	80.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	2	0	0	2	1	2	1	2	10
PEAK HR FACTOR :	0.500			0.500	0.250	0.500	0.250	0.250	0.833
	0.500		0.500		0.750		0.375		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	1	0	0	2	0	0	0	4
4:15 PM	1	0	1	0	0	1	0	1	4
4:30 PM	0	0	0	0	1	1	0	0	2
4:45 PM	0	2	0	1	1	1	0	2	7
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	1	1	0	0	2	0	5
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	1	2	1	1	2	0	0	2	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	6	3	3	6	3	2	5	31
APPROACH %'s :	33.33%	66.67%	50.00%	50.00%	66.67%	33.33%	28.57%	71.43%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	1	2	1	1	2	3	0	3	13
PEAK HR FACTOR :	0.250	0.250	0.250	0.250	0.500	0.750		0.375	0.464
	0.375		0.500		0.625		0.375		

Prepared by National Data & Surveying Services

Contra Costa Ave & San Pablo Dam Rd

Peak Hour Turning Movement Count

ID: 18-08548-004
City: San Pablo

Day: Thursday
Date: 10/25/2018

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:15 PM - 05:15 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Contra Costa Ave — SOUTHBOUND

AM	44	2	30	0	47	AM
NOON	0	0	0	0	0	NOON
PM	135	5	81	0	121	PM

San Pablo Dam Rd — EASTBOUND

AM	NOON	PM	
1091	0	772	⇦
1	0	2	↶ 0
22	0	65	↱ 0
482	0	651	→ 0
4	0	8	↷ 0
AM	NOON	PM	

CONTROL

0

TEV	1723 AM	0 NOON	1731 PM
PHF	0.91		0.92

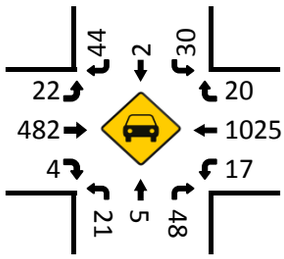
San Pablo Dam Rd — WESTBOUND

PM	NOON	AM	
0	0	0	↷ 0
42	0	20	↶ 0
619	0	1025	← 0
14	0	17	↰ 0
0	0	2	↱ 0
			⇨
811	0	562	
PM	NOON	AM	

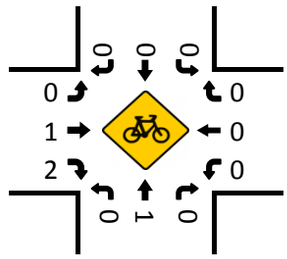
Contra Costa Ave — NORTHBOUND

PM	27	0	16	14	79	PM
NOON	0	0	0	0	0	NOON
AM	23	0	21	5	48	AM

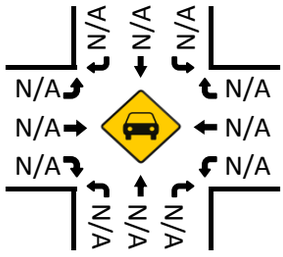
Total Vehicles (AM)



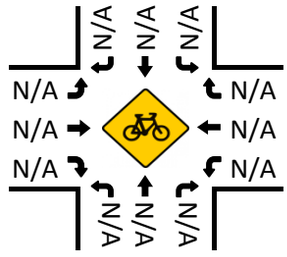
Bikes (AM)



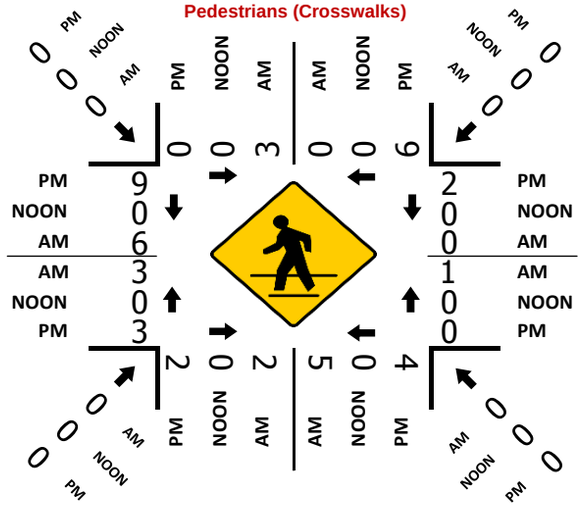
Total Vehicles (Noon)



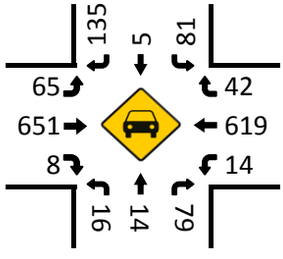
Bikes (NOON)



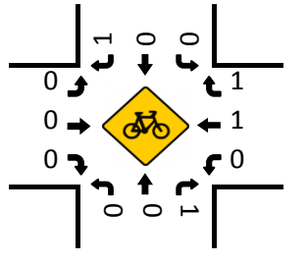
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Contra Costa Ave & San Pablo Dam Rd
City: San Pablo
Control:

Project ID: 18-08548-004
Date: 10/25/2018

Total

NS/EW Streets:	Contra Costa Ave				Contra Costa Ave				San Pablo Dam Rd				San Pablo Dam Rd				
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	0	8	0	1	0	6	0	2	111	1	2	2	145	4	0	285
7:15 AM	1	0	8	0	0	0	5	0	4	132	1	0	3	176	3	0	333
7:30 AM	3	1	19	0	3	0	11	0	2	140	0	0	5	211	1	0	396
7:45 AM	4	1	14	0	5	1	10	0	11	142	0	0	4	277	3	1	473
8:00 AM	10	0	10	0	10	1	14	0	5	135	1	1	1	240	2	0	430
8:15 AM	6	3	12	0	6	0	11	0	2	110	3	0	3	235	7	1	399
8:30 AM	1	1	12	0	9	0	9	0	4	95	0	0	9	273	8	0	421
8:45 AM	3	2	6	0	4	0	15	0	7	116	0	0	9	246	6	0	414
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	31	8	89	0	38	2	81	0	37	981	6	3	36	1803	34	2	3151
APPROACH %'s :	24.22%	6.25%	69.53%	0.00%	31.40%	1.65%	66.94%	0.00%	3.60%	95.52%	0.58%	0.29%	1.92%	96.16%	1.81%	0.11%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	21	5	48	0	30	2	44	0	22	482	4	1	17	1025	20	2	1723
PEAK HR FACTOR :	0.525	0.417	0.857	0.000	0.750	0.500	0.786	0.000	0.500	0.849	0.333	0.250	0.472	0.925	0.625	0.500	0.911
	0.881				0.760				0.832				0.917				

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	2	3	20	0	17	1	36	0	14	151	3	0	2	162	9	0	420
4:15 PM	4	3	20	0	21	1	37	0	17	177	0	0	5	175	9	0	469
4:30 PM	3	3	18	0	22	1	37	0	20	145	2	0	2	158	11	0	422
4:45 PM	5	5	20	0	13	1	27	0	19	161	4	2	4	139	12	0	412
5:00 PM	4	3	21	0	25	2	34	0	9	168	2	0	3	147	10	0	428
5:15 PM	6	2	15	0	21	1	21	0	20	154	0	2	7	178	8	0	435
5:30 PM	3	7	21	0	16	5	25	0	4	151	1	1	3	171	4	0	412
5:45 PM	3	2	24	0	9	2	21	0	15	159	3	0	2	158	5	0	403
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	30	28	159	0	144	14	238	0	118	1266	15	5	28	1288	68	0	3401
APPROACH %'s :	13.82%	12.90%	73.27%	0.00%	36.36%	3.54%	60.10%	0.00%	8.40%	90.17%	1.07%	0.36%	2.02%	93.06%	4.91%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	16	14	79	0	81	5	135	0	65	651	8	2	14	619	42	0	1731
PEAK HR FACTOR :	0.800	0.700	0.940	0.000	0.810	0.625	0.912	0.000	0.813	0.919	0.500	0.250	0.700	0.884	0.875	0.000	0.923
	0.908				0.906				0.936				0.893				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Contra Costa Ave & San Pablo Dam Rd
City: San Pablo
Control: 0

Project ID: 18-08548-004
Date: 10/25/2018

Bikes

NS/EW Streets:	Contra Costa Ave				Contra Costa Ave				San Pablo Dam Rd				San Pablo Dam Rd				
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	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
8:45 AM	0	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
TOTAL VOLUMES :	1	1	0	0	0	0	1	0	0	2	2	0	0	0	0	0	7
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.500
		0.250								0.750							

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	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	0	1	1	0	0	0	2	0	0	2	2	0	10
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	4
PEAK HR FACTOR :	0.00	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500
		0.250				0.250								0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Contra Costa Ave & San Pablo Dam Rd
City: San Pablo

Project ID: 18-08548-004
Date: 10/25/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Contra Costa Ave		Contra Costa Ave		San Pablo Dam Rd		San Pablo Dam Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	2	0	0	1	3	7
7:45 AM	1	0	1	0	0	0	1	0	3
8:00 AM	0	0	0	3	0	0	0	2	5
8:15 AM	1	0	1	0	0	0	0	4	6
8:30 AM	1	0	0	2	1	0	2	0	6
8:45 AM	2	0	1	1	0	0	2	0	6
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	0	4	8	1	0	6	9	33
APPROACH %'s :	100.00%	0.00%	33.33%	66.67%	100.00%	0.00%	40.00%	60.00%	
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	3	0	2	5	1	0	3	6	20
PEAK HR FACTOR :	0.750		0.500	0.417	0.250		0.375	0.375	0.833
	0.750		0.583		0.250		0.563		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	2	0	0	0	1	0	3
4:15 PM	0	1	1	1	0	2	1	3	9
4:30 PM	0	0	0	0	0	0	0	2	2
4:45 PM	0	5	1	2	0	0	1	4	13
5:00 PM	0	0	0	1	0	0	1	0	2
5:15 PM	0	0	1	0	0	1	1	0	3
5:30 PM	0	1	1	0	0	1	3	1	7
5:45 PM	0	2	1	0	0	0	1	1	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	9	7	4	0	4	9	11	44
APPROACH %'s :	0.00%	100.00%	63.64%	36.36%	0.00%	100.00%	45.00%	55.00%	
PEAK HR :	**04:15 PM - 05:15 PM**								TOTAL
PEAK HR VOL :	0	6	2	4	0	2	3	9	26
PEAK HR FACTOR :		0.300	0.500	0.500		0.250	0.750	0.563	0.500
	0.300		0.500		0.250		0.600		

Prepared by National Data & Surveying Services

Ventura Ave & San Pablo Dam Rd

Peak Hour Turning Movement Count

ID: 18-08548-005
City: San Pablo

Day: Thursday
Date: 10/25/2018

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:15 PM - 05:15 PM	04:00 PM - 06:00 PM

Ventura Ave — SOUTHBOUND

	Right	Through	Left	U-Turn	Departing (NB)
AM	13	1	79	0	128
NOON	0	0	0	0	0
PM	30	6	121	0	191
(red)	0	0	0	0	

San Pablo Dam Rd — EASTBOUND

	AM	NOON	PM	(red)
Departing (WB)	1038	0	686	
U-Turn	0	0	0	0
Left	7	0	16	0
Through	554	0	773	0
Right	8	0	10	0

San Pablo Dam Rd — WESTBOUND

	(red)	PM	NOON	AM
Right	0	172	0	121
Through	0	642	0	1021
Left	0	27	0	26
U-Turn	0	8	0	15
Departing (EB)		949	0	692

Ventura Ave — NORTHBOUND

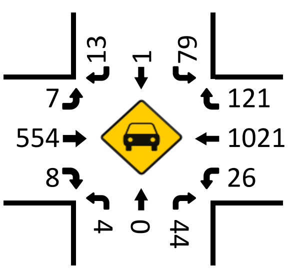
	Departing (SB)	U-Turn	Left	Through	Right
(red)		0	0	0	0
PM	43	0	14	3	47
NOON	0	0	0	0	0
AM	35	0	4	0	44

CONTROL

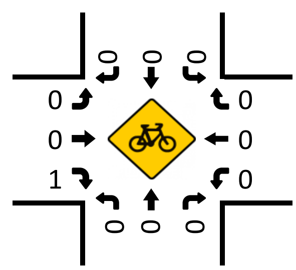
0

	AM	NOON	PM
TEV	1893	0	1869
PHF	0.92		0.98

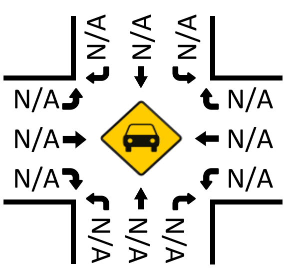
Total Vehicles (AM)



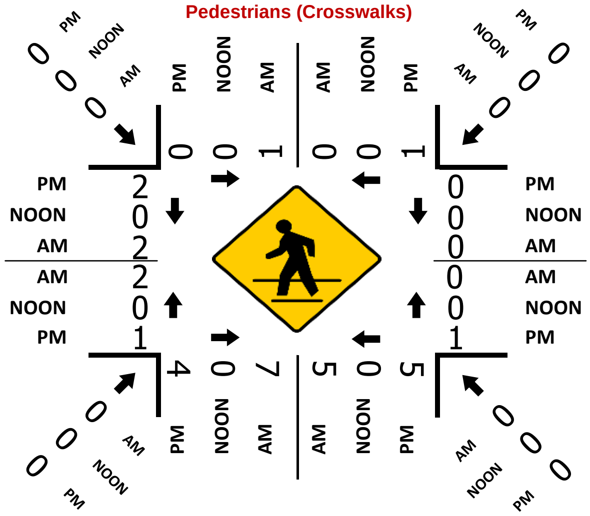
Bikes (AM)



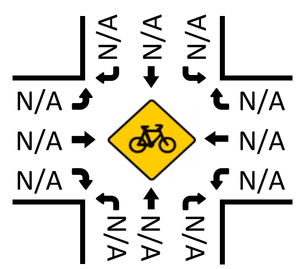
Total Vehicles (Noon)



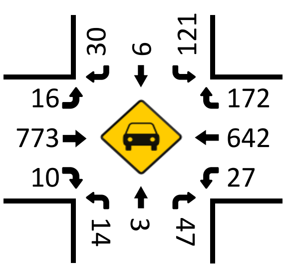
Pedestrians (Crosswalks)



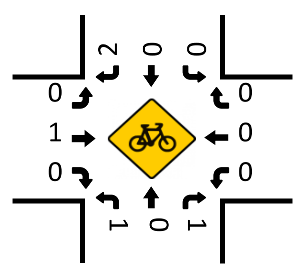
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Ventura Ave & San Pablo Dam Rd
City: San Pablo
Control:

Project ID: 18-08548-005
Date: 10/25/2018

Total

NS/EW Streets:	Ventura Ave				Ventura Ave				San Pablo Dam Rd				San Pablo Dam Rd				
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	1	0	10	0	12	0	5	0	2	122	1	0	2	139	29	1	324
7:15 AM	2	0	9	0	20	0	3	0	3	131	0	0	1	180	30	10	389
7:30 AM	1	0	7	0	14	0	3	0	2	151	1	0	5	221	26	4	435
7:45 AM	0	0	13	0	12	1	1	0	0	168	2	0	6	276	35	3	517
8:00 AM	4	0	15	0	26	0	3	0	3	137	3	0	9	227	35	2	464
8:15 AM	0	0	11	0	25	0	5	0	1	139	2	0	6	249	19	8	465
8:30 AM	0	0	5	0	16	0	4	0	3	110	1	0	5	269	32	2	447
8:45 AM	1	1	5	0	14	2	9	0	4	135	1	0	8	265	32	2	479
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	1	75	0	139	3	33	0	18	1093	11	0	42	1826	238	32	3520
APPROACH %'s :	10.59%	1.18%	88.24%	0.00%	79.43%	1.71%	18.86%	0.00%	1.60%	97.42%	0.98%	0.00%	1.96%	85.41%	11.13%	1.50%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	4	0	44	0	79	1	13	0	7	554	8	0	26	1021	121	15	1893
PEAK HR FACTOR :	0.250	0.000	0.733	0.000	0.760	0.250	0.650	0.000	0.583	0.824	0.667	0.000	0.722	0.925	0.864	0.469	0.915
	0.632				0.775				0.837				0.924				

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	5	0	9	0	21	5	9	0	1	198	2	1	7	166	40	1	465
4:15 PM	5	1	9	0	27	0	5	0	10	190	2	0	9	173	40	5	476
4:30 PM	2	1	10	0	29	2	5	0	4	181	3	0	10	171	47	0	465
4:45 PM	3	1	14	0	33	3	7	0	1	202	1	0	1	137	48	1	452
5:00 PM	4	0	14	0	32	1	13	0	1	200	4	0	7	161	37	2	476
5:15 PM	1	1	20	0	26	2	9	0	2	177	3	0	7	164	44	0	456
5:30 PM	8	2	10	0	34	2	7	0	2	190	5	0	6	155	38	1	460
5:45 PM	2	2	10	0	38	0	6	0	2	197	2	0	9	175	18	2	463
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	30	8	96	0	240	15	61	0	23	1535	22	1	56	1302	312	12	3713
APPROACH %'s :	22.39%	5.97%	71.64%	0.00%	75.95%	4.75%	19.30%	0.00%	1.45%	97.09%	1.39%	0.06%	3.33%	77.41%	18.55%	0.71%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	14	3	47	0	121	6	30	0	16	773	10	0	27	642	172	8	1869
PEAK HR FACTOR :	0.700	0.750	0.839	0.000	0.917	0.500	0.577	0.000	0.400	0.957	0.625	0.000	0.675	0.928	0.896	0.400	0.982
	0.889				0.853				0.974				0.931				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ventura Ave & San Pablo Dam Rd
City: San Pablo
Control: 0

Project ID: 18-08548-005
Date: 10/25/2018

Bikes

NS/EW Streets:	Ventura Ave				Ventura Ave				San Pablo Dam Rd				San Pablo Dam Rd				
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	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:45 AM	0	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
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
APPROACH %'s :									0.00%	50.00%	50.00%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
										0.250							

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
5:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0	6
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	1	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.25	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.625
		0.500				0.500				0.250							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ventura Ave & San Pablo Dam Rd
City: San Pablo

Project ID: 18-08548-005
Date: 10/25/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Ventura Ave		Ventura Ave		San Pablo Dam Rd		San Pablo Dam Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	1	0	2
7:30 AM	2	2	0	0	0	1	0	2	7
7:45 AM	0	0	2	1	0	0	0	0	3
8:00 AM	0	0	3	0	0	0	0	2	5
8:15 AM	0	0	1	2	0	0	0	0	3
8:30 AM	1	0	1	2	0	0	2	0	6
8:45 AM	0	1	2	2	2	2	2	0	11
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	3	9	8	2	3	5	4	37
APPROACH %'s :	50.00%	50.00%	52.94%	47.06%	40.00%	60.00%	55.56%	44.44%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	1	0	7	5	0	0	2	2	17
PEAK HR FACTOR :	0.250		0.583	0.625			0.250	0.250	0.708
	0.250		1.000				0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	1	2	1	0	0	1	5	11
4:15 PM	0	0	3	2	0	0	0	2	7
4:30 PM	0	0	1	0	0	0	0	0	1
4:45 PM	0	1	0	2	0	0	1	0	4
5:00 PM	0	0	0	1	1	0	0	0	2
5:15 PM	0	0	0	1	0	0	0	1	2
5:30 PM	1	0	2	0	0	0	0	0	3
5:45 PM	0	0	2	1	0	0	2	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	2	10	8	1	0	4	8	35
APPROACH %'s :	50.00%	50.00%	55.56%	44.44%	100.00%	0.00%	33.33%	66.67%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	1	4	5	1	0	1	2	14
PEAK HR FACTOR :		0.250	0.333	0.625	0.250		0.250	0.250	0.500
	0.250		0.450		0.250		0.375		

Prepared by National Data & Surveying Services

I 80 WB ramps & San Pablo Dam Rd

Peak Hour Turning Movement Count

ID: 18-08548-006
City: San Pablo

Day: Thursday
Date: 10/25/2018

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

I 80 WB ramps — SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	426	41	137	0	0
NOON	0	0	0	0	0
PM	372	4	35	0	0
Bikes	0	0	0	0	

San Pablo Dam Rd — EASTBOUND

	AM	NOON	PM	Bikes
Departing	1121	0	835	
U-Turn	0	0	0	0
Left	0	0	0	0
Through	446	0	611	0
Right	279	0	339	0

San Pablo Dam Rd — WESTBOUND

	Bikes	PM	NOON	AM
Right	0	0	0	0
Through	0	463	0	695
Left	0	368	0	521
U-Turn	0	0	0	0
Departing		646	0	583

I 80 WB ramps — NORTHBOUND

	Departing	U-Turn	Left	Through	Right
Bikes		0	0	0	0
PM	711	0	0	0	0
NOON	0	0	0	0	0
AM	841	0	0	0	0

CONTROL

0

	AM	NOON	PM
TEV	2545	0	2192
PHF	0.95		0.96

Total Vehicles (AM)

Approach	Right	Through	Left	U-Turn
Southbound	426	41	137	
Eastbound	279	446	0	
Westbound	0	695	521	
Northbound	0	0	0	

Bikes (AM)

Approach	Right	Through	Left
Southbound	0	0	0
Eastbound	0	0	0
Westbound	0	0	0
Northbound	0	0	0

Total Vehicles (Noon)

Approach	Right	Through	Left
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Bikes (NOON)

Approach	Right	Through	Left
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Total Vehicles (PM)

Approach	Right	Through	Left
Southbound	372	4	35
Eastbound	339	611	0
Westbound	0	463	368
Northbound	0	0	0

Bikes (PM)

Approach	Right	Through	Left
Southbound	0	2	0
Eastbound	0	2	0
Westbound	0	0	0
Northbound	0	0	0

Pedestrians (Crosswalks)

Crosswalk	PM	NOON	AM	AM	NOON	PM
North	0	0	0	1	0	1
West	1	0	0	0	0	1
East	0	0	0	0	0	0
South	2	0	2	4	0	5

Diagonal	PM	NOON	AM
NW	0	0	0
NE	0	0	0
SW	0	0	0
SE	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: I 80 WB ramps & San Pablo Dam Rd
City: San Pablo
Control:

Project ID: 18-08548-006
Date: 10/25/2018

Total

NS/EW Streets:	I 80 WB ramps				I 80 WB ramps				San Pablo Dam Rd				San Pablo Dam Rd				
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	0	0	0	0	18	0	68	0	0	71	64	0	136	107	0	0	464
7:15 AM	0	0	0	0	25	5	84	0	0	102	79	1	143	133	0	0	572
7:30 AM	0	0	0	0	19	9	79	0	0	89	76	0	171	176	0	0	619
7:45 AM	0	0	0	0	43	8	134	0	0	110	74	0	115	189	0	0	673
8:00 AM	0	0	0	0	32	14	104	0	0	127	65	0	120	166	0	0	628
8:15 AM	0	0	0	0	43	10	109	0	0	120	64	0	115	164	0	0	625
8:30 AM	0	0	0	0	18	12	105	0	0	87	51	0	129	213	0	0	615
8:45 AM	0	0	0	0	27	9	127	0	0	96	54	0	98	168	0	0	579
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	225	67	810	0	0	802	527	1	1027	1316	0	0	4775
APPROACH %'s :					20.42%	6.08%	73.50%	0.00%	0.00%	60.30%	39.62%	0.08%	43.83%	56.17%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	137	41	426	0	0	446	279	0	521	695	0	0	2545
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.797	0.732	0.795	0.000	0.000	0.878	0.918	0.000	0.762	0.919	0.000	0.000	0.945
						0.816				0.944				0.876			

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	0	0	0	0	9	1	96	0	0	143	78	0	93	121	0	0	541
4:15 PM	0	0	0	0	12	1	108	0	0	167	77	0	88	115	0	0	568
4:30 PM	0	0	0	0	7	2	99	0	0	123	84	0	118	132	0	0	565
4:45 PM	0	0	0	0	9	1	65	0	0	161	81	0	76	119	0	0	512
5:00 PM	0	0	0	0	7	0	100	0	0	160	97	0	86	97	0	0	547
5:15 PM	0	0	0	0	14	0	101	0	0	158	64	0	75	124	0	0	536
5:30 PM	0	0	0	0	18	0	95	0	0	163	77	0	76	117	0	0	546
5:45 PM	0	0	0	0	13	1	96	0	0	197	61	0	69	91	0	0	528
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	89	6	760	0	0	1272	619	0	681	916	0	0	4343
APPROACH %'s :					10.41%	0.70%	88.89%	0.00%	0.00%	67.27%	32.73%	0.00%	42.64%	57.36%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	35	4	372	0	0	611	339	0	368	463	0	0	2192
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.729	0.500	0.861	0.000	0.000	0.915	0.874	0.000	0.780	0.877	0.000	0.000	0.965
						0.849				0.924				0.831			

National Data & Surveying Services

Intersection Turning Movement Count

Location: I 80 WB ramps & San Pablo Dam Rd
City: San Pablo
Control: 0

Project ID: 18-08548-006
Date: 10/25/2018

Bikes

NS/EW Streets:	I 80 WB ramps				I 80 WB ramps				San Pablo Dam Rd				San Pablo Dam Rd				
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	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	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
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	3	0	0	0	2	0	0	1	0	0	0	6
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500
						0.500				0.500							

National Data & Surveying Services

Intersection Turning Movement Count

Location: I 80 WB ramps & San Pablo Dam Rd
City: San Pablo

Project ID: 18-08548-006
Date: 10/25/2018

Pedestrians (Crosswalks)

NS/EW Streets:	I 80 WB ramps		I 80 WB ramps		San Pablo Dam Rd		San Pablo Dam Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	1	0	0	0	0	2
7:45 AM	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	3	0	0	0	0	3
8:15 AM	0	0	1	0	0	0	0	0	1
8:30 AM	0	1	0	2	0	0	0	0	3
8:45 AM	0	0	0	1	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	2	2	7	0	0	0	0	11
APPROACH %'s :	0.00%	100.00%	22.22%	77.78%					
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	1	2	4	0	0	0	0	7
PEAK HR FACTOR :		0.250	0.500	0.333					0.583
	0.250		0.500						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	0	2	1	0	0	0	0	4
4:15 PM	0	0	2	2	0	0	0	1	5
4:30 PM	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	3	0	0	1	0	4
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	1	4	1	0	0	0	0	1	7
5:30 PM	0	0	1	1	0	0	1	0	3
5:45 PM	1	1	2	0	0	0	0	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	6	8	7	0	0	2	2	28
APPROACH %'s :	33.33%	66.67%	53.33%	46.67%			50.00%	50.00%	
PEAK HR :	**04:15 PM - 05:15 PM**								TOTAL
PEAK HR VOL :	0	1	2	5	0	0	1	1	10
PEAK HR FACTOR :		0.250	0.250	0.417			0.250	0.250	0.500
	0.250		0.438				0.500		

Prepared by National Data & Surveying Services

I 80 EB ramps & San Pablo Dam Rd

Peak Hour Turning Movement Count

ID: 18-08548-007
City: San Pablo

Day: Thursday
Date: 10/25/2018

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

I 80 EB ramps — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

San Pablo Dam Rd — EASTBOUND

AM	NOON	PM	
1225	0	863	⇦
0	0	0	↶ 0
0	0	0	↱ 0
592	0	659	→ 0
0	0	0	↷ 0
AM	NOON	PM	

CONTROL

0

TEV	2067 AM	0 NOON	1933 PM
PHF	0.96		0.96

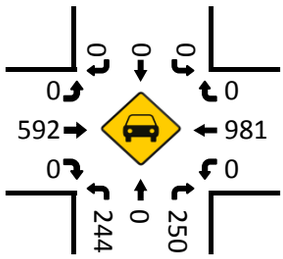
WESTBOUND — San Pablo Dam Rd

PM	NOON	AM	
0	0	0	0 ↶
700	0	981	0 ←
0	0	0	0 ↰
0	0	0	0 ↲
1070	0	842	⇨
PM	NOON	AM	

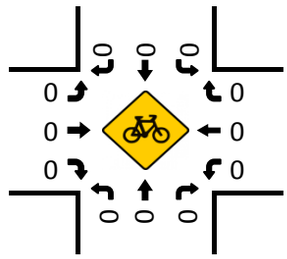
I 80 EB ramps — NORTHBOUND

PM	0	0	163	0	411	PM
NOON	0	0	0	0	0	NOON
AM	0	0	244	0	250	AM

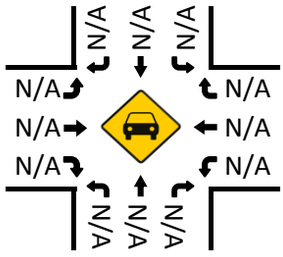
Total Vehicles (AM)



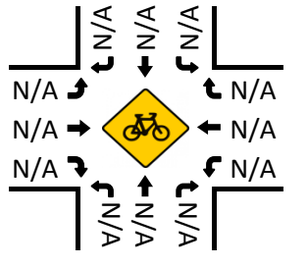
Bikes (AM)



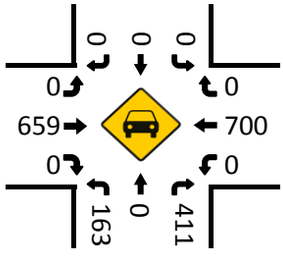
Total Vehicles (Noon)



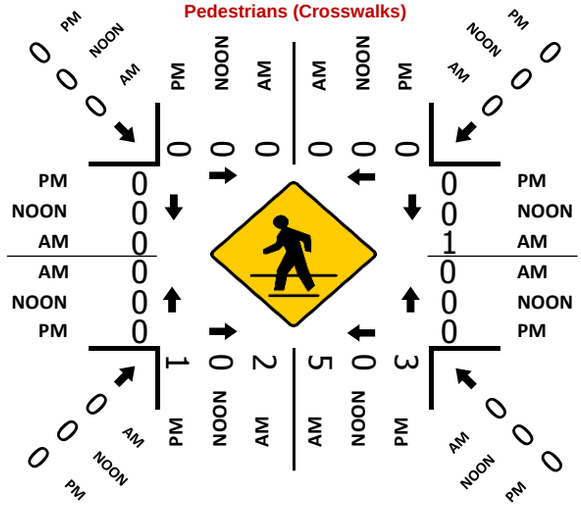
Bikes (NOON)



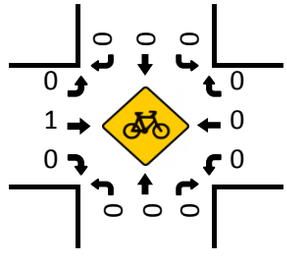
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: I 80 EB ramps & San Pablo Dam Rd
City: San Pablo
Control:

Project ID: 18-08548-007
Date: 10/25/2018

Total

NS/EW Streets:	I 80 EB ramps				I 80 EB ramps				San Pablo Dam Rd				San Pablo Dam Rd				
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	42	0	29	0	0	0	0	0	0	88	0	0	0	215	0	0	374
7:15 AM	50	0	34	0	0	0	0	0	0	130	0	0	0	227	0	0	441
7:30 AM	80	0	54	0	0	0	0	0	0	107	0	0	0	268	0	0	509
7:45 AM	64	0	50	0	0	0	0	0	0	173	0	0	0	227	0	0	514
8:00 AM	53	0	72	0	0	0	0	0	0	144	0	0	0	236	0	0	505
8:15 AM	47	0	74	0	0	0	0	0	0	168	0	0	0	250	0	0	539
8:30 AM	75	0	56	0	0	0	0	0	0	105	0	0	0	261	0	0	497
8:45 AM	44	0	57	0	0	0	0	0	0	126	0	0	0	221	0	0	448
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	455	0	426	0	0	0	0	0	0	1041	0	0	0	1905	0	0	3827
APPROACH %'s :	51.65%	0.00%	48.35%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	244	0	250	0	0	0	0	0	0	592	0	0	0	981	0	0	2067
PEAK HR FACTOR :	0.763	0.000	0.845	0.000	0.000	0.000	0.000	0.000	0.000	0.855	0.000	0.000	0.000	0.915	0.000	0.000	0.959
	0.922								0.855				0.915				

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	50	0	104	0	0	0	0	0	0	152	0	0	0	164	0	0	470
4:15 PM	31	0	105	0	0	0	0	0	0	187	0	0	0	178	0	0	501
4:30 PM	39	0	102	0	0	0	0	0	0	145	0	0	0	203	0	0	489
4:45 PM	43	0	100	0	0	0	0	0	0	175	0	0	0	155	0	0	473
5:00 PM	36	0	117	0	0	0	0	0	0	162	0	0	0	147	0	0	462
5:15 PM	39	0	121	0	0	0	0	0	0	175	0	0	0	163	0	0	498
5:30 PM	37	0	87	0	0	0	0	0	0	199	0	0	0	151	0	0	474
5:45 PM	25	0	118	0	0	0	0	0	0	190	0	0	0	150	0	0	483
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	300	0	854	0	0	0	0	0	0	1385	0	0	0	1311	0	0	3850
APPROACH %'s :	26.00%	0.00%	74.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	163	0	411	0	0	0	0	0	0	659	0	0	0	700	0	0	1933
PEAK HR FACTOR :	0.815	0.000	0.979	0.000	0.000	0.000	0.000	0.000	0.000	0.881	0.000	0.000	0.000	0.862	0.000	0.000	0.965
	0.932								0.881				0.862				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I 80 EB ramps & San Pablo Dam Rd
City: San Pablo
Control: 0

Project ID: 18-08548-007
Date: 10/25/2018

Bikes

NS/EW Streets:	I 80 EB ramps				I 80 EB ramps				San Pablo Dam Rd				San Pablo Dam Rd				
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	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	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
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: I 80 EB ramps & San Pablo Dam Rd
City: San Pablo

Project ID: 18-08548-007
Date: 10/25/2018

Pedestrians (Crosswalks)

NS/EW Streets:	I 80 EB ramps		I 80 EB ramps		San Pablo Dam Rd		San Pablo Dam Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	3	0	1	0	0	4
8:15 AM	0	0	1	1	0	0	0	0	2
8:30 AM	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	1	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	7	0	1	0	0	10
APPROACH %'s :			22.22%	77.78%	0.00%	100.00%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	2	5	0	1	0	0	8
PEAK HR FACTOR :			0.500	0.417		0.250			0.500
			0.583		0.250				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	1	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	2	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	2	0	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	4	3	0	0	0	0	7
APPROACH %'s :			57.14%	42.86%					
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	1	3	0	0	0	0	4
PEAK HR FACTOR :			0.250	0.375					0.500
			0.500						

Prepared by National Data & Surveying Services

Amador St/I 80 EB on ramp & San Pablo Dam Rd

Peak Hour Turning Movement Count

ID: 18-08548-008
City: San Pablo

Day: Thursday
Date: 10/25/2018

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

SOUTHBOUND — Amador St/I 80 EB on ramp

AM	0	0	0	0	474	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	540	PM

EASTBOUND — San Pablo Dam Rd

AM	NOON	PM	
976	0	619	⇦
0	0	0	↶ 0
280	0	304	↱ 0
390	0	831	→ 0
170	0	40	↴ 0
AM	NOON	PM	

WESTBOUND — San Pablo Dam Rd

PM	NOON	AM	
18	0	27	0 ↳
578	0	897	0 ←
0	0	4	0 ↰
0	0	0	0 ↶
1393	0	558	⇨
PM	NOON	AM	

CONTROL

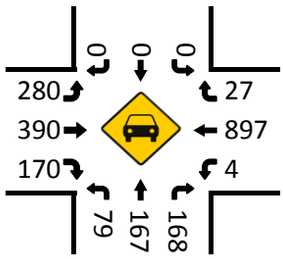
0

TEV	2182 AM	0 NOON	2592 PM
PHF	0.95		0.97

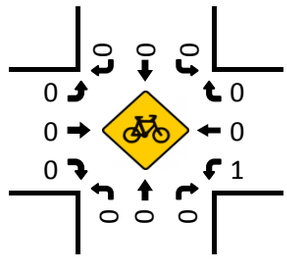
NORTHBOUND — Amador St/I 80 EB on ramp

PM	40	0	41	218	562	PM
NOON	0	0	0	0	0	NOON
AM	174	0	79	167	168	AM

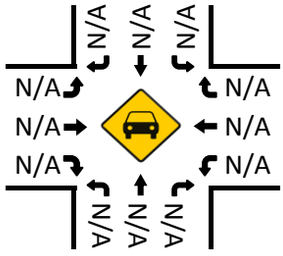
Total Vehicles (AM)



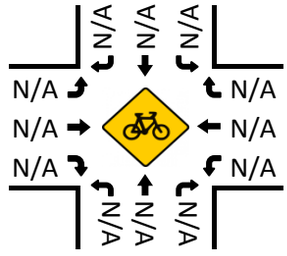
Bikes (AM)



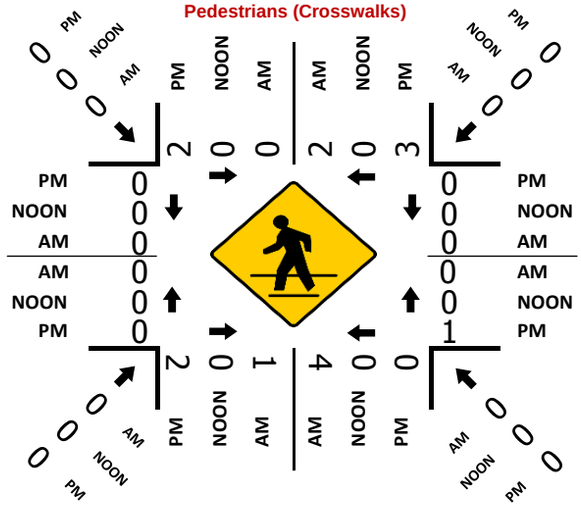
Total Vehicles (Noon)



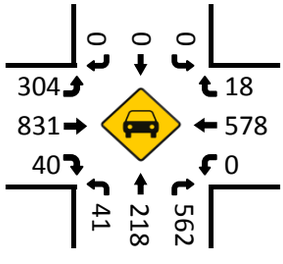
Bikes (NOON)



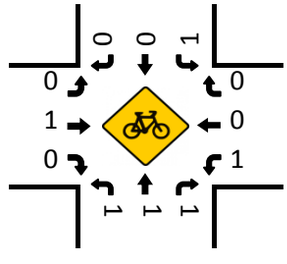
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Amador St/I 80 EB on ramp & San Pablo Dam Rd
City: San Pablo
Control:

Project ID: 18-08548-008
Date: 10/25/2018

Total

NS/EW Streets:	Amador St/I 80 EB on ramp				Amador St/I 80 EB on ramp				San Pablo Dam Rd				San Pablo Dam Rd				
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	4	30	15	0	0	0	0	0	46	47	21	0	0	211	3	0	377
7:15 AM	2	18	21	0	0	0	0	0	66	73	28	0	1	227	5	0	441
7:30 AM	6	51	25	0	0	0	0	0	66	77	21	0	0	260	5	0	511
7:45 AM	4	50	34	0	0	0	0	0	89	87	44	0	1	214	3	0	526
8:00 AM	16	60	38	0	0	0	0	0	78	104	38	0	1	229	8	0	572
8:15 AM	29	23	46	0	0	0	0	0	65	107	66	0	1	221	5	0	563
8:30 AM	30	34	50	0	0	0	0	0	48	92	22	0	1	233	11	0	521
8:45 AM	17	41	37	0	0	0	0	0	59	100	26	0	1	196	5	0	482
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	108	307	266	0	0	0	0	0	517	687	266	0	6	1791	45	0	3993
APPROACH %'s :	15.86%	45.08%	39.06%	0.00%					35.17%	46.73%	18.10%	0.00%	0.33%	97.23%	2.44%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	79	167	168	0	0	0	0	0	280	390	170	0	4	897	27	0	2182
PEAK HR FACTOR :	0.658	0.696	0.840	0.000	0.000	0.000	0.000	0.000	0.787	0.911	0.644	0.000	1.000	0.962	0.614	0.000	0.954
	0.908								0.882				0.947				

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	12	56	147	0	0	0	0	0	71	180	11	0	0	154	7	0	638
4:15 PM	10	37	147	0	0	0	0	0	60	216	10	0	0	171	8	0	659
4:30 PM	13	58	143	0	0	0	0	0	71	177	4	0	0	185	12	0	663
4:45 PM	13	60	130	0	0	0	0	0	76	187	7	0	0	143	6	0	622
5:00 PM	8	63	142	0	0	0	0	0	60	210	13	0	0	138	4	0	638
5:15 PM	7	54	147	0	0	0	0	0	73	210	9	0	0	161	4	0	665
5:30 PM	10	48	146	0	0	0	0	0	88	191	10	0	0	136	6	0	635
5:45 PM	16	53	127	0	0	0	0	0	83	220	8	0	0	143	4	0	654
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	89	429	1129	0	0	0	0	0	582	1591	72	0	0	1231	51	0	5174
APPROACH %'s :	5.40%	26.05%	68.55%	0.00%					25.92%	70.87%	3.21%	0.00%	0.00%	96.02%	3.98%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	41	218	562	0	0	0	0	0	304	831	40	0	0	578	18	0	2592
PEAK HR FACTOR :	0.641	0.865	0.956	0.000	0.000	0.000	0.000	0.000	0.864	0.944	0.769	0.000	0.000	0.898	0.750	0.000	0.974
	0.964								0.945				0.903				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Amador St/I 80 EB on ramp & San Pablo Dam Rd
City: San Pablo
Control: 0

Project ID: 18-08548-008
Date: 10/25/2018

Bikes

NS/EW Streets:	Amador St/I 80 EB on ramp				Amador St/I 80 EB on ramp				San Pablo Dam Rd				San Pablo Dam Rd				
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	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	0	1	0	6	0	0	0	8
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250
													0.250				

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	3	0	1	0	0	0	0	2	0	0	2	0	0	0	10
APPROACH %'s :	20.00%	20.00%	60.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	1	1	0	1	0	0	0	0	1	0	0	1	0	0	0	6
PEAK HR FACTOR :	0.25	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.500
		0.375				0.250				0.250				0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Amador St/I 80 EB on ramp & San Pablo Dam Rd
City: San Pablo

Project ID: 18-08548-008
Date: 10/25/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Amador St/I 80 EB on ramp		Amador St/I 80 EB on ramp		San Pablo Dam Rd		San Pablo Dam Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	2	0	0	0	0	3
8:00 AM	0	1	0	1	0	0	0	0	2
8:15 AM	0	0	0	1	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	3	1	4	0	0	0	0	8
APPROACH %'s :	0.00%	100.00%	20.00%	80.00%					
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	0	2	1	4	0	0	0	0	7
PEAK HR FACTOR :		0.500	0.250	0.500					0.583
	0.500		0.417						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	0	0	0	0	1	0	0	2
4:15 PM	0	0	1	1	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	2	0	0	0	0	2
5:00 PM	0	1	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	2
5:30 PM	1	0	1	0	0	0	0	0	2
5:45 PM	1	1	1	0	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	4	3	3	1	1	0	0	15
APPROACH %'s :	42.86%	57.14%	50.00%	50.00%	50.00%	50.00%			
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	2	3	2	0	1	0	0	0	8
PEAK HR FACTOR :	0.500	0.750	0.500		0.250				0.667
	0.625		0.500		0.250				

Prepared by National Data & Surveying Services

Rossmoor Pkwy Ct & Dwy 1

Peak Hour Turning Movement Count

ID: 18-08668-001
City: Walnut Creek

Day: Wednesday
Date: 12/12/2018

PEAK HOURS

AM: 08:00 AM - 09:00 AM
NOON: NONE
PM: 04:15 PM - 05:15 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

SOUTHBOUND (Rossmoor Pkwy Ct)

AM	1	0	1	0	0	AM
NOON	0	0	0	0	0	NOON
PM	1	0	3	0	0	PM

EASTBOUND (Dwy 1)

AM	NOON	PM	
1	0	1	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

WESTBOUND (Dwy 1)

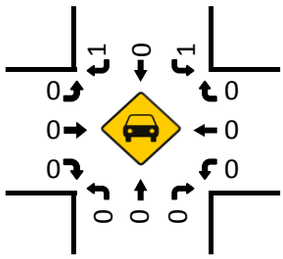
PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
3	0	1	
PM	NOON	AM	

NORTHBOUND (Rossmoor Pkwy Ct)

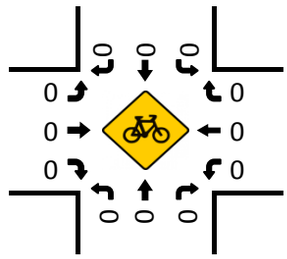
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL			
0			
TEV	2	0	4
	AM	NOON	PM
PHF	0.50		0.50

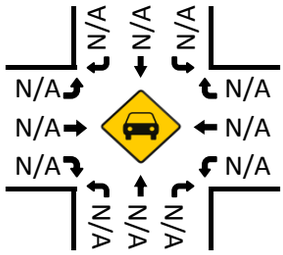
Total Vehicles (AM)



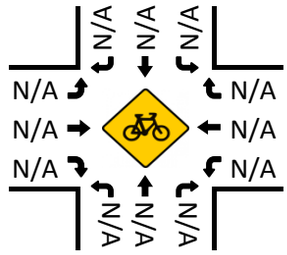
Bikes (AM)



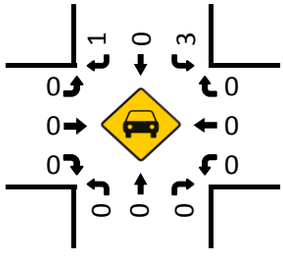
Total Vehicles (Noon)



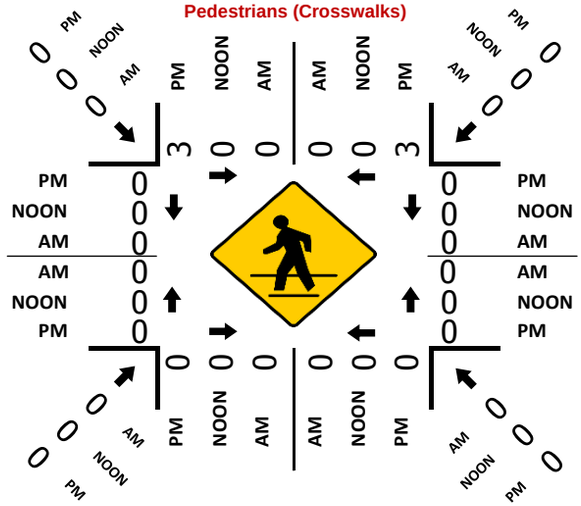
Bikes (NOON)



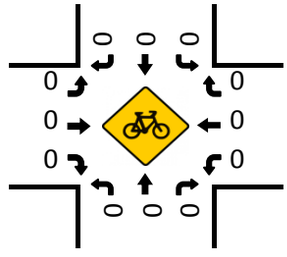
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Rossmoor Pkwy Ct & Dwy 1
City: Walnut Creek
Control:

Project ID: 18-08668-001
Date: 12/12/2018

Total

NS/EW Streets:	Rossmoor Pkwy Ct				Rossmoor Pkwy Ct				Dwy 1				Dwy 1				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :					50.00%	0.00%	50.00%	0.00%									
PEAK HR :	**08:00 AM - 09:00 AM**																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
					0.500												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	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
TOTAL VOLUMES :	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	6
APPROACH %'s :					66.67%	0.00%	33.33%	0.00%									
PEAK HR :	**04:15 PM - 05:15 PM**																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
					0.500												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Rossmoor Pkwy Ct & Dwy 1
City: Walnut Creek

Project ID: 18-08668-001
Date: 12/12/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Rossmoor Pkwy Ct		Rossmoor Pkwy Ct		Dwy 1		Dwy 1		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	1	1	0	0	0	0	0	0	2
4:30 PM	1	1	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	3	0	0	0	0	0	0	6
APPROACH %'s :	50.00%	50.00%							
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	3	3	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.750	0.750							0.750
	0.750								

Prepared by National Data & Surveying Services

Rossmoor Pkwy Ct & Dwy 2

Peak Hour Turning Movement Count

ID: 18-08668-002
City: Walnut Creek

Day: Wednesday
Date: 12/12/2018

Rossmoor Pkwy Ct

SOUTHBOUND

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

AM	0	0	0	0	4	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	5	PM

Dwy 2 — **EASTBOUND**

AM	NOON	PM	
0	0	0	
0	0	0	0
0	0	2	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

CONTROL

0

	AM	NOON	PM
TEV	4	0	5
PHF	0.33		0.63

WESTBOUND — **Dwy 2**

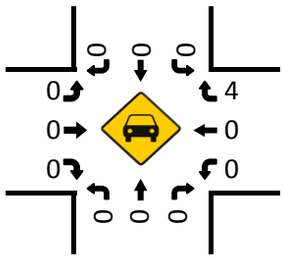
	PM	NOON	AM
0	3	0	4
0	0	0	0
0	0	0	0
0	0	0	0
	0	0	0
	PM	NOON	AM

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

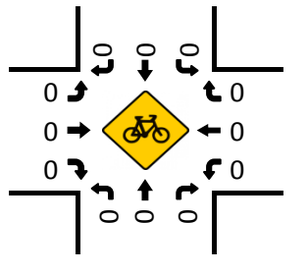
NORTHBOUND

Rossmoor Pkwy Ct

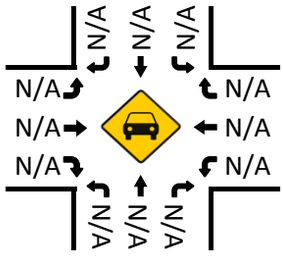
Total Vehicles (AM)



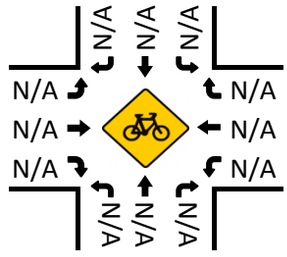
Bikes (AM)



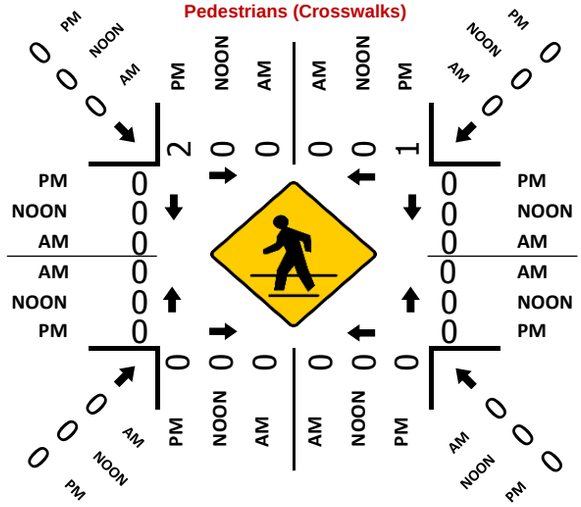
Total Vehicles (Noon)



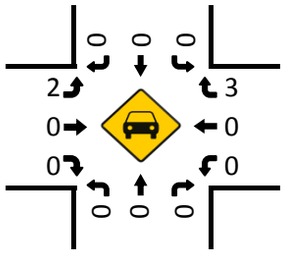
Bikes (NOON)



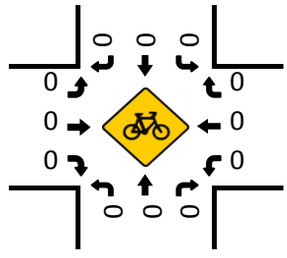
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Rossmoor Pkwy Ct & Dwy 2
City: Walnut Creek
Control:

Project ID: 18-08668-002
Date: 12/12/2018

Total

NS/EW Streets:	Rossmoor Pkwy Ct				Rossmoor Pkwy Ct				Dwy 2				Dwy 2				
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
APPROACH %'s :													0.00%	0.00%	100.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.333
															0.333		

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	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	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
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	5
APPROACH %'s :									100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.625
									0.250						0.375		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Rossmoor Pkwy Ct & Dwy 2
City: Walnut Creek

Project ID: 18-08668-002
Date: 12/12/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Rossmoor Pkwy Ct		Rossmoor Pkwy Ct		Dwy 2		Dwy 2		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	2	1	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	1
5:30 PM	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	3	0	0	0	0	0	0	6
APPROACH %'s :	50.00%	50.00%							
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	2	1	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.250	0.250							0.250
	0.250								

Prepared by National Data & Surveying Services

Rossmoor Pkwy Ct & Dwy 3

Peak Hour Turning Movement Count

ID: 18-08668-003
City: Walnut Creek

Day: Wednesday
Date: 12/12/2018

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Rossmoor Pkwy Ct — SOUTHBOUND

AM	0	0	0	0	3	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Dwy 3 — EASTBOUND

AM	NOON	PM	
0	0	0	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

WESTBOUND — Dwy 3

PM	NOON	AM	
0	0	3	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	
PM	NOON	AM	

CONTROL

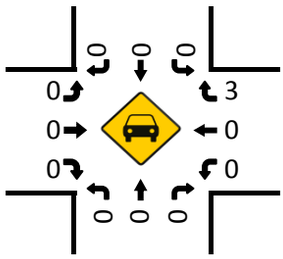
0

		AM	NOON	PM
TEV		3	0	0
PHF		0.38		

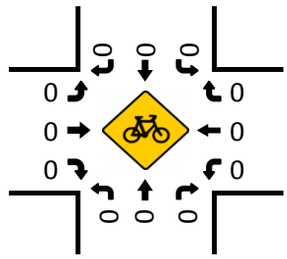
Rossmoor Pkwy Ct — NORTHBOUND

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

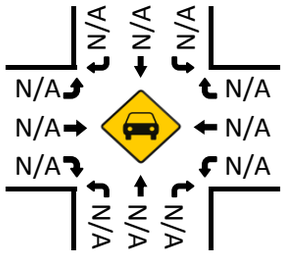
Total Vehicles (AM)



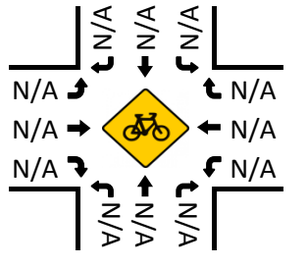
Bikes (AM)



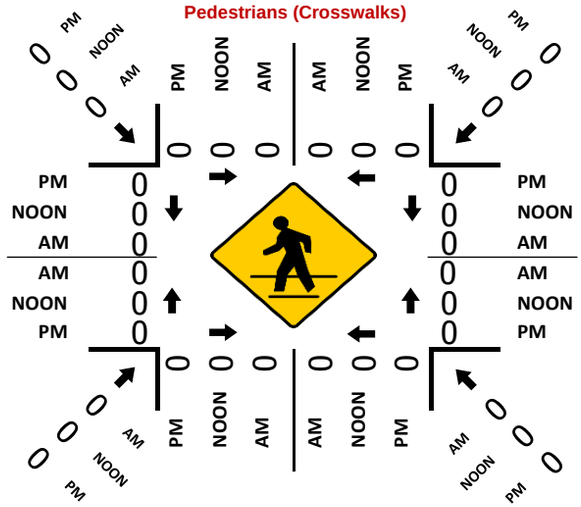
Total Vehicles (Noon)



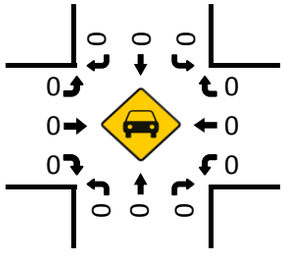
Bikes (NOON)



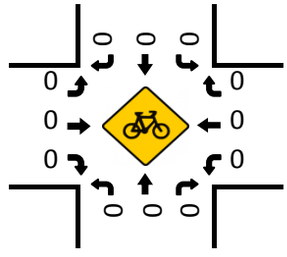
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Rossmoor Pkwy Ct & Dwy 3
City: Walnut Creek
Control:

Project ID: 18-08668-003
Date: 12/12/2018

Total

NS/EW Streets:	Rossmoor Pkwy Ct				Rossmoor Pkwy Ct				Dwy 3				Dwy 3				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	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
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
APPROACH %'s :													0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375
															0.375		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	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
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Rossmoor Pkwy Ct & Dwy 3
City: Walnut Creek

Project ID: 18-08668-003
Date: 12/12/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Rossmoor Pkwy Ct		Rossmoor Pkwy Ct		Dwy 3		Dwy 3		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	100.00%							
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Rossmoor Pkwy & Dwy 4

Peak Hour Turning Movement Count

ID: 18-08668-004
City: Walnut Creek

Day: Wednesday
Date: 12/12/2018

PEAK HOURS

AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Rossmoor Pkwy

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Dwy 4

EASTBOUND

AM	NOON	PM	
0	0	0	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	3	0
AM	NOON	PM	

WESTBOUND

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	
PM	NOON	AM	

Dwy 4

CONTROL

0

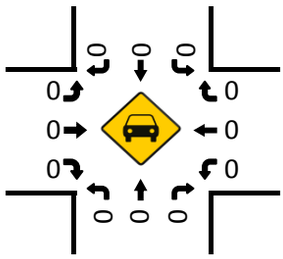
	AM	NOON	PM
TEV	0	0	3
PHF			0.38

PM	3	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

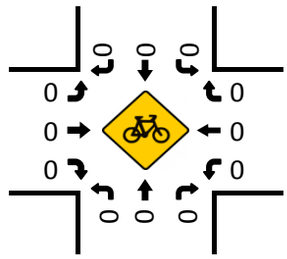
NORTHBOUND

Rossmoor Pkwy

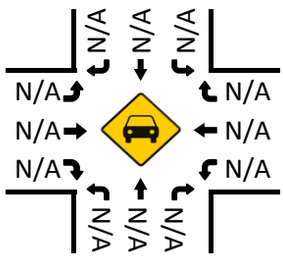
Total Vehicles (AM)



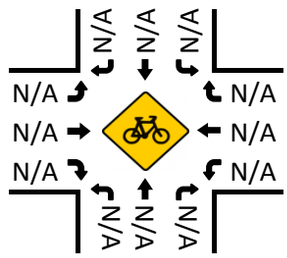
Bikes (AM)



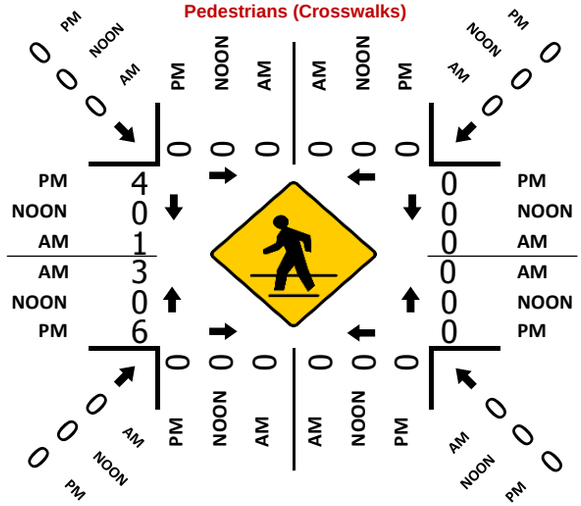
Total Vehicles (Noon)



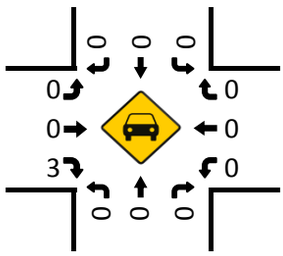
Bikes (NOON)



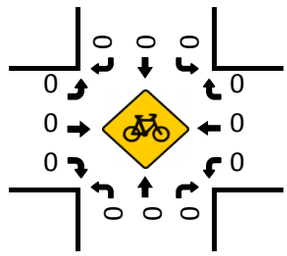
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Rossmoor Pkwy & Dwy 4
City: Walnut Creek
Control:

Project ID: 18-08668-004
Date: 12/12/2018

Total

NS/EW Streets:	Rossmoor Pkwy				Rossmoor Pkwy				Dwy 4				Dwy 4				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	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
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	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
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
APPROACH %'s :									0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.375
									0.375								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Rossmoor Pkwy & Dwy 4
City: Walnut Creek

Project ID: 18-08668-004
Date: 12/12/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Rossmoor Pkwy		Rossmoor Pkwy		Dwy 4		Dwy 4		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	1	1	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	1	2
8:15 AM	0	0	0	0	0	0	0	2	2
8:30 AM	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	4	5	9
APPROACH %'s :							44.44%	55.56%	
PEAK HR :	07:00 AM - 08:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	3	1	4
PEAK HR FACTOR :							0.750	0.250	0.500
							0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	3	2	5
4:15 PM	0	0	0	0	0	0	1	1	2
4:30 PM	0	0	0	0	0	0	2	1	3
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	2
5:15 PM	0	0	0	0	0	0	0	3	3
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	6	9	15
APPROACH %'s :							40.00%	60.00%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	6	4	10
PEAK HR FACTOR :							0.500	0.500	0.500
							0.500		

DEVELOPMENT OF TRIP GENERATION AND PARKING DEMAND ESTIMATES

Background Information

Survey Locations. To assess the trip generation and parking demand characteristic of any business it is necessary to isolate its travel and parking from that associated with neighboring businesses. Thus, while dialysis clinics operate throughout the United States, only "free-standing" clinics with isolated vehicular access and an on-site parking supply can be monitored.

Data was collected in 2017 at three locations:

- 1341 W La Palma Ave, Anaheim, CA
- 950 Hacienda Drive, Vista, CA
- 41501 Corporate Way, Palm Desert, CA

Available data from 2014 and 2015 surveys has also been use from these sites:

- 3071 Gold Canal Drive, Rancho Cordova, CA
- 5429 W. Cypress Ave, Visalia, CA
- 510 E. North Way, Dinuba, CA
- 1150 East Leland Road, Pittsburg, CA

Two sites in the SF Bay Area were observed in 2018 (Table D):

- 275 Di Salvo Ave, San Jose, CA
- 1221 Rossmoor Pkwy, Walnut Creek, CA

The dialysis clinics were open for varying hours that ranged from 5:00 a.m. to 10:00 p.m. Most clinics offer approximately 20-24 stations where patients will be treated over a three-hour period, but the Anaheim clinic offered 37 stations. Each clinic maintains a client base of individuals who visit the site regularly, and each is administered by a physician who may or may not see patients at the site. Typically ten to fifteen employees will be on the site for each shift. The size of clinics varies somewhat based on local building requirements, building configuration and the nature of support amenities offered at new sites. The clinics we observed ranged from 9,000 sf to 14,800 sf.

Trip Generation

Observed Clinic Trip Generation. The number of vehicle trips entering and exiting the designated parking facilities at each clinic was monitored. We were not able to monitor the Pittsburg site for trip generation due to cut through traffic.

Tables A and B identify the peak hour trips observed at each location as well as resulting generation rates per ksf and per station. As noted, the maximum number of trips observed at any location was 38 in the a.m. peak hour and 31 in the p.m. peak hour.

The trip generation observed at the two SF Bay Area clinics was generally less than that observed at other locations. This may be due to scheduling at these relatively new facilities or due to use of alternative transportation modes. However, to create a "worst case" assessment the data at these facilities was not incorporated into the trip generation rate calculations.

The number of trips generated by these clinics on a daily basis was not uniformly determined. Twenty-four hour counts were made in Anaheim, Vista and Palm Desert, and the results ranged from 164 to 384 daily trips. The Dinuba clinic is open from 4:30 a.m. to 4:30 p.m., and the access was monitored from 4:00 a.m. to 5:00 p.m., and a total of 226 trips were observed (i.e., 113 inbound and 113 outbound).

Trip Generation Rates. Trip generation rates per ksf and per station were calculated, and the average rates for each parameter were determined, as shown in Tables A thru C. As indicated, while rates per ksf were also calculated they varied greatly and may not be a good predictor for this land use. The rates per dialysis station were more consistent, and on average rates of 1.10 a.m. peak hour trips, 0.98 p.m. trips and 12.02 daily trips per station were found. These rates can be applied to new facilities.

Trip Generation Forecasts. Based on the average trip generation rates per station, we anticipate that the 36 station San Pablo clinic will generate 40 a.m. and 35 p.m. trips. The project is likely to generate 432 daily trips.

TABLE A
AM PEAK HOUR TRIP GENERATION RATES

Parameter	AM Peak Hour									
	Large Clinic	Small Clinics						All Clinics	New Data - Not Used	
	Anaheim	Vista	Palm Desert	Rancho Cordova	Visalia	Dinuba	Average	Average	San Jose	Walnut Creek
Trips	38	22	20	21	34	24	30	32	12	9
Ksf	14.8	9.0	9.0	14.5	10.5	9.0	-	-	9.1	8.5
Rate per ksf	2.57	2.44	2.22	1.45	3.24	2.67	2.40	2.43	1.31	1.06
Stations	37	20	21	24	24	20	22	-	24	24
Rate per station	1.03	1.10	0.95	0.88	1.42	1.20	1.11	1.10	0.50	0.38

TABLE B
PM PEAK HOUR TRIP GENERATION RATES

Parameter	PM Peak Hour									
	Large Clinic	Small Clinics						All Clinics	New Data – Not Used	
	Anaheim	Vista	Palm Desert	Rancho Cordova	Visalia	Dinuba	Average	Average	San Jose	Walnut Creek
Trips	31	23	13	20	26	27	24	27	12	9
Ksf	14.8 ksf	9.0	9.0	14.5	10.5	9.0	-	-	9.1	8.5
Rate per ksf	2.09	2.56	1.44	1.38	2.48	3.00	2.17	2.16	1.31	1.06
Stations	37	20	21	24	24	20	-	-	24	24
Rate per station	0.84	1.15	0.62	0.83	1.08	1.35	1.01	0.98	0.50	0.38

TABLE C DAILY TRIP GENERATION RATES								
Parameter	**PM Peak Hour**							
	Large Clinic	**Small Clinics**						**All Clinics**
	Anaheim	**Vista**	**Palm Desert**	**Rancho Cordova**	**Visalia**	**Dinuba**	**Average**	**Average**
Trips	361	384	164	-	-	226	258	284
Ksf	14.8 ksf	9.0	9.0	-	-	9.0	-	-
Rate per ksf	24.39	42.67	18.22	-	-	25.11	28.67	27.60
Stations	37	20	21	-	-	20	-	-
Rate per station	9.76	19.2	7.80	-	-	11.30	12.77	12.02

Table D
Dialysis Clinic Peak Hour Trip Generation Analysis – San Jose and Walnut Creek, California

Time	Parameter	Number of Vehicles						Average		
		San Jose Wednesday 12/12/2018			Walnut Creek Wednesday 12/12/2018			Walnut Creek Tuesday 11/29/2018		
		In	Out	Total	In	Out	Total	in	out	total
7:00 a.m.		0	0	0	0	0	0	1	0	1
7:15 a.m.		0	0	0	0	1	1	1	0	1
7:30 a.m.		0	0	0	0	0	0	1	0	1
7:45 a.m.		0	0	0	0	0	0	0	0	0
8:00 a.m.		0	0	0	0	1	1	0	1	1
8:15 a.m.		0	0	0	1	2	3	1	0	1
8:30 a.m.		2	0	2	0	1	1	0	0	0
8:45 a.m.		5	5	10	1	3	4	1	0	1
AM Peak Hour		**7**	**5**	**12**	**2**	**7**	**9**	**2**	**1**	**3**
Trips per station	stations	24		**0.50**	24		**0.38**	**24**		**0.13**
Trips per ksf	14.8 ksf			**1.08**			**3.78**			**2.57**
4:00 p.m.		1	2	3	0	0	0	1	1	3
4:15 p.m.		1	2	3	1	2	3	0	2	2
4:30 p.m.		1	0	1	1	0	1	0	2	2
4:45 p.m.		0	1	1	0	1	1	1	2	3
5:00 p.m.		1	3	4	0	0	0	0	1	1
5:15 p.m.		0	0	0	0	0	0	0	1	1
5:30 p.m.		1	1	2	1	0	1	1	1	2
5:45 p.m.		2	4	6	0	0	0	0	1	1
PM Peak Hour		**4**	**8**	**12**	**2**	**3**	**5**	**2**	**7**	**9**
PM Trips per station	stations	24		0.50	24		0.21	24		**0.38**
PM Trips per ksf	14.8 ksf			1.69			2.43			**2.09**

Parking Demands

Information regarding dialysis clinic parking demands was also assembled. The ITE publication, Parking Generation, 4th Edition was reviewed, but as was noted for trip generation, the available data is based on different types of clinics and is not applicable.

Clinic Parking Results. The maximum parking demand was observed hourly at four locations for the period from 7:00 a.m. to 5:00 p.m., and as noted in Table E, the maximum parking accumulation was identified at each site. The maximum accumulation ranged from a high of 41 vehicles in Anaheim to a low of 19 vehicles in Dinuba. The results for individual clinics are Table F

From the standpoint of parking generation, it is possible to calculate the maximum parking demand rate per building sf or per dialysis station for the purpose of applying this data to other sites. As indicated, the maximum observed parking demand ranged from 1.93 to 3.42 parked vehicles per 1,000 sf of clinic, or 0.95 to 1.25 parked vehicles per dialysis station.

As was suggested for trip generation, the building size appears to be a poor predictor of parking demand, as the rate per ksf varies greatly. This variation may occur because some space is not actually involved in patient treatment. For example, the Rancho Cordova site has two floors, and the total building square footage includes space devoted to two stairwells and an elevator. These features were not present elsewhere, and the total square feet was different. Similarly, the Pittsburg facility is a very small clinic which lacks some of the amenities that would be available in newer projects.

Average Parking Rates. The average maximum parking demand rate was 1.10 parking spaces per station. This rate was consistent for the average of small clinics and did not change with the addition of data from the larger Anaheim facility.

Project Parking Demand. Applying the average maximum parking demand rate to the 36 stations that are proposed would yield a maximum parking demand of 40 parked vehicles.

TABLE E PARKING GENERATION RATES / DEMAND FORECASTS									
Parameter	**Location**								
	Large Clinic	**Small Clinics**					**All Clinics**	**New Data Not Used**	**Forecast for San Pablo**
	Anaheim	**Rancho Cordova**	**Pittsburg**	**Visalia**	**Dinuba**	**Average**	**Average**	**Walnut Creek**	
Maximum occupied spaces	41	28	24	30	19	25	28	12	38
Ksf	14.8	14.5	7.0	10.5	9.0	10.3	-	8.5	14.4
Occupied space per ksf	2.77	1.93	3.42	2.86	2.11	2.58	2.62	1.41	2.62
Stations	37	24	24	24	20	23		24	40
Occupied spaces per station	1.11	1.17	1.00	1.25	0.95	1.09	1.10	0.50	1.10

Table F
Clinic Parking Demand Survey Results

Time	Number of Parked Vehicles									
	Anaheim, CA		Rancho Cordova, CA		Pittsburg, CA		Visalia, CA	Dinuba, CA	Average	Walnut Creek, CA
			14.5 ksf		7.0 ksf		10.5 ksf	9.0 ksf		
	37 stations		24 stations		24 stations		24 stations	20 stations		24 stations
	Tues 8/15/17	Wed 8/16/17	Wed 10/29/14	Tues 11/4/14	Mon 11/24/14	Tues 11/25/14	Wed 3/4/15	Wed 3/4/15		Tues 11/29/18
8:00 a.m.	23	36	15	10	21	19	25	19		11
9:00 a.m.	23	41	22	20	24	20	29	16		11
10:00 a.m.	17	33	18	23	21	17	30	13		-
11:00 a.m.	14	32	20	20	19	18	29	14		-
12:00 noon	18	32	20	21	17	21	26	15		-
1:00 p.m.	18	33	23	21	22	17	25	14		-
2:00 p.m.	14	33	28	27	19	19	28	10		-
3:00 p.m.	16	30	21	15	17	15	26	12		-
4:00 p.m.	16	25	18	12	15	12	25	8		12
5:00 p.m.	10	19	15	8	10	9	15	5		6
Maximum Occupied Spaces	41		28		24		30	19		12
Max per ksf	2.77		1.93		3.42		2.86	2.11	2.62	
Max per station	1.11		1.17		1.00		1.25	0.95	1.10	0.50

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	10	753	215	179	559	57	222	69	129	131	152	11
Future Volume (veh/h)	10	753	215	179	559	57	222	69	129	131	152	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	827	236	197	614	63	160	194	142	144	167	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	1024	292	239	1636	168	255	268	227	232	225	16
Arrive On Green	0.01	0.38	0.38	0.13	0.50	0.50	0.14	0.14	0.14	0.13	0.13	0.13
Sat Flow, veh/h	1781	2729	778	1781	3254	333	1781	1870	1585	1781	1724	124
Grp Volume(v), veh/h	11	538	525	197	335	342	160	194	142	144	0	179
Grp Sat Flow(s),veh/h/ln	1781	1777	1730	1781	1777	1810	1781	1870	1585	1781	0	1848
Q Serve(g_s), s	0.6	25.0	25.1	9.9	10.6	10.7	7.8	9.1	7.8	7.1	0.0	8.6
Cycle Q Clear(g_c), s	0.6	25.0	25.1	9.9	10.6	10.7	7.8	9.1	7.8	7.1	0.0	8.6
Prop In Lane	1.00		0.45	1.00		0.18	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	12	667	649	239	893	910	255	268	227	232	0	241
V/C Ratio(X)	0.90	0.81	0.81	0.82	0.37	0.38	0.63	0.72	0.63	0.62	0.00	0.74
Avail Cap(c_a), veh/h	367	983	957	676	983	1002	676	710	602	676	0	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.7	25.8	25.8	38.8	14.0	14.1	37.2	37.8	37.2	37.9	0.0	38.6
Incr Delay (d2), s/veh	93.4	3.2	3.3	7.0	0.3	0.3	2.5	3.7	2.8	2.7	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	10.5	10.3	4.7	4.0	4.1	3.5	4.4	3.1	3.2	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	139.1	29.0	29.1	45.9	14.3	14.3	39.7	41.5	40.0	40.6	0.0	43.1
LnGrp LOS	F	C	C	D	B	B	D	D	D	D	A	D
Approach Vol, veh/h		1074			874			496			323	
Approach Delay, s/veh		30.1			21.4			40.5			42.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	51.3		18.2	17.4	39.6		17.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	19.0	51.0		35.0	35.0	51.0		35.0				
Max Q Clear Time (g_c+I1), s	2.6	12.7		11.1	11.9	27.1		10.6				
Green Ext Time (p_c), s	0.0	4.5		2.1	0.5	7.5		1.4				

Intersection Summary			
HCM 6th Ctrl Delay		30.6	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	85	924	735	16	0	49
Future Vol, veh/h	85	924	735	16	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	94	1027	817	18	0	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	835	0	-	0	-	418
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	794	-	-	-	0	584
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	794	-	-	-	-	584
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0.9	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	794	-	584
HCM Lane V/C Ratio	-	-	0.119	-	0.093
HCM Control Delay (s)	-	-	10.1	-	11.8
HCM Lane LOS	-	-	B	-	B
HCM 95th %tile Q(veh)	-	-	0.4	-	0.3

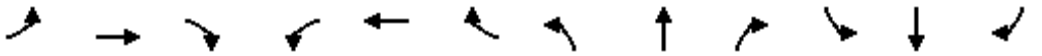
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations										
Traffic Vol, veh/h	14	513	5	65	864	164	0	14	0	0
Future Vol, veh/h	14	513	5	65	864	164	0	14	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	75	-	-	75	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	16983	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	90	90	90	90	92	92	90	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	570	6	72	960	178	0	16	0	0

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	1138	0	0	576	0	0	-	288
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	3.32
Pot Cap-1 Maneuver	610	-	-	993	-	-	0	709
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %		-	-		-	-		
Mov Cap-1 Maneuver	610	-	-	993	-	-	-	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0.5	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	709	610	-	-	993	-	-
HCM Lane V/C Ratio	0.022	0.025	-	-	0.073	-	-
HCM Control Delay (s)	10.2	11.1	-	-	8.9	-	-
HCM Lane LOS	B	B	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	482	4	19	1025	20	21	5	48	30	2	44
Future Volume (veh/h)	23	482	4	19	1025	20	21	5	48	30	2	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	530	4	21	1126	22	23	5	53	33	2	48
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	1663	13	23	1631	32	147	19	363	157	5	363
Arrive On Green	0.02	0.46	0.46	0.01	0.46	0.46	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	3615	27	1781	3565	70	31	82	1585	35	23	1585
Grp Volume(v), veh/h	25	260	274	21	561	587	28	0	53	35	0	48
Grp Sat Flow(s),veh/h/ln	1781	1777	1865	1781	1777	1858	114	0	1585	58	0	1585
Q Serve(g_s), s	0.7	4.4	4.4	0.6	11.8	11.8	0.3	0.0	1.3	0.3	0.0	1.1
Cycle Q Clear(g_c), s	0.7	4.4	4.4	0.6	11.8	11.8	10.8	0.0	1.3	10.8	0.0	1.1
Prop In Lane	1.00		0.01	1.00		0.04	0.82		1.00	0.94		1.00
Lane Grp Cap(c), veh/h	28	818	858	23	813	850	166	0	363	162	0	363
V/C Ratio(X)	0.90	0.32	0.32	0.92	0.69	0.69	0.17	0.00	0.15	0.22	0.00	0.13
Avail Cap(c_a), veh/h	606	1285	1349	606	1285	1344	324	0	540	314	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	8.0	8.0	23.2	10.1	10.1	16.9	0.0	14.4	22.0	0.0	14.4
Incr Delay (d2), s/veh	56.3	0.2	0.2	67.0	1.1	1.0	0.5	0.0	0.2	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.3	1.4	0.6	3.7	3.9	0.2	0.0	0.4	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.4	8.2	8.2	90.2	11.2	11.1	17.4	0.0	14.6	22.7	0.0	14.6
LnGrp LOS	E	A	A	F	B	B	B	A	B	C	A	B
Approach Vol, veh/h		559			1169			81			83	
Approach Delay, s/veh		11.4			12.6			15.6			18.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	27.7		15.0	4.7	27.6		15.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	16.0	34.0		16.0	16.0	34.0		16.0				
Max Q Clear Time (g_c+I1), s	2.6	6.4		12.8	2.7	13.8		12.8				
Green Ext Time (p_c), s	0.0	3.4		0.1	0.0	7.9		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		12.6	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	554	8	41	1021	121	4	0	44	79	1	13
Future Volume (veh/h)	7	554	8	41	1021	121	4	0	44	79	1	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	602	9	45	1110	132	4	0	48	86	1	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	2730	41	54	1766	210	103	5	151	291	1	21
Arrive On Green	0.00	0.53	0.53	0.03	0.55	0.55	0.10	0.00	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1781	5183	77	1781	3199	380	79	48	1523	1288	15	210
Grp Volume(v), veh/h	8	395	216	45	616	626	52	0	0	101	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1856	1781	1777	1802	1650	0	0	1512	0	0
Q Serve(g_s), s	0.2	2.5	2.5	1.0	9.7	9.7	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.2	2.5	2.5	1.0	9.7	9.7	1.2	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.21	0.08		0.92	0.85		0.14
Lane Grp Cap(c), veh/h	8	1793	978	54	981	995	259	0	0	314	0	0
V/C Ratio(X)	0.97	0.22	0.22	0.84	0.63	0.63	0.20	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	701	3682	2008	701	1922	1949	913	0	0	893	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.2	5.2	5.2	19.6	6.2	6.3	17.1	0.0	0.0	17.6	0.0	0.0
Incr Delay (d2), s/veh	135.8	0.1	0.1	27.3	0.7	0.7	0.4	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	0.6	0.8	2.2	2.3	0.4	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	156.0	5.2	5.3	46.9	6.9	6.9	17.4	0.0	0.0	18.1	0.0	0.0
LnGrp LOS	F	A	A	D	A	A	B	A	A	B	A	A
Approach Vol, veh/h		619			1287			52			101	
Approach Delay, s/veh		7.2			8.3			17.4			18.1	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.2	27.4		8.0	4.2	28.5		8.0
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0
Max Green Setting (Gmax), s	16.0	44.0		21.0	16.0	44.0		21.0
Max Q Clear Time (g_c+I1), s	3.0	4.5		4.5	2.2	11.7		3.2
Green Ext Time (p_c), s	0.1	4.4		0.4	0.0	10.8		0.2

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

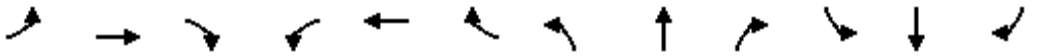
Intersection	
Int Delay, s/veh	0

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑↱			↱
Traffic Vol, veh/h	0	1009	784	0	0	0
Future Vol, veh/h	0	1009	784	0	0	0
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	0	1097	852	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	426
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	577
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	577
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SETSWLn1	
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	444	254	479	732	0	0	0	0	136	44	452
Future Volume (vph)	0	444	254	479	732	0	0	0	0	136	44	452
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		5.0					4.0	4.0	
Lane Util. Factor		0.95	1.00		0.95					1.00	1.00	
Frt		1.00	0.85		1.00					1.00	0.86	
Flt Protected		1.00	1.00		0.98					0.95	1.00	
Satd. Flow (prot)		3539	1583		3471					1770	1608	
Flt Permitted		1.00	1.00		0.98					0.95	1.00	
Satd. Flow (perm)		3539	1583		3471					1770	1608	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	472	270	510	779	0	0	0	0	145	47	481
RTOR Reduction (vph)	0	0	218	0	0	0	0	0	0	0	325	0
Lane Group Flow (vph)	0	472	52	0	1289	0	0	0	0	145	203	0
Turn Type		NA	Perm	Split	NA					Perm	NA	
Protected Phases		2		1	1						4	
Permitted Phases			2							4		
Actuated Green, G (s)		13.8	13.8		31.9					13.5	13.5	
Effective Green, g (s)		13.8	13.8		31.9					13.5	13.5	
Actuated g/C Ratio		0.19	0.19		0.44					0.19	0.19	
Clearance Time (s)		4.0	4.0		5.0					4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0					3.0	3.0	
Lane Grp Cap (vph)		676	302		1533					330	300	
v/s Ratio Prot		c0.13			c0.37						c0.13	
v/s Ratio Perm			0.03							0.08		
v/c Ratio		0.70	0.17		0.84					0.44	0.68	
Uniform Delay, d1		27.3	24.4		17.9					26.0	27.3	
Progression Factor		1.00	1.00		1.00					1.00	1.00	
Incremental Delay, d2		3.2	0.3		4.4					0.9	5.9	
Delay (s)		30.4	24.7		22.2					26.9	33.2	
Level of Service		C	C		C					C	C	
Approach Delay (s)		28.3			22.2			0.0			31.9	
Approach LOS		C			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	26.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	72.2	Sum of lost time (s)	13.0
Intersection Capacity Utilization	91.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBT	WBR	NBL2	NBL	NBR	NBR2	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	280	390	170	897	27	239	0	198	54	79	167	168
Future Volume (vph)	280	390	170	897	27	239	0	198	54	79	167	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0		4.0	4.0	4.0			4.0	4.0
Lane Util. Factor		0.95		0.95		0.95	0.95	0.95			1.00	1.00
Frt		0.97		1.00		1.00	0.91	0.85			1.00	0.85
Flt Protected		0.98		1.00		0.95	0.98	1.00			0.98	1.00
Satd. Flow (prot)		3376		3524		1681	1583	1504			1833	1583
Flt Permitted		0.98		1.00		0.95	0.98	1.00			0.98	1.00
Satd. Flow (perm)		3376		3524		1681	1583	1504			1833	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	295	411	179	944	28	260	0	215	59	83	176	177
RTOR Reduction (vph)	0	0	0	1	0	0	0	26	0	0	0	0
Lane Group Flow (vph)	0	885	0	971	0	185	178	145	0	0	259	177
Turn Type	Split	NA		NA		Prot	Prot	custom		Split	NA	Free
Protected Phases	1	1		4		2	2	2 4		3	3	
Permitted Phases												Free
Actuated Green, G (s)		32.7		34.0		16.4	16.4	50.4			18.4	117.5
Effective Green, g (s)		32.7		34.0		16.4	16.4	50.4			18.4	117.5
Actuated g/C Ratio		0.28		0.29		0.14	0.14	0.43			0.16	1.00
Clearance Time (s)		4.0		4.0		4.0	4.0				4.0	
Vehicle Extension (s)		3.0		3.0		3.0	3.0				3.0	
Lane Grp Cap (vph)		939		1019		234	220	645			287	1583
v/s Ratio Prot		c0.26		c0.28		0.11	c0.11	0.10			c0.14	
v/s Ratio Perm												0.11
v/c Ratio		0.94		0.95		0.79	0.81	0.23			0.90	0.11
Uniform Delay, d1		41.5		41.0		48.9	49.0	21.2			48.7	0.0
Progression Factor		1.00		1.00		1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2		17.1		17.8		16.5	19.3	0.2			29.2	0.1
Delay (s)		58.6		58.7		65.4	68.3	21.4			77.9	0.1
Level of Service		E		E		E	E	C			E	A
Approach Delay (s)		58.6		58.7			52.3				46.3	
Approach LOS		E		E			D				D	

Intersection Summary			
HCM 2000 Control Delay	55.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	117.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	10	753	215	179	559	57	222	69	129	131	152	11
Future Volume (veh/h)	10	753	215	179	559	57	222	69	129	131	152	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	827	236	197	614	63	160	194	142	144	167	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	1024	292	239	1636	168	255	268	227	232	225	16
Arrive On Green	0.01	0.38	0.38	0.13	0.50	0.50	0.14	0.14	0.14	0.13	0.13	0.13
Sat Flow, veh/h	1781	2729	778	1781	3254	333	1781	1870	1585	1781	1724	124
Grp Volume(v), veh/h	11	538	525	197	335	342	160	194	142	144	0	179
Grp Sat Flow(s),veh/h/ln	1781	1777	1730	1781	1777	1810	1781	1870	1585	1781	0	1848
Q Serve(g_s), s	0.6	25.0	25.1	9.9	10.6	10.7	7.8	9.1	7.8	7.1	0.0	8.6
Cycle Q Clear(g_c), s	0.6	25.0	25.1	9.9	10.6	10.7	7.8	9.1	7.8	7.1	0.0	8.6
Prop In Lane	1.00		0.45	1.00		0.18	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	12	667	649	239	893	910	255	268	227	232	0	241
V/C Ratio(X)	0.90	0.81	0.81	0.82	0.37	0.38	0.63	0.72	0.63	0.62	0.00	0.74
Avail Cap(c_a), veh/h	367	983	957	676	983	1002	676	710	602	676	0	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.7	25.8	25.8	38.8	14.0	14.1	37.2	37.8	37.2	37.9	0.0	38.6
Incr Delay (d2), s/veh	93.4	3.2	3.3	7.0	0.3	0.3	2.5	3.7	2.8	2.7	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	10.5	10.3	4.7	4.0	4.1	3.5	4.4	3.1	3.2	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	139.1	29.0	29.1	45.9	14.3	14.3	39.7	41.5	40.0	40.6	0.0	43.1
LnGrp LOS	F	C	C	D	B	B	D	D	D	D	A	D
Approach Vol, veh/h		1074			874			496			323	
Approach Delay, s/veh		30.1			21.4			40.5			42.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	51.3		18.2	17.4	39.6		17.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	19.0	51.0		35.0	35.0	51.0		35.0				
Max Q Clear Time (g_c+I1), s	2.6	12.7		11.1	11.9	27.1		10.6				
Green Ext Time (p_c), s	0.0	4.5		2.1	0.5	7.5		1.4				

Intersection Summary			
HCM 6th Ctrl Delay		30.6	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	85	924	735	16	0	49
Future Vol, veh/h	85	924	735	16	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	94	1027	817	18	0	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	835	0	-	0	-	418
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	794	-	-	-	0	584
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	794	-	-	-	-	584
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0.9	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	794	-	584
HCM Lane V/C Ratio	-	-	0.119	-	0.093
HCM Control Delay (s)	-	-	10.1	-	11.8
HCM Lane LOS	-	-	B	-	B
HCM 95th %tile Q(veh)	-	-	0.4	-	0.3

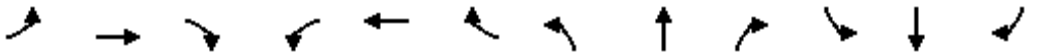
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations										
Traffic Vol, veh/h	14	513	5	65	864	164	0	14	0	0
Future Vol, veh/h	14	513	5	65	864	164	0	14	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	75	-	-	75	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	16983	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	90	90	90	90	92	92	90	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	570	6	72	960	178	0	16	0	0

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	1138	0	0	576	0	0	-	288
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	3.32
Pot Cap-1 Maneuver	610	-	-	993	-	-	0	709
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %		-	-		-	-		
Mov Cap-1 Maneuver	610	-	-	993	-	-	-	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0.5	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	709	610	-	-	993	-	-
HCM Lane V/C Ratio	0.022	0.025	-	-	0.073	-	-
HCM Control Delay (s)	10.2	11.1	-	-	8.9	-	-
HCM Lane LOS	B	B	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	482	4	19	1025	20	21	5	48	30	2	44
Future Volume (veh/h)	23	482	4	19	1025	20	21	5	48	30	2	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	530	4	21	1126	22	23	5	53	33	2	48
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	1663	13	23	1631	32	147	19	363	157	5	363
Arrive On Green	0.02	0.46	0.46	0.01	0.46	0.46	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	3615	27	1781	3565	70	31	82	1585	35	23	1585
Grp Volume(v), veh/h	25	260	274	21	561	587	28	0	53	35	0	48
Grp Sat Flow(s),veh/h/ln	1781	1777	1865	1781	1777	1858	114	0	1585	58	0	1585
Q Serve(g_s), s	0.7	4.4	4.4	0.6	11.8	11.8	0.3	0.0	1.3	0.3	0.0	1.1
Cycle Q Clear(g_c), s	0.7	4.4	4.4	0.6	11.8	11.8	10.8	0.0	1.3	10.8	0.0	1.1
Prop In Lane	1.00		0.01	1.00		0.04	0.82		1.00	0.94		1.00
Lane Grp Cap(c), veh/h	28	818	858	23	813	850	166	0	363	162	0	363
V/C Ratio(X)	0.90	0.32	0.32	0.92	0.69	0.69	0.17	0.00	0.15	0.22	0.00	0.13
Avail Cap(c_a), veh/h	606	1285	1349	606	1285	1344	324	0	540	314	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	8.0	8.0	23.2	10.1	10.1	16.9	0.0	14.4	22.0	0.0	14.4
Incr Delay (d2), s/veh	56.3	0.2	0.2	67.0	1.1	1.0	0.5	0.0	0.2	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.3	1.4	0.6	3.7	3.9	0.2	0.0	0.4	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.4	8.2	8.2	90.2	11.2	11.1	17.4	0.0	14.6	22.7	0.0	14.6
LnGrp LOS	E	A	A	F	B	B	B	A	B	C	A	B
Approach Vol, veh/h		559			1169			81			83	
Approach Delay, s/veh		11.4			12.6			15.6			18.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	27.7		15.0	4.7	27.6		15.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	16.0	34.0		16.0	16.0	34.0		16.0				
Max Q Clear Time (g_c+I1), s	2.6	6.4		12.8	2.7	13.8		12.8				
Green Ext Time (p_c), s	0.0	3.4		0.1	0.0	7.9		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		12.6	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	554	8	41	1021	121	4	0	44	79	1	13
Future Volume (veh/h)	7	554	8	41	1021	121	4	0	44	79	1	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	602	9	45	1110	132	4	0	48	86	1	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	2730	41	54	1766	210	103	5	151	291	1	21
Arrive On Green	0.00	0.53	0.53	0.03	0.55	0.55	0.10	0.00	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1781	5183	77	1781	3199	380	79	48	1523	1288	15	210
Grp Volume(v), veh/h	8	395	216	45	616	626	52	0	0	101	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1856	1781	1777	1802	1650	0	0	1512	0	0
Q Serve(g_s), s	0.2	2.5	2.5	1.0	9.7	9.7	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.2	2.5	2.5	1.0	9.7	9.7	1.2	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.21	0.08		0.92	0.85		0.14
Lane Grp Cap(c), veh/h	8	1793	978	54	981	995	259	0	0	314	0	0
V/C Ratio(X)	0.97	0.22	0.22	0.84	0.63	0.63	0.20	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	701	3682	2008	701	1922	1949	913	0	0	893	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.2	5.2	5.2	19.6	6.2	6.3	17.1	0.0	0.0	17.6	0.0	0.0
Incr Delay (d2), s/veh	135.8	0.1	0.1	27.3	0.7	0.7	0.4	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	0.6	0.8	2.2	2.3	0.4	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	156.0	5.2	5.3	46.9	6.9	6.9	17.4	0.0	0.0	18.1	0.0	0.0
LnGrp LOS	F	A	A	D	A	A	B	A	A	B	A	A
Approach Vol, veh/h		619			1287			52			101	
Approach Delay, s/veh		7.2			8.3			17.4			18.1	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.2	27.4		8.0	4.2	28.5		8.0
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0
Max Green Setting (Gmax), s	16.0	44.0		21.0	16.0	44.0		21.0
Max Q Clear Time (g_c+I1), s	3.0	4.5		4.5	2.2	11.7		3.2
Green Ext Time (p_c), s	0.1	4.4		0.4	0.0	10.8		0.2

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑↱			↱
Traffic Vol, veh/h	0	1009	784	0	0	0
Future Vol, veh/h	0	1009	784	0	0	0
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	0	1097	852	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	426
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	577
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	577
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SETSWLn1	
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	8	639	90	140	1004	88	261	95	164	58	26	13
Future Volume (veh/h)	8	639	90	140	1004	88	261	95	164	58	26	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	702	99	154	1103	97	196	232	180	64	29	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	1067	150	201	1484	130	329	345	292	109	73	35
Arrive On Green	0.01	0.34	0.34	0.11	0.45	0.45	0.18	0.18	0.18	0.06	0.06	0.06
Sat Flow, veh/h	1781	3127	441	1781	3305	290	1781	1870	1585	1781	1192	575
Grp Volume(v), veh/h	9	399	402	154	593	607	196	232	180	64	0	43
Grp Sat Flow(s),veh/h/ln	1781	1777	1791	1781	1777	1818	1781	1870	1585	1781	0	1767
Q Serve(g_s), s	0.3	12.7	12.7	5.6	18.4	18.4	6.7	7.7	7.0	2.3	0.0	1.6
Cycle Q Clear(g_c), s	0.3	12.7	12.7	5.6	18.4	18.4	6.7	7.7	7.0	2.3	0.0	1.6
Prop In Lane	1.00		0.25	1.00		0.16	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	10	606	611	201	798	816	329	345	292	109	0	108
V/C Ratio(X)	0.94	0.66	0.66	0.76	0.74	0.74	0.60	0.67	0.62	0.59	0.00	0.40
Avail Cap(c_a), veh/h	508	1360	1371	936	1360	1391	936	982	833	936	0	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.1	18.6	18.6	28.7	15.2	15.2	24.9	25.3	25.0	30.5	0.0	30.1
Incr Delay (d2), s/veh	117.3	1.2	1.2	5.9	1.4	1.4	1.7	2.3	2.1	5.0	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.9	4.9	2.6	6.6	6.8	2.8	3.5	2.6	1.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	150.4	19.9	19.9	34.6	16.6	16.6	26.6	27.6	27.1	35.5	0.0	32.5
LnGrp LOS	F	B	B	C	B	B	C	C	C	D	A	C
Approach Vol, veh/h		810			1354			608			107	
Approach Delay, s/veh		21.3			18.6			27.1			34.3	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	34.9		17.3	12.5	27.7		9.1				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	19.0	51.0		35.0	35.0	51.0		35.0				
Max Q Clear Time (g_c+I1), s	2.3	20.4		9.7	7.6	14.7		4.3				
Green Ext Time (p_c), s	0.0	9.5		2.6	0.4	5.6		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.4

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	135	739	1074	68	0	173
Future Vol, veh/h	135	739	1074	68	0	173
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	795	1155	73	0	186

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1228	0	-	0	-	614
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	563	-	-	-	0	435
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	563	-	-	-	-	435
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	2.1	0	19.3
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	563	-	435
HCM Lane V/C Ratio	-	-	0.258	-	0.428
HCM Control Delay (s)	-	-	13.6	-	19.3
HCM Lane LOS	-	-	B	-	C
HCM 95th %tile Q(veh)	-	-	1	-	2.1

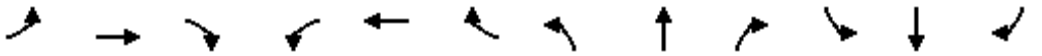
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations										
Traffic Vol, veh/h	45	720	10	69	591	115	0	6	0	0
Future Vol, veh/h	45	720	10	69	591	115	0	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	75	-	-	75	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	16983	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	95	95	95	95	92	92	95	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	758	11	73	622	125	0	6	0	0

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	747	0	0	769	0	0	-	385
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	3.32
Pot Cap-1 Maneuver	857	-	-	841	-	-	0	613
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %		-	-		-	-		
Mov Cap-1 Maneuver	857	-	-	841	-	-	-	613
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.6	0.9	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	613	857	-	-	841	-	-
HCM Lane V/C Ratio	0.01	0.057	-	-	0.086	-	-
HCM Control Delay (s)	10.9	9.5	-	-	9.7	-	-
HCM Lane LOS	B	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0	0.2	-	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	651	8	14	619	42	16	14	79	81	5	135
Future Volume (veh/h)	67	651	8	14	619	42	16	14	79	81	5	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	708	9	15	673	46	17	15	86	88	5	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	1281	16	16	1057	72	117	70	536	148	4	536
Arrive On Green	0.05	0.36	0.36	0.01	0.31	0.31	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1781	3593	46	1781	3375	231	0	206	1585	0	13	1585
Grp Volume(v), veh/h	73	350	367	15	354	365	32	0	86	93	0	147
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1829	206	0	1585	13	0	1585
Q Serve(g_s), s	1.9	7.5	7.5	0.4	8.1	8.1	0.0	0.0	1.8	0.0	0.0	3.2
Cycle Q Clear(g_c), s	1.9	7.5	7.5	0.4	8.1	8.1	16.0	0.0	1.8	16.0	0.0	3.2
Prop In Lane	1.00		0.02	1.00		0.13	0.53		1.00	0.95		1.00
Lane Grp Cap(c), veh/h	93	634	664	16	557	573	186	0	536	153	0	536
V/C Ratio(X)	0.78	0.55	0.55	0.92	0.64	0.64	0.17	0.00	0.16	0.61	0.00	0.27
Avail Cap(c_a), veh/h	603	1277	1339	603	1277	1315	186	0	536	153	0	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.1	12.2	12.2	23.4	13.9	13.9	12.7	0.0	10.9	22.9	0.0	11.4
Incr Delay (d2), s/veh	13.2	0.8	0.7	84.4	1.2	1.2	0.4	0.0	0.1	6.9	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.6	2.7	0.5	2.9	3.0	0.2	0.0	0.5	1.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	12.9	12.9	107.9	15.1	15.1	13.1	0.0	11.1	29.7	0.0	11.7
LnGrp LOS	D	B	B	F	B	B	B	A	B	C	A	B
Approach Vol, veh/h		790			734			118			240	
Approach Delay, s/veh		15.0			17.0			11.6			18.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	22.9		20.0	6.5	20.8		20.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	16.0	34.0		16.0	16.0	34.0		16.0				
Max Q Clear Time (g_c+I1), s	2.4	9.5		18.0	3.9	10.1		18.0				
Green Ext Time (p_c), s	0.0	4.7		0.0	0.1	4.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		16.0	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	773	10	35	642	172	14	3	47	121	6	30
Future Volume (veh/h)	16	773	10	35	642	172	14	3	47	121	6	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	814	11	37	676	181	15	3	49	127	6	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	18	2157	29	43	1189	318	161	37	194	363	13	46
Arrive On Green	0.01	0.42	0.42	0.02	0.43	0.43	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	5192	70	1781	2772	742	215	228	1208	1125	79	290
Grp Volume(v), veh/h	17	533	292	37	433	424	67	0	0	165	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1858	1781	1777	1737	1652	0	0	1494	0	0
Q Serve(g_s), s	0.3	3.8	3.8	0.7	6.4	6.4	0.0	0.0	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	0.3	3.8	3.8	0.7	6.4	6.4	1.2	0.0	0.0	3.5	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.43	0.22		0.73	0.77		0.19
Lane Grp Cap(c), veh/h	18	1414	772	43	762	745	391	0	0	422	0	0
V/C Ratio(X)	0.93	0.38	0.38	0.87	0.57	0.57	0.17	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	815	4284	2338	815	2236	2186	1070	0	0	1041	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	7.1	7.1	17.0	7.5	7.5	12.8	0.0	0.0	13.7	0.0	0.0
Incr Delay (d2), s/veh	81.3	0.2	0.3	37.4	0.7	0.7	0.2	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.9	1.0	0.7	1.7	1.6	0.4	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.6	7.3	7.4	54.4	8.2	8.2	13.1	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	F	A	A	D	A	A	B	A	A	B	A	A
Approach Vol, veh/h		842			894			67			165	
Approach Delay, s/veh		9.1			10.1			13.1			14.3	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	20.5		9.6	4.4	21.0		9.6				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	16.0	44.0		21.0	16.0	44.0		21.0				
Max Q Clear Time (g_c+I1), s	2.3	5.8		5.5	2.3	8.4		3.2				
Green Ext Time (p_c), s	0.0	6.3		0.8	0.0	6.6		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

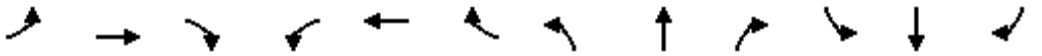
Intersection	
Int Delay, s/veh	0

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	874	1247	0	0	0
Future Vol, veh/h	0	874	1247	0	0	0
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	0	950	1355	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	678
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	395
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	395
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SETSWLn1	
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	611	339	368	463	0	0	0	0	35	4	372
Future Volume (vph)	0	611	339	368	463	0	0	0	0	35	4	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0					4.0	4.0	
Lane Util. Factor		0.95	1.00		0.95					1.00	1.00	
Frt		1.00	0.85		1.00					1.00	0.85	
Flt Protected		1.00	1.00		0.98					0.95	1.00	
Satd. Flow (prot)		3539	1583		3463					1770	1586	
Flt Permitted		1.00	1.00		0.65					0.95	1.00	
Satd. Flow (perm)		3539	1583		2313					1770	1586	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	643	357	387	487	0	0	0	0	37	4	392
RTOR Reduction (vph)	0	0	236	0	0	0	0	0	0	0	43	0
Lane Group Flow (vph)	0	643	121	0	874	0	0	0	0	37	353	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases			4	8						6		
Actuated Green, G (s)		10.2	10.2		10.2					11.8	11.8	
Effective Green, g (s)		10.2	10.2		10.2					11.8	11.8	
Actuated g/C Ratio		0.34	0.34		0.34					0.39	0.39	
Clearance Time (s)		4.0	4.0		4.0					4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0					3.0	3.0	
Lane Grp Cap (vph)		1203	538		786					696	623	
v/s Ratio Prot		0.18									c0.22	
v/s Ratio Perm			0.08		c0.38					0.02		
v/c Ratio		0.53	0.23		1.57dl					0.05	0.57	
Uniform Delay, d1		8.0	7.1		9.9					5.6	7.1	
Progression Factor		1.00	1.00		1.00					1.00	1.00	
Incremental Delay, d2		0.5	0.2		67.4					0.0	1.2	
Delay (s)		8.4	7.3		77.3					5.7	8.3	
Level of Service		A	A		E					A	A	
Approach Delay (s)		8.0			77.3			0.0			8.1	
Approach LOS		A			E			A			A	

Intersection Summary			
HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	30.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

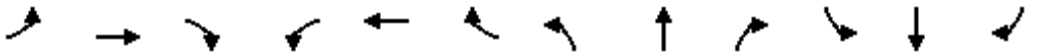
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBT	WBR	NBL2	NBL	NBR	NWL	NWT	NWR
Lane Configurations											
Traffic Volume (vph)	267	790	34	637	30	149	0	424	44	218	562
Future Volume (vph)	267	790	34	637	30	149	0	424	44	218	562
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor		0.95		0.95		0.95	0.95	0.95		1.00	1.00
Frt		1.00		0.99		1.00	0.86	0.85		1.00	0.85
Flt Protected		0.99		1.00		0.95	1.00	1.00		0.99	1.00
Satd. Flow (prot)		3480		3515		1681	1517	1504		1847	1583
Flt Permitted		0.99		1.00		0.95	1.00	1.00		0.99	1.00
Satd. Flow (perm)		3480		3515		1681	1517	1504		1847	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.96	0.96	0.96	0.95	0.95	0.95
Adj. Flow (vph)	281	832	36	671	32	155	0	442	46	229	592
RTOR Reduction (vph)	0	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1149	0	701	0	139	228	230	0	275	592
Turn Type	Split	NA		NA		Prot	Prot	Perm	Split	NA	Free
Protected Phases	1	1		4		2	2		3	3	
Permitted Phases								2 4			Free
Actuated Green, G (s)		54.5		34.4		12.3	12.3	46.7		26.1	143.3
Effective Green, g (s)		54.5		34.4		12.3	12.3	46.7		26.1	143.3
Actuated g/C Ratio		0.38		0.24		0.09	0.09	0.33		0.18	1.00
Clearance Time (s)		4.0		4.0		4.0	4.0			4.0	
Vehicle Extension (s)		3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		1323		843		144	130	490		336	1583
v/s Ratio Prot		c0.33		c0.20		0.08	c0.15			c0.15	
v/s Ratio Perm								0.15			0.37
v/c Ratio		0.87		0.83		0.97	1.75	0.47		0.82	0.37
Uniform Delay, d1		41.1		51.7		65.3	65.5	38.4		56.3	0.0
Progression Factor		1.00		1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2		6.3		7.0		63.9	368.9	0.7		14.3	0.7
Delay (s)		47.4		58.7		129.2	434.4	39.2		70.6	0.7
Level of Service		D		E		F	F	D		E	A
Approach Delay (s)		47.4		58.7			211.0			22.9	
Approach LOS		D		E			F			C	

Intersection Summary			
HCM 2000 Control Delay	72.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	143.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	446	256	479	734	0	0	0	0	136	44	454
Future Volume (vph)	0	446	256	479	734	0	0	0	0	136	44	454
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		5.0					4.0	4.0	
Lane Util. Factor		0.95	1.00		0.95					1.00	1.00	
Frt		1.00	0.85		1.00					1.00	0.86	
Flt Protected		1.00	1.00		0.98					0.95	1.00	
Satd. Flow (prot)		3539	1583		3471					1770	1608	
Flt Permitted		1.00	1.00		0.98					0.95	1.00	
Satd. Flow (perm)		3539	1583		3471					1770	1608	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	474	272	510	781	0	0	0	0	145	47	483
RTOR Reduction (vph)	0	0	220	0	0	0	0	0	0	0	325	0
Lane Group Flow (vph)	0	474	52	0	1291	0	0	0	0	145	205	0
Turn Type		NA	Perm	Split	NA					Perm	NA	
Protected Phases		2		1	1						4	
Permitted Phases			2							4		
Actuated Green, G (s)		13.8	13.8		31.9					13.5	13.5	
Effective Green, g (s)		13.8	13.8		31.9					13.5	13.5	
Actuated g/C Ratio		0.19	0.19		0.44					0.19	0.19	
Clearance Time (s)		4.0	4.0		5.0					4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0					3.0	3.0	
Lane Grp Cap (vph)		676	302		1533					330	300	
v/s Ratio Prot		c0.13			c0.37						c0.13	
v/s Ratio Perm			0.03							0.08		
v/c Ratio		0.70	0.17		0.84					0.44	0.68	
Uniform Delay, d1		27.3	24.4		17.9					26.0	27.4	
Progression Factor		1.00	1.00		1.00					1.00	1.00	
Incremental Delay, d2		3.3	0.3		4.4					0.9	6.3	
Delay (s)		30.6	24.7		22.3					26.9	33.6	
Level of Service		C	C		C					C	C	
Approach Delay (s)		28.4			22.3			0.0			32.2	
Approach LOS		C			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	72.2	Sum of lost time (s)	13.0
Intersection Capacity Utilization	91.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBT	WBR	NBL2	NBL	NBR	NBR2	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	282	390	170	897	27	241	0	198	54	79	167	168
Future Volume (vph)	282	390	170	897	27	241	0	198	54	79	167	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0		4.0	4.0	4.0			4.0	4.0
Lane Util. Factor		0.95		0.95		0.95	0.95	0.95			1.00	1.00
Frt		0.97		1.00		1.00	0.91	0.85			1.00	0.85
Flt Protected		0.98		1.00		0.95	0.98	1.00			0.98	1.00
Satd. Flow (prot)		3376		3524		1681	1583	1504			1833	1583
Flt Permitted		0.98		1.00		0.95	0.98	1.00			0.98	1.00
Satd. Flow (perm)		3376		3524		1681	1583	1504			1833	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	297	411	179	944	28	262	0	215	59	83	176	177
RTOR Reduction (vph)	0	0	0	1	0	0	0	26	0	0	0	0
Lane Group Flow (vph)	0	887	0	971	0	186	179	145	0	0	259	177
Turn Type	Split	NA		NA		Prot	Prot	custom		Split	NA	Free
Protected Phases	1	1		4		2	2	2 4		3	3	
Permitted Phases												Free
Actuated Green, G (s)		32.8		34.0		16.4	16.4	50.4			18.4	117.6
Effective Green, g (s)		32.8		34.0		16.4	16.4	50.4			18.4	117.6
Actuated g/C Ratio		0.28		0.29		0.14	0.14	0.43			0.16	1.00
Clearance Time (s)		4.0		4.0		4.0	4.0				4.0	
Vehicle Extension (s)		3.0		3.0		3.0	3.0				3.0	
Lane Grp Cap (vph)		941		1018		234	220	644			286	1583
v/s Ratio Prot		c0.26		c0.28		0.11	c0.11	0.10			c0.14	
v/s Ratio Perm												0.11
v/c Ratio		0.94		0.95		0.79	0.81	0.23			0.91	0.11
Uniform Delay, d1		41.5		41.0		49.0	49.1	21.3			48.7	0.0
Progression Factor		1.00		1.00		1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2		17.1		17.9		16.8	20.1	0.2			29.8	0.1
Delay (s)		58.6		59.0		65.8	69.2	21.4			78.6	0.1
Level of Service		E		E		E	E	C			E	A
Approach Delay (s)		58.6		59.0			52.8				46.7	
Approach LOS		E		E			D				D	

Intersection Summary			
HCM 2000 Control Delay	55.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	117.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	10	761	215	187	565	57	222	69	133	131	152	11
Future Volume (veh/h)	10	761	215	187	565	57	222	69	133	131	152	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	836	236	205	621	63	160	194	146	144	167	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	1030	290	247	1655	168	254	267	226	231	224	16
Arrive On Green	0.01	0.38	0.38	0.14	0.51	0.51	0.14	0.14	0.14	0.13	0.13	0.13
Sat Flow, veh/h	1781	2736	772	1781	3258	330	1781	1870	1585	1781	1724	124
Grp Volume(v), veh/h	11	543	529	205	338	346	160	194	146	144	0	179
Grp Sat Flow(s),veh/h/ln	1781	1777	1731	1781	1777	1811	1781	1870	1585	1781	0	1848
Q Serve(g_s), s	0.6	25.8	25.8	10.5	10.9	10.9	7.9	9.3	8.2	7.2	0.0	8.8
Cycle Q Clear(g_c), s	0.6	25.8	25.8	10.5	10.9	10.9	7.9	9.3	8.2	7.2	0.0	8.8
Prop In Lane	1.00		0.45	1.00		0.18	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	12	669	651	247	902	920	254	267	226	231	0	240
V/C Ratio(X)	0.90	0.81	0.81	0.83	0.37	0.38	0.63	0.73	0.65	0.62	0.00	0.75
Avail Cap(c_a), veh/h	360	965	940	664	965	984	664	697	591	664	0	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.6	26.3	26.3	39.4	14.0	14.1	37.9	38.5	38.0	38.7	0.0	39.4
Incr Delay (d2), s/veh	92.9	3.5	3.6	7.1	0.3	0.3	2.6	3.8	3.1	2.7	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	10.9	10.7	5.0	4.1	4.2	3.6	4.5	3.3	3.3	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	139.5	29.8	29.9	46.5	14.3	14.3	40.5	42.3	41.1	41.4	0.0	44.0
LnGrp LOS	F	C	C	D	B	B	D	D	D	D	A	D
Approach Vol, veh/h		1083			889			500			323	
Approach Delay, s/veh		31.0			21.7			41.4			42.8	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	52.7		18.4	18.0	40.3		17.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	19.0	51.0		35.0	35.0	51.0		35.0				
Max Q Clear Time (g_c+I1), s	2.6	12.9		11.3	12.5	27.8		10.8				
Green Ext Time (p_c), s	0.0	4.6		2.1	0.5	7.5		1.4				

Intersection Summary		
HCM 6th Ctrl Delay		31.3
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	97	924	739	20	0	57
Future Vol, veh/h	97	924	739	20	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	1027	821	22	0	63

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	843	0	-	0	-	422
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	789	-	-	-	0	580
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	789	-	-	-	-	580
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	1	0	12
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	789	-	580
HCM Lane V/C Ratio	-	-	0.137	-	0.109
HCM Control Delay (s)	-	-	10.3	-	12
HCM Lane LOS	-	-	B	-	B
HCM 95th %tile Q(veh)	-	-	0.5	-	0.4

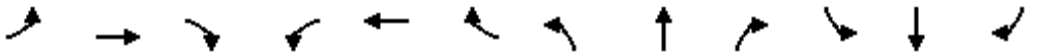
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations										
Traffic Vol, veh/h	14	515	5	65	864	166	0	14	0	0
Future Vol, veh/h	14	515	5	65	864	166	0	14	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	75	-	-	75	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	16983	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	90	90	90	90	92	92	90	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	572	6	72	960	180	0	16	0	0

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	1140	0	0	578	0	0	-	289
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	3.32
Pot Cap-1 Maneuver	609	-	-	992	-	-	0	708
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %		-	-		-	-		
Mov Cap-1 Maneuver	609	-	-	992	-	-	-	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0.5	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	708	609	-	-	992	-	-
HCM Lane V/C Ratio	0.022	0.025	-	-	0.073	-	-
HCM Control Delay (s)	10.2	11.1	-	-	8.9	-	-
HCM Lane LOS	B	B	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	484	4	19	1027	22	21	6	48	32	3	44
Future Volume (veh/h)	23	484	4	19	1027	22	21	6	48	32	3	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	532	4	21	1129	24	23	7	53	35	3	48
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	1657	12	23	1621	34	141	26	374	157	8	374
Arrive On Green	0.02	0.46	0.46	0.01	0.46	0.46	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	3615	27	1781	3558	76	33	111	1585	53	33	1585
Grp Volume(v), veh/h	25	261	275	21	564	589	30	0	53	38	0	48
Grp Sat Flow(s),veh/h/ln	1781	1777	1865	1781	1777	1857	144	0	1585	86	0	1585
Q Serve(g_s), s	0.7	4.5	4.5	0.6	12.1	12.1	0.2	0.0	1.3	0.5	0.0	1.1
Cycle Q Clear(g_c), s	0.7	4.5	4.5	0.6	12.1	12.1	11.1	0.0	1.3	11.3	0.0	1.1
Prop In Lane	1.00		0.01	1.00		0.04	0.77		1.00	0.92		1.00
Lane Grp Cap(c), veh/h	28	814	855	23	810	846	167	0	374	165	0	374
V/C Ratio(X)	0.90	0.32	0.32	0.92	0.70	0.70	0.18	0.00	0.14	0.23	0.00	0.13
Avail Cap(c_a), veh/h	597	1265	1328	597	1265	1322	311	0	531	301	0	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.5	8.2	8.2	23.6	10.4	10.4	15.3	0.0	14.4	21.8	0.0	14.4
Incr Delay (d2), s/veh	56.6	0.2	0.2	67.3	1.1	1.0	0.5	0.0	0.2	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.4	1.4	0.6	3.8	4.0	0.2	0.0	0.4	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.1	8.4	8.4	90.8	11.5	11.4	15.8	0.0	14.6	22.5	0.0	14.5
LnGrp LOS	F	A	A	F	B	B	B	A	B	C	A	B
Approach Vol, veh/h		561			1174			83			86	
Approach Delay, s/veh		11.6			12.9			15.0			18.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	28.0		15.6	4.8	27.9		15.6				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	16.0	34.0		16.0	16.0	34.0		16.0				
Max Q Clear Time (g_c+I1), s	2.6	6.5		13.3	2.7	14.1		13.1				
Green Ext Time (p_c), s	0.0	3.4		0.1	0.0	7.9		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		12.8	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	557	8	41	1025	122	4	0	44	79	1	13
Future Volume (veh/h)	7	557	8	41	1025	122	4	0	44	79	1	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	605	9	45	1114	133	4	0	48	86	1	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	2736	41	54	1770	211	103	5	151	291	1	21
Arrive On Green	0.00	0.53	0.53	0.03	0.55	0.55	0.10	0.00	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1781	5184	77	1781	3197	381	79	48	1523	1288	15	210
Grp Volume(v), veh/h	8	397	217	45	618	629	52	0	0	101	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1857	1781	1777	1802	1650	0	0	1512	0	0
Q Serve(g_s), s	0.2	2.5	2.6	1.0	9.7	9.8	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.2	2.5	2.6	1.0	9.7	9.8	1.2	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.21	0.08		0.92	0.85		0.14
Lane Grp Cap(c), veh/h	8	1797	980	54	983	997	258	0	0	313	0	0
V/C Ratio(X)	0.97	0.22	0.22	0.84	0.63	0.63	0.20	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	698	3670	2001	698	1915	1942	910	0	0	890	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.3	5.1	5.2	19.7	6.2	6.3	17.1	0.0	0.0	17.6	0.0	0.0
Incr Delay (d2), s/veh	135.7	0.1	0.1	27.3	0.7	0.7	0.4	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	0.6	0.8	2.3	2.3	0.4	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	156.0	5.2	5.3	47.0	6.9	6.9	17.5	0.0	0.0	18.2	0.0	0.0
LnGrp LOS	F	A	A	D	A	A	B	A	A	B	A	A
Approach Vol, veh/h		622			1292			52			101	
Approach Delay, s/veh		7.2			8.3			17.5			18.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	27.5		8.0	4.2	28.6		8.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	16.0	44.0		21.0	16.0	44.0		21.0				
Max Q Clear Time (g_c+I1), s	13.0	4.6		4.5	2.2	11.8		3.2				
Green Ext Time (p_c), s	0.1	4.5		0.4	0.0	10.8		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

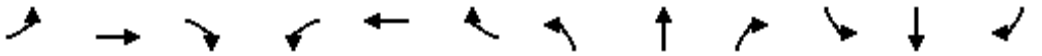
Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑↱			↱
Traffic Vol, veh/h	12	1021	792	4	0	5
Future Vol, veh/h	12	1021	792	4	0	5
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	13	1110	861	4	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	865	0	-	0	-	433
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	774	-	-	-	0	571
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	774	-	-	-	-	571
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0.1	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	774	-	571
HCM Lane V/C Ratio	-	-	0.017	-	0.01
HCM Control Delay (s)	-	-	9.7	-	11.4
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	613	341	368	465	0	0	0	0	35	4	374
Future Volume (vph)	0	613	341	368	465	0	0	0	0	35	4	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0					4.0	4.0	
Lane Util. Factor		0.95	1.00		0.95					1.00	1.00	
Frt		1.00	0.85		1.00					1.00	0.85	
Flt Protected		1.00	1.00		0.98					0.95	1.00	
Satd. Flow (prot)		3539	1583		3463					1770	1586	
Flt Permitted		1.00	1.00		0.65					0.95	1.00	
Satd. Flow (perm)		3539	1583		2313					1770	1586	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	645	359	387	489	0	0	0	0	37	4	394
RTOR Reduction (vph)	0	0	237	0	0	0	0	0	0	0	42	0
Lane Group Flow (vph)	0	645	122	0	876	0	0	0	0	37	356	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases			4	8						6		
Actuated Green, G (s)		10.2	10.2		10.2					11.8	11.8	
Effective Green, g (s)		10.2	10.2		10.2					11.8	11.8	
Actuated g/C Ratio		0.34	0.34		0.34					0.39	0.39	
Clearance Time (s)		4.0	4.0		4.0					4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0					3.0	3.0	
Lane Grp Cap (vph)		1203	538		786					696	623	
v/s Ratio Prot		0.18									c0.22	
v/s Ratio Perm			0.08		c0.38					0.02		
v/c Ratio		0.54	0.23		1.57dl					0.05	0.57	
Uniform Delay, d1		8.0	7.1		9.9					5.6	7.1	
Progression Factor		1.00	1.00		1.00					1.00	1.00	
Incremental Delay, d2		0.5	0.2		68.3					0.0	1.3	
Delay (s)		8.5	7.3		78.2					5.7	8.4	
Level of Service		A	A		E					A	A	
Approach Delay (s)		8.0			78.2			0.0			8.2	
Approach LOS		A			E			A			A	

Intersection Summary			
HCM 2000 Control Delay	34.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	30.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBT	WBR	NBL2	NBL	NBR	NWL	NWT	NWR
Lane Configurations											
Traffic Volume (vph)	269	790	34	637	30	151	0	424	44	218	562
Future Volume (vph)	269	790	34	637	30	151	0	424	44	218	562
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor		0.95		0.95		0.95	0.95	0.95		1.00	1.00
Frt		1.00		0.99		1.00	0.86	0.85		1.00	0.85
Flt Protected		0.99		1.00		0.95	1.00	1.00		0.99	1.00
Satd. Flow (prot)		3480		3515		1681	1517	1504		1847	1583
Flt Permitted		0.99		1.00		0.95	1.00	1.00		0.99	1.00
Satd. Flow (perm)		3480		3515		1681	1517	1504		1847	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.96	0.96	0.96	0.95	0.95	0.95
Adj. Flow (vph)	283	832	36	671	32	157	0	442	46	229	592
RTOR Reduction (vph)	0	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1151	0	701	0	141	228	230	0	275	592
Turn Type	Split	NA		NA		Prot	Prot	Perm	Split	NA	Free
Protected Phases	1	1		4		2	2		3	3	
Permitted Phases								2 4			Free
Actuated Green, G (s)		54.6		34.5		12.3	12.3	46.8		26.1	143.5
Effective Green, g (s)		54.6		34.5		12.3	12.3	46.8		26.1	143.5
Actuated g/C Ratio		0.38		0.24		0.09	0.09	0.33		0.18	1.00
Clearance Time (s)		4.0		4.0		4.0	4.0			4.0	
Vehicle Extension (s)		3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		1324		845		144	130	490		335	1583
v/s Ratio Prot		c0.33		c0.20		0.08	c0.15			c0.15	
v/s Ratio Perm								0.15			0.37
v/c Ratio		0.87		0.83		0.98	1.75	0.47		0.82	0.37
Uniform Delay, d1		41.1		51.7		65.5	65.6	38.5		56.5	0.0
Progression Factor		1.00		1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2		6.3		6.8		67.9	368.9	0.7		14.8	0.7
Delay (s)		47.5		58.5		133.3	434.5	39.2		71.3	0.7
Level of Service		D		E		F	F	D		E	A
Approach Delay (s)		47.5		58.5			211.8			23.1	
Approach LOS		D		E			F			C	

Intersection Summary			
HCM 2000 Control Delay	73.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	143.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	8	644	90	140	1011	88	261	95	166	58	26	13
Future Volume (veh/h)	8	644	90	140	1011	88	261	95	166	58	26	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	708	99	154	1111	97	196	232	182	64	29	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	1075	150	201	1491	130	328	345	292	109	73	35
Arrive On Green	0.01	0.34	0.34	0.11	0.45	0.45	0.18	0.18	0.18	0.06	0.06	0.06
Sat Flow, veh/h	1781	3131	437	1781	3307	288	1781	1870	1585	1781	1192	575
Grp Volume(v), veh/h	9	402	405	154	597	611	196	232	182	64	0	43
Grp Sat Flow(s),veh/h/ln	1781	1777	1792	1781	1777	1818	1781	1870	1585	1781	0	1767
Q Serve(g_s), s	0.3	12.8	12.9	5.6	18.6	18.6	6.8	7.7	7.1	2.3	0.0	1.6
Cycle Q Clear(g_c), s	0.3	12.8	12.9	5.6	18.6	18.6	6.8	7.7	7.1	2.3	0.0	1.6
Prop In Lane	1.00		0.24	1.00		0.16	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	10	610	615	201	801	820	328	345	292	109	0	108
V/C Ratio(X)	0.94	0.66	0.66	0.76	0.74	0.75	0.60	0.67	0.62	0.59	0.00	0.40
Avail Cap(c_a), veh/h	505	1352	1364	931	1352	1384	931	977	828	931	0	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.3	18.7	18.7	28.8	15.2	15.2	25.0	25.4	25.2	30.6	0.0	30.3
Incr Delay (d2), s/veh	117.2	1.2	1.2	5.9	1.4	1.4	1.7	2.3	2.2	5.0	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.9	5.0	2.6	6.7	6.9	2.9	3.5	2.7	1.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	150.5	19.9	19.9	34.8	16.6	16.6	26.8	27.7	27.4	35.7	0.0	32.7
LnGrp LOS	F	B	B	C	B	B	C	C	C	D	A	C
Approach Vol, veh/h		816			1362			610			107	
Approach Delay, s/veh		21.3			18.7			27.3			34.4	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	35.2		17.3	12.6	28.0		9.1				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	19.0	51.0		35.0	35.0	51.0		35.0				
Max Q Clear Time (g_c+I1), s	2.3	20.6		9.7	7.6	14.9		4.3				
Green Ext Time (p_c), s	0.0	9.6		2.6	0.4	5.7		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		21.8
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.5

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	143	739	1077	71	0	183
Future Vol, veh/h	143	739	1077	71	0	183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	154	795	1158	76	0	197

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1234	0	-	0	-	617
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	560	-	-	-	0	433
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	560	-	-	-	-	433
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	2.2	0	20.1
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	560	-	433
HCM Lane V/C Ratio	-	-	0.275	-	0.454
HCM Control Delay (s)	-	-	13.8	-	20.1
HCM Lane LOS	-	-	B	-	C
HCM 95th %tile Q(veh)	-	-	1.1	-	2.3

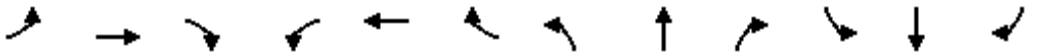
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations										
Traffic Vol, veh/h	45	722	10	69	591	117	0	6	0	0
Future Vol, veh/h	45	722	10	69	591	117	0	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	75	-	-	75	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	16983	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	95	95	95	95	92	92	95	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	760	11	73	622	127	0	6	0	0

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	749	0	0	771	0	0	-	386
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	3.32
Pot Cap-1 Maneuver	856	-	-	840	-	-	0	612
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %		-	-		-	-		
Mov Cap-1 Maneuver	856	-	-	840	-	-	-	612
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.6	0.9	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	612	856	-	-	840	-	-
HCM Lane V/C Ratio	0.01	0.057	-	-	0.086	-	-
HCM Control Delay (s)	10.9	9.5	-	-	9.7	-	-
HCM Lane LOS	B	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0	0.2	-	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	653	8	14	621	43	16	15	79	83	6	135
Future Volume (veh/h)	67	653	8	14	621	43	16	15	79	83	6	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	710	9	15	675	47	17	16	86	90	7	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	1285	16	16	1059	74	115	74	535	147	6	535
Arrive On Green	0.05	0.36	0.36	0.01	0.31	0.31	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1781	3593	46	1781	3370	235	0	219	1585	0	18	1585
Grp Volume(v), veh/h	73	351	368	15	356	366	33	0	86	97	0	147
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1828	219	0	1585	18	0	1585
Q Serve(g_s), s	1.9	7.5	7.5	0.4	8.1	8.1	0.0	0.0	1.8	0.0	0.0	3.2
Cycle Q Clear(g_c), s	1.9	7.5	7.5	0.4	8.1	8.1	16.0	0.0	1.8	16.0	0.0	3.2
Prop In Lane	1.00		0.02	1.00		0.13	0.52		1.00	0.93		1.00
Lane Grp Cap(c), veh/h	93	635	666	16	558	574	189	0	535	153	0	535
V/C Ratio(X)	0.78	0.55	0.55	0.92	0.64	0.64	0.17	0.00	0.16	0.64	0.00	0.27
Avail Cap(c_a), veh/h	602	1275	1337	602	1275	1312	189	0	535	153	0	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	12.2	12.2	23.5	13.9	13.9	12.7	0.0	11.0	22.7	0.0	11.4
Incr Delay (d2), s/veh	13.2	0.8	0.7	84.4	1.2	1.2	0.4	0.0	0.1	8.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.6	2.7	0.5	2.9	3.0	0.2	0.0	0.6	1.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	12.9	12.9	107.9	15.1	15.1	13.1	0.0	11.1	31.1	0.0	11.7
LnGrp LOS	D	B	B	F	B	B	B	A	B	C	A	B
Approach Vol, veh/h		792			737			119			244	
Approach Delay, s/veh		15.0			17.0			11.7			19.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	22.9		20.0	6.5	20.9		20.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	16.0	34.0		16.0	16.0	34.0		16.0				
Max Q Clear Time (g_c+I1), s	2.4	9.5		18.0	3.9	10.1		18.0				
Green Ext Time (p_c), s	0.0	4.7		0.0	0.1	4.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		16.1	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	777	10	35	645	172	14	3	47	121	6	30
Future Volume (veh/h)	16	777	10	35	645	172	14	3	47	121	6	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	818	11	37	679	181	15	3	49	127	6	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	18	2161	29	43	1193	318	160	37	194	362	13	46
Arrive On Green	0.01	0.42	0.42	0.02	0.43	0.43	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	5192	70	1781	2775	739	215	229	1208	1125	80	290
Grp Volume(v), veh/h	17	536	293	37	435	425	67	0	0	165	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1858	1781	1777	1737	1652	0	0	1494	0	0
Q Serve(g_s), s	0.3	3.8	3.8	0.7	6.5	6.5	0.0	0.0	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	0.3	3.8	3.8	0.7	6.5	6.5	1.2	0.0	0.0	3.5	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.43	0.22		0.73	0.77		0.19
Lane Grp Cap(c), veh/h	18	1417	773	43	764	747	391	0	0	421	0	0
V/C Ratio(X)	0.93	0.38	0.38	0.87	0.57	0.57	0.17	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	814	4275	2333	814	2232	2182	1067	0	0	1039	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	7.1	7.1	17.0	7.5	7.5	12.9	0.0	0.0	13.7	0.0	0.0
Incr Delay (d2), s/veh	81.3	0.2	0.3	37.4	0.7	0.7	0.2	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.9	1.0	0.7	1.7	1.6	0.4	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.6	7.3	7.4	54.5	8.2	8.2	13.1	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	F	A	A	D	A	A	B	A	A	B	A	A
Approach Vol, veh/h		846			897			67			165	
Approach Delay, s/veh		9.1			10.1			13.1			14.3	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.8	20.6		9.6	4.4	21.1		9.6
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0
Max Green Setting (Gmax), s	16.0	44.0		21.0	16.0	44.0		21.0
Max Q Clear Time (g_c+I1), s	2.3	5.8		5.5	2.3	8.5		3.2
Green Ext Time (p_c), s	0.0	6.4		0.8	0.0	6.6		0.3

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑↱			↱
Traffic Vol, veh/h	8	882	1257	3	0	7
Future Vol, veh/h	8	882	1257	3	0	7
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	9	959	1366	3	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1369	0	-	0	-	685
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	497	-	-	-	0	391
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	497	-	-	-	-	391
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0.1	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	497	-	391
HCM Lane V/C Ratio	-	-	0.017	-	0.019
HCM Control Delay (s)	-	-	12.4	-	14.4
HCM Lane LOS	-	-	B	-	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1

West County Times
1050 Marina Way S
Richmond, CA 94804
(510) 262-2740

2015901

SAN PABLO CITY OF
CITY CLERK OFFICE
LEHNY CORBIN
13831 SAN PABLO AV BLDG #1
SAN PABLO, CA 94806

PROOF OF PUBLICATION

FILE NO. Aug. 27
Hearing/PLAN1807-0011/1907-0002

In the matter of

West County Times

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter.

I am the Principal Legal Clerk of the West County Times, a newspaper of general circulation, printed and published in the City of Walnut Creek, County of Contra Costa, 94598

And which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Contra Costa, State of California, under the date of August 29, 1978. Case Number 188884.

The notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

08/17/2019

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Executed at Walnut Creek, California.
On this 19th day of August, 2019.

Signature

Legal No. **0006384682**

CITY OF SAN PABLO
City of New Directions

CITY OF SAN PABLO
NOTICE OF PUBLIC HEARING
TUESDAY, AUGUST 27, 2019

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of San Pablo, State of California, will hold a public hearing on the following items:

PLAN1807-0011: Consideration of a Commercial Design Review to construct a 13,591 square foot medical office within a two-story podium style building at 13352 San Pablo Avenue, APN 417-280-016. The property is within the San Pablo Avenue Specific Plan and has a Regional Commercial (Entertainment Overlay District) zoning designation. It has been determined that the proposed project qualifies for an exemption from the California Environmental Quality Act (CEQA), consistent with the provisions of CEQA Guidelines Section 15332, Class 32, Infill Development Projects.

PLAN1907-0002: Consideration of a Conditional Use Permit to allow Planet Fitness a 24-hour fitness and exercise club use in an existing commercial building at 13222 San Pablo Avenue, APN 417-211-007. The property is within the San Pablo Avenue Specific Plan and has a Regional Commercial (Entertainment Overlay District). It has been determined that the proposed project qualifies for an exemption from the California Environmental Quality Act (CEQA), consistent with the provisions of CEQA Guidelines Section 15301, Class 1, Existing Facilities. Class 1 addresses an existing private structure that will not be expanded and that will receive interior and exterior tenant improvements.

NOTICE IS HEREBY FURTHER GIVEN that said hearing before the Planning Commission will be on Tuesday, August 27th, 2019. The meeting will be held at 6:00 p.m. in the City Council Chambers located at One Alvarado Square, 13831 San Pablo Avenue, San Pablo, CA, 94806 at which time and place all persons interested may appear and be heard thereon. Questions may be directed to the City of San Pablo Community and Economic Development Department at (510) 215-3030.

NOTE: If you challenge this item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

If you need Spanish language assistance, please contact Development Services at (510) 215-3030. Si necesita asistencia en español, por favor contacte al Departamento de Desarrollo Comunitario y Económico al (510) 215-3030.

Sandra Marquez, Assistant Planner
Community and Economic Development

WCT 6384682 August 17, 2019

482197

Name	13352 San Pablo Ave	TRLR* #	City	State	Zip	
T.J. Meza	13352 San Pablo Ave	1	San Pablo	CA	94806	
Mark Ray	13352 San Pablo Ave	3	San Pablo	CA		
Otis Ireland	13352 San Pablo Ave	4	San Pablo	CA		
John West	13352 San Pablo Ave	12	San Pablo	CA		
Glen Bethea	13352 San Pablo Ave	14	San Pablo	CA		
Craig Rasband	13352 San Pablo Ave	15	San Pablo	CA		
Magdali Waen	13352 San Pablo Ave	16	San Pablo	CA		
* Note, the USPS shows the addresses as 13352 San Pablo Ave. TRLR __ San Pablo, CA 94806						

LANDLORD'S FIFTEEN (15) DAY NOTICE OF PUBLIC HEARING

PLANNING APPLICATION – PLAN1807-0011

13352 SAN PABLO AVE.

DATE OF NOTICE: August 9, 2019

TENANT IN POSSESSION: Trailer #15

RE: Notice of Public Hearing relating to 13352 San Pablo Ave.

In accordance with California Civil Code Section 798.56(g)(1), you are hereby notified that the Landlord of this parcel will appear before the City of San Pablo Planning Commission at a Public Hearing on August 27, 2019, at 6:30 p.m., in the City Council Chambers at 13831 San Pablo Avenue, Building 2, San Pablo, CA 94806, to review PLAN1807-0011, Planning Application for a Kidney Dialysis Center at 13352 San Pablo Ave. If approved, this plan would change the use of this parcel.

Further, if approved, the Landlord will present a Notice to Vacate, within ten calendar days of the Effective Date of the Planning Application Approval. Please see the attached Closure Impact Plan / Relocation Plan as they relate to the conditions and terms of the vacation.

No action is required at this time. If you have any questions, please contact Charles Smyth at charles@marketstreetdev.com or (530) 582-2676

SERVICE OF NOTICE

I, Angela Robbins hereby certify that a copy of the Notice herein was delivered to the below named tenant at the above address on the following date: August 12, 2019 by the following means (check all that apply):

___ Hand Delivered to Craig Rasband x_____

Print Name Signature

X Leaving a copy at the premises

LANDLORD'S FIFTEEN (15) DAY NOTICE OF PUBLIC HEARING

PLANNING APPLICATION – PLAN1807-0011

13352 SAN PABLO AVE.

DATE OF NOTICE: August 9, 2019

TENANT IN POSSESSION: Trailer #1

RE: Notice of Public Hearing relating to 13352 San Pablo Ave.

In accordance with California Civil Code Section 798.56(g)(1), you are hereby notified that the Landlord of this parcel will appear before the City of San Pablo Planning Commission at a Public Hearing on August 27, 2019, at 6:30 p.m., in the City Council Chambers at 13831 San Pablo Avenue, Building 2, San Pablo, CA 94806, to review PLAN1807-0011, Planning Application for a Kidney Dialysis Center at 13352 San Pablo Ave. If approved, this plan would change the use of this parcel.

Further, if approved, the Landlord will present a Notice to Vacate, within ten calendar days of the Effective Date of the Planning Application Approval. Please see the attached Closure Impact Plan / Relocation Plan as they relate to the conditions and terms of the vacation.

No action is required at this time. If you have any questions, please contact Charles Smyth at charles@marketstreetdev.com or (530) 582-2676

SERVICE OF NOTICE

I, Angela Perdomo hereby certify that a copy of the Notice herein was delivered to the below named tenant at the above address on the following date: August 12, 2019 by the following means (check all that apply):

X Hand Delivered to T.J. Meza x_____ ← would not sign

Print Name Signature

X Leaving a copy at the premises

LANDLORD'S FIFTEEN (15) DAY NOTICE OF PUBLIC HEARING

PLANNING APPLICATION – PLAN1807-0011

13352 SAN PABLO AVE.

DATE OF NOTICE: August 9, 2019

TENANT IN POSSESSION: Trailer #3

RE: Notice of Public Hearing relating to 13352 San Pablo Ave.

In accordance with California Civil Code Section 798.56(g)(1), you are hereby notified that the Landlord of this parcel will appear before the City of San Pablo Planning Commission at a Public Hearing on August 27, 2019, at 6:30 p.m., in the City Council Chambers at 13831 San Pablo Avenue, Building 2, San Pablo, CA 94806, to review PLAN1807-0011, Planning Application for a Kidney Dialysis Center at 13352 San Pablo Ave. If approved, this plan would change the use of this parcel.

Further, if approved, the Landlord will present a Notice to Vacate, within ten calendar days of the Effective Date of the Planning Application Approval. Please see the attached Closure Impact Plan / Relocation Plan as they relate to the conditions and terms of the vacation.

No action is required at this time. If you have any questions, please contact Charles Smyth at charles@marketstreetdev.com or (530) 582-2676

SERVICE OF NOTICE

I, [illegible] hereby certify that a copy of the Notice herein was delivered to the below named tenant at the above address on the following date: August 12 2019 by the following means (check all that apply):

X Hand Delivered to Mark Ray x_____ ← would not sign

Print Name Signature

X Leaving a copy at the premises

LANDLORD'S FIFTEEN (15) DAY NOTICE OF PUBLIC HEARING

PLANNING APPLICATION – PLAN1807-0011

13352 SAN PABLO AVE.

DATE OF NOTICE: August 9, 2019

TENANT IN POSSESSION: Trailer #4

RE: Notice of Public Hearing relating to 13352 San Pablo Ave.

In accordance with California Civil Code Section 798.56(g)(1), you are hereby notified that the Landlord of this parcel will appear before the City of San Pablo Planning Commission at a Public Hearing on August 27, 2019, at 6:30 p.m., in the City Council Chambers at 13831 San Pablo Avenue, Building 2, San Pablo, CA 94806, to review PLAN1807-0011, Planning Application for a Kidney Dialysis Center at 13352 San Pablo Ave. If approved, this plan would change the use of this parcel.

Further, if approved, the Landlord will present a Notice to Vacate, within ten calendar days of the Effective Date of the Planning Application Approval. Please see the attached Closure Impact Plan / Relocation Plan as they relate to the conditions and terms of the vacation.

No action is required at this time. If you have any questions, please contact Charles Smyth at charles@marketstreetdev.com or (530) 582-2676

SERVICE OF NOTICE

I, Angela Perdom hereby certify that a copy of the Notice herein was delivered to the below named tenant at the above address on the following date: August 12 2019 by the following means (check all that apply):

___ Hand Delivered to Otis Ireland x_____

Print Name Signature

X Leaving a copy at the premises

LANDLORD'S FIFTEEN (15) DAY NOTICE OF PUBLIC HEARING

PLANNING APPLICATION – PLAN1807-0011

13352 SAN PABLO AVE.

DATE OF NOTICE: August 9, 2019

TENANT IN POSSESSION: Trailer #12

RE: Notice of Public Hearing relating to 13352 San Pablo Ave.

In accordance with California Civil Code Section 798.56(g)(1), you are hereby notified that the Landlord of this parcel will appear before the City of San Pablo Planning Commission at a Public Hearing on August 27, 2019, at 6:30 p.m., in the City Council Chambers at 13831 San Pablo Avenue, Building 2, San Pablo, CA 94806, to review PLAN1807-0011, Planning Application for a Kidney Dialysis Center at 13352 San Pablo Ave. If approved, this plan would change the use of this parcel.

Further, if approved, the Landlord will present a Notice to Vacate, within ten calendar days of the Effective Date of the Planning Application Approval. Please see the attached Closure Impact Plan / Relocation Plan as they relate to the conditions and terms of the vacation.

No action is required at this time. If you have any questions, please contact Charles Smyth at charles@marketstreetdev.com or (530) 582-2676

SERVICE OF NOTICE

I, Angela Rodriguez hereby certify that a copy of the Notice herein was delivered to the below named tenant at the above address on the following date: August 12 2019 by the following means (check all that apply):

___ Hand Delivered to John West x_____

Print Name Signature

X Leaving a copy at the premises

LANDLORD'S FIFTEEN (15) DAY NOTICE OF PUBLIC HEARING

PLANNING APPLICATION – PLAN1807-0011

13352 SAN PABLO AVE.

DATE OF NOTICE: August 9, 2019

TENANT IN POSSESSION: Trailer #14

RE: Notice of Public Hearing relating to 13352 San Pablo Ave.

In accordance with California Civil Code Section 798.56(g)(1), you are hereby notified that the Landlord of this parcel will appear before the City of San Pablo Planning Commission at a Public Hearing on August 27, 2019, at 6:30 p.m., in the City Council Chambers at 13831 San Pablo Avenue, Building 2, San Pablo, CA 94806, to review PLAN1807-0011, Planning Application for a Kidney Dialysis Center at 13352 San Pablo Ave. If approved, this plan would change the use of this parcel.

Further, if approved, the Landlord will present a Notice to Vacate, within ten calendar days of the Effective Date of the Planning Application Approval. Please see the attached Closure Impact Plan / Relocation Plan as they relate to the conditions and terms of the vacation.

No action is required at this time. If you have any questions, please contact Charles Smyth at charles@marketstreetdev.com or (530) 582-2676

SERVICE OF NOTICE

I, Angela Bodnar, hereby certify that a copy of the Notice herein was delivered to the below named tenant at the above address on the following date: August 13 2019 by the following means (check all that apply):

X Hand Delivered to Glen Bethea x_____ ← would not sign

Print Name Signature

X Leaving a copy at the premises

LANDLORD'S FIFTEEN (15) DAY NOTICE OF PUBLIC HEARING

PLANNING APPLICATION – PLAN1807-0011

13352 SAN PABLO AVE.

DATE OF NOTICE: August 9, 2019

TENANT IN POSSESSION: Trailer #16

RE: Notice of Public Hearing relating to 13352 San Pablo Ave.

In accordance with California Civil Code Section 798.56(g)(1), you are hereby notified that the Landlord of this parcel will appear before the City of San Pablo Planning Commission at a Public Hearing on August 27, 2019, at 6:30 p.m., in the City Council Chambers at 13831 San Pablo Avenue, Building 2, San Pablo, CA 94806, to review PLAN1807-0011, Planning Application for a Kidney Dialysis Center at 13352 San Pablo Ave. If approved, this plan would change the use of this parcel.

Further, if approved, the Landlord will present a Notice to Vacate, within ten calendar days of the Effective Date of the Planning Application Approval. Please see the attached Closure Impact Plan / Relocation Plan as they relate to the conditions and terms of the vacation.

No action is required at this time. If you have any questions, please contact Charles Smyth at charles@marketstreetdev.com or (530) 582-2676

SERVICE OF NOTICE

I, Angela Robinson hereby certify that a copy of the Notice herein was delivered to the below named tenant at the above address on the following date: August 12 2019 by the following means (check all that apply):

___ Hand Delivered to Magdali Waen x_____

Print Name Signature

X Leaving a copy at the premises