PLANNING COMMISSION
Anthony Adams, Chair
Emi Theriault, Vice Chair
Angel Borja
Jessie Pooni
Vinay Tewari
Michael Zeiss

PLANNING COMMISSION MEETING

Second and Fourth Tuesday
Every Month

A G E N D A

REGULAR MEETING OF THE CITY OF SUISUN CITY
PLANNING COMMISSION
TUESDAY, JUNE 8, 2021
6:30 P.M.

SUISUN CITY COUNCIL CHAMBERS -- 701 CIVIC CENTER BOULEVARD -- SUISUN CITY, CALIFORNIA

NOTICE
Pursuant to Government Code Section 54953, Subdivision (b), and Executive Order released on March 12, 2020, the following Planning Commission meeting may include teleconference participation by: Commissioners Angel Borja, Jessie Pooni, Vinay Tewari, Emi Theriault, Michael Zeiss and Chair Anthony Adams. Teleconference locations are on file at City Hall, 701 Civic Center Blvd., Suisun City, CA 94585.

PER CITY POLICY, MEMBERS OF THE PUBLIC ARE REQUIRED TO WEAR FACE MASKS WHILE IN CITY FACILITIES. IF YOU DO NOT HAVE A FACE MASK, ONE WILL BE PROVIDED FOR YOU.

THE PLANNING COMMISSION HAS RESUMED IN-PERSON MEETINGS IN ADDITION TO ZOOM. A LIMITED NUMBER OF SEATS ARE AVAILABLE, TO RESERVE A SEAT PLEASE CONTACT THE CITY CLERK AT clerk@suisun.com OR 707 421-7302.

ZOOM MEETING INFORMATION:
WEBSITE: https://zoom.us/join
MEETING ID: 868 9366 5474

CALL IN PHONE NUMBER: (707) 438-1720

TO VIEW TONIGHT'S MEETING ON SUISUN WEBSITE, LIVESTREAM
(URL: https://www.suisun.com/government/meeting-video/)

REMOTE PUBLIC COMMENT IS AVAILABLE FOR THE PLANNING COMMISSION MEETING BY EMAILING CLERK@SUISUN.COM (PRIOR TO 5pm) OR VIA WEBSITE OR PHONE APPLICATION, ZOOM

*(If attending the meeting via phone press *9 to raise your hand and *6 to unmute/mute for public comment.)*

(Next Resolution No. PC 21–06)

ROLL CALL
Planning Commissioners
Pledge of Allegiance
Invocation

CONFLICT OF INTEREST NOTIFICATION
(Any items on this agenda that might be a conflict of interest to any Commissioners should be identified at this time.)

REPORTS: (Informational items only.)

1. City Manager/Staff

PRESENTATIONS/APPOINTMENTS

CONSENT CALENDAR
Consent calendar items requiring little or no discussion may be acted upon with one motion.

2. Planning Commission Approval of the Minutes of the Regular Meeting of the Suisun City Planning Commission held on May 25, 2021 - (Pock: dpock@suisun.com).

PUBLIC COMMENTS
(Request by citizens to discuss any matter under our jurisdiction other than an item posted on this agenda per California Government Code §54954.3. Comments are limited to no more than 5 minutes unless allowable by the Chair. Speaker cards are available on the table near the entry of the meeting room and should be given to the Clerk. By law, no prolonged discussion or action may be taken on any item raised during the public comment period, although informational answers to questions may be given and matters may be referred for placement on a future agenda.)

PUBLIC HEARING

3. Resolution PC 21-___; Approval of Site Plan/Architectural Review (SP/AR 20/1-001) and Conditional Use Permit (CUP 20/1-001) Applications to Construct 180 Apartment Units at the Southeast Corner of Railroad Avenue and Blossom Avenue (Assessor's Parcel Number 0037-130-010) (CONTINUED FROM MAY 25, 2021) – (Kearns: jkearns@suisun.com).

GENERAL BUSINESS: NONE

REPORTS: (Informational items only.)

4. a. Commission Members
   b. Commission Chairperson

ADJOURNMENT

A complete packet of information containing staff reports and exhibits related to each item for the open session of this meeting, and provided to the City Council/Commissions, are available for public review at least 72 hours prior to a Council /Agency/Authority/Commission Meeting at Suisun City Hall 701 Civic Center Blvd., Suisun City. Agenda related writings or documents provided to a majority of the Council/Board/Commissioners less than 72 hours prior to a Council/Agency/Authority/Commission meeting related to an agenda item for the open session of this meeting will be made available for public inspection during normal business hours. An agenda packet is also located at the entrance to the Council Chambers during the meeting for public review. The City may charge photocopying charges for requested copies of such documents. Assistive listening devices may be obtained at the meeting

PLEASE NOTE:

1. The City Council/Agency/Authority/Commission hopes to conclude its public business by 10:00 P.M. Ordinarily, no new items will be taken up after the 10:00 P.M. cutoff and any items remaining will be agendized for the next meeting. The agendas have been prepared with the hope that all items scheduled will be discussed within the time allowed.
2. Suisun City is committed to providing full access to these proceedings; individuals with special needs may call 421-7300.
3. Agendas are posted at least 72 hours in advance of regular meetings at Suisun City Hall, 701 Civic Center Boulevard, Suisun City, CA. Agendas may be posted at other Suisun City locations including:
    - Suisun City Fire Station, 621 Pintail Drive, Suisun City, CA;
    - Suisun City Senior Center, 318 Merganser Drive, Suisun City, CA;
    - Joe Nelson Center, 611 Village Drive, Suisun City, CA;
    - Harbor Master Office, 800 Kellogg Street, Suisun City, CA.

I, Donna Pock, Deputy City Clerk for the City of Suisun City, declare under penalty of perjury that the above agenda for the meeting of June 8, 2021 was posted and available for review, in compliance with the Brown Act.

THIS PAGE INTENTIONALLY LEFT BLANK

PLANNING COMMISSION
Garry Rowe, Chair
Anthony Adams, Vice Chair
Angel Borja
Jessie Pooni
Vinay Tewari
Emi Theriault
Michael Zeiss

PLANNING COMMISSION MEETING

Second and Fourth Tuesday
Every Month

M I N U T E S

REGULAR MEETING OF THE CITY OF SUISUN CITY

PLANNING COMMISSION

TUESDAY, MAY 25, 2021

6:30 P.M.

SUISUN CITY COUNCIL CHAMBERS -- 701 CIVIC CENTER BOULEVARD -- SUISUN CITY, CALIFORNIA

NOTICE
Pursuant to Government Code Section 54953, Subdivision (b), and Executive Order released on March 12, 2020, the following Planning Commission meeting may include teleconference participation by: Commissioners Anthony Adams, Angel Borja, Jessie Pooni, Vinay Tewari, Emi Theriault, Michael Zeiss and Chair Garry Rowe. Teleconference locations are on file at City Hall, 701 Civic Center Blvd., Suisun City, CA 94585.

PER CITY POLICY, MEMBERS OF THE PUBLIC ARE REQUIRED TO WEAR FACE MASKS WHILE IN CITY FACILITIES. IF YOU DO NOT HAVE A FACE MASK, ONE WILL BE PROVIDED FOR YOU.

THE PLANNING COMMISSION HAS RESUMED IN-PERSON MEETINGS IN ADDITION TO ZOOM. A LIMITED NUMBER OF SEATS ARE AVAILABLE, TO RESERVE A SEAT PLEASE CONTACT THE CITY CLERK AT clerk@suisun.com OR 707 421-7302.

ZOOM MEETING INFORMATION:
WEBSITE: https://zoom.us/join
***MEETING ID:* 879 1892 6820**

CALL IN PHONE NUMBER: (707) 438-1720

TO VIEW TONIGHT'S MEETING ON SUISUN WEBSITE, LIVESTREAM
(URL: https://www.suisun.com/government/meeting-video/)

REMOTE PUBLIC COMMENT IS AVAILABLE FOR THE PLANNING COMMISSION MEETING BY EMAILING CLERK@SUISUN.COM (PRIOR TO 5pm) OR VIA WEBSITE OR PHONE APPLICATION, ZOOM

*(If attending the meeting via phone press *9 to raise your hand and *6 to unmute/mute for public comment.)*

(Next Resolution No. PC 21–05)

ROLL CALL

Vice-Chair Adams called the meeting to order at 6:31 p.m. with the following Planning Commissioners present:

Present: Borja, Pooni, Tewari, Theriault, Zeiss, Adams
Absent: None

Pledge of Allegiance was led by Commissioner Theriault.

Invocation was given by Senior Planner Kearns.

CONFLICT OF INTEREST NOTIFICATION: NONE

(Any items on this agenda that might be a conflict of interest to any Councilmembers / Boardmembers should be identified at this time.)

REPORTS: (Informational items only.)

1. City Manager/Staff
   Senior Planner Kearns reported the Holiday Inn Express will have a soft opening next week, a grand opening date will be announced later.

PRESENTATIONS/APPOINTMENTS:

2. Election of Vice Chairperson – (Kearns: jkearns@suisun.com).

   Commissioner Garry Rowe resigned from the Planning Commission. Vice Chair Adams becomes Chair per the Planning Commission Bylaws.

   Commissioner Zeiss nominated Commission Theriault for Vice-Chair, Commissioner Borja seconded motion. Motion carried by the following roll call vote:
   AYES: Borja, Pooni, Tewari, Theriault, Zeiss, Adams
   NOES: None

CONSENT CALENDAR

Consent calendar items requiring little or no discussion may be acted upon with one motion.

3. Planning Commission Approval of the Minutes of the Regular Meeting of the Suisun City Planning Commission held on May 11, 2021 - (Pock: dpock@suisun.com).

   Commissioner Zeiss moved to approve the minutes with suggested amendments, Commissioner Theriault seconded motion. Motion carried by the following roll call vote:
   AYES: Borja, Pooni, Tewari, Theriault, Zeiss, Adams
   NOES: None

PUBLIC COMMENTS

(Request by citizens to discuss any matter under our jurisdiction other than an item posted on this agenda per California Government Code §54954.3. Comments are limited to no more than 5 minutes unless allowable by the Chair. Speaker cards are available on the table near the entry of the meeting room and should be given to the Clerk. By law, no prolonged discussion or action may be taken on any item raised during the public comment period, although informational answers to questions may be given and matters may be referred for placement on a future agenda.)

PUBLIC HEARING

4. Resolution PC 21-___: Approval of Site Plan/Architectural Review (SP/AR 20/1-001) and Conditional Use Permit (CUP 20/1-001) Applications to Construct 180 Apartment Units at the Southeast Corner of Railroad Avenue and Blossom Avenue (Assessor's Parcel Number 0037-130-010) (STAFF RECOMMENDATION TO CONTINUE TO JUNE 8, 2021) – (Kearns: jkearns@suisun.com).

   Chair Adams opened the Public Hearing

   George Guynn commented the need to make sure the City looks good, increased revenue and a balanced budget. The new hotel is a big improvement.

   Steve Olry commented on proposed apartment complex, budget presentation and need to increase annual revenue, designating last major parcels for rental housing, we need commercial development on vacant parcels to bring in revenue.

   Mr. Wise commented on apartments on corner of Railroad and Blossom will bring 300-400 cars to area, concern for property values, crime, will make area worse.

   Adrian commented what is the City's plan for public safety with the proposed 180-unit apartment complex going in and accommodating traffic at Railroad and Blossom.

   Alfredo commented apartments are not suitable for that area, already have traffic issues on Blossom and Railroad, will not accommodate another 300 vehicles.

   Commissioner Theriault moved to continue the Public Hearing to June 8, 2021, Commissioner Zeiss seconded motion. Motion carried by the following roll call vote:
   AYES: Borja, Pooni, Tewari, Theriault, Zeiss, Adams
   NOES: None

GENERAL BUSINESS

5. Resolution PC 21-05; A Resolution of the City of Suisun City Planning Commission Recommending City Council Adoption of a Good Neighbor Policy – (Kearns: jkearns@suisun.com).

   Chair Adams opened the meeting for public comment.

   Steve Olry commented commercial developers may need to make substantial contributions for streets instead of building a park. The Good Neighbor Policy, we are 95% built out, after the large parcels are developed for apartment housing were done.

   Mr. Wise commented under Notices, Number 2, large sites and complex projects.

   Commissioner Zeiss moved to approve Good Neighbor Policy as amended, Commissioner Borja seconded motion. Motion carried by the following roll call vote:
   AYES: Borja, Pooni, Tewari, Theriault, Zeiss, Adams
   NOES: None

PUBLIC COMMENTS: NONE

REPORTS: (Informational items only.)

6. a. Commission Members

Commissioner Zeiss requested a report on the performance of solar panels within the city that are above parking spaces, could be valuable for proposed apartment complex. Update on request for informational presentations on urban growth limits. Informational topic, RHNA (Regional Housing Needs Allocation) Process, County consultant to make a presentation. Requested we post bylaws on Planning Commission website.

Commissioner Borja requested to be excused for the June 8th meeting as he will be on vacation.

Commissioner Theriault requested information on vacation rental ordinances, including Air B&B to capture some revenue. Suggested looking at wine tasting rooms to capture some additional revenue.

b. Commission Chairperson

Chair Adams commended people who participated in the Adopt a Neighborhood. Will be on vacation but will attend meeting virtually.

ADJOURNMENT

There being no further business the meeting was adjourned at 7:52 p.m.

_____

Donna Pock
Deputy City Clerk

Planning Commission Agenda Report Meeting Date 6/08/2021

Files: SPA 20/1-001

CUP 20/1/-001

DATE: 6/08/2021

TO: PLANNING COMMISSION

FROM: John Kearns, Senior Planner (707.421.7335, jkearns@suisun.com)

RE: Blossom Apartments: Request to Construct 180 Apartment Units at the Southeast Corner of Railroad Avenue and Blossom Avenue (Assessor's Parcel Number 0037-130-010).

SUMMARY

A development application to construct 180 multi-family units on 9.09 acres of vacant land at the southeast corner of Railroad Avenue and Blossom Avenue has been processed by staff and is being brought forward for consideration of the Planning Commission. The request includes two entitlements (Site Plan/Architectural Review and Conditional Use Permit). The Planning Commission acts as the approval body for each of these entitlements. In addition, an Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the project.

Recommendation: Planning staff recommends that the Commission adopt Resolution PC21-___; Approval of Site Plan/Architectural Review (SP/AR 20/1-001) and Conditional Use Permit (CUP 20/1-001) Applications to Construct 180 Apartment Units at the Southeast Corner of Railroad Avenue and Blossom Avenue (Assessor's Parcel Number 0037-130-010) (CONTINUED FROM MAY 25, 2021).

Proposed Motion: I move that the Planning Commission adopt Resolution PC21-___; Approval of Site Plan/Architectural Review (SP/AR 20/1-001) and Conditional Use Permit (CUP 20/1-001) Applications to Construct 180 Apartment Units at the Southeast Corner of Railroad Avenue and Blossom Avenue (Assessor's Parcel Number 0037-130-010) (CONTINUED FROM MAY 25, 2021).

FISCAL IMPACT

The Project Sponsor is required to offset development impacts and increased municipal service costs including but not limited to: police services, fire services, landscape and facilities, storm drainage, and recreation through a variety of financial programs. These programs include but are not limited to: park fees, impact fees and annexation to a Community Facilities District No. 2 (CFD 2). Using the fiscal year 21/22 rate of $340.24 per multi-family unit, this project would generate **$61,243.20** per year through the CFD No. 2. Additionally, $1,762,920 of one-time development impact fees is expected to be paid with the issuance of the building permits for the project.

CEQA REVIEW

An Initial Study/Mitigated Negative Declaration has been prepared and can be found at https://www.suisun.com/departments/development-services/planning/. The public review period for the environmental document was April 21, 2021 through May 20, 2021. Following the public

review period, the Mitigation Monitoring and Reporting Program (MMRP) was finalized and can be found as Exhibit A of Attachment 1.

OWNER/APPLICANT
FPA Multi-Family LLC
2082 Michelson Drive, 4th Floor
Irvine, CA 92612

BACKGROUND
On May 25 (and at the recommendation of staff), the Planning Commission opened the public hearing, took public comment, and continued the public hearing to the June 8 Commission meeting. Four (4) people spoke at the public hearing.

Existing Setting and Surrounding Land Uses
The 9.09-acre project site consists of a single parcel identified as Assessor's Parcel Number 0037-130-010. Based on review of aerial photographs, the project site was historically used for agricultural purposes and has remained vacant since 1974 (AEI 2020a). It is mostly covered in non-native grasses and fenced along the eastern and southern sides from the adjacent residential and self-storage properties. The property primarily extends over generally flat terrain with the site elevation ranging from approximately 32 to 36 feet above mean sea level. The project site is within a suburban residential area and surrounded primarily by single-family residences to the south, east, and west. Other land uses surrounding the project site include a self-storage facility, an auto-body shop, and multi-family residences to the east, and residential and commercial uses to the west. Additionally, the Union Pacific Railroad (UPRR) is about 75 feet north of the project site and runs parallel to Railroad Avenue. The railroad extends through the City and serves both major freight and Amtrak trains. Beyond the railroad tracks, land uses mostly consist of single-family residential development located within the City of Fairfield.

In 2006, the property was entitled for 75 single-family detached units as part of a courtyard style housing project. However, the owners of the land let the tentative map expire as they determined there was no longer a market for the project.

DISCUSSION/ANALYSIS

Project Description

FPA Multifamily, LLC (applicant), is proposing the Blossom Avenue Apartments Project (proposed project) in the City of Suisun City (City). The proposed project involves the development of an approximately 9.09-acre infill site near the southeast intersection of Blossom Avenue and Railroad Avenue. The proposed project would include the construction of a garden-style apartment complex that consists of nine separate three-story buildings, totaling approximately 169,728 net square feet (nsf). The proposed buildings would provide 180 multi-family units total with a mix of one-, two-, and three-bedroom units. The proposed complex would also include a one-story community building of approximately 3,900 square feet and approximately 22,930 square feet of common open space consisting of internal walkways and sitting areas, a pool and spa, barbeque and picnic areas, a dog park, and a totlot play area.

Additionally, the proposed project would include the construction of on- and off-site utility infrastructure, covered surface parking, driveways, frontage improvements, and landscaping.

Entitlement: Site Plan/Architectural Review

Per Section 18.76.050, *"Planning commission approval is required for major site plan and architectural review projects. The commission may establish criteria to delegate some approvals to the development services director. Major site plans refer to plans that propose more than 100 attached or detached single-family dwelling units, more than 160 multi-family dwelling units, or 50,000 square feet of gross floor area in a non-residential land use, or a combination of residential and non-residential land uses of more than 80,000 square feet of gross floor area."*

The size of the project (180 multi-family units) requires the review of the Planning Commission.

Below is a breakdown of how the units are proposed to be split with number of units and square footages included.

Table 2.1-1: Proposed Building Configuration Types and Number of Units

Building Configuration Type[1]	Unit Net Square Feet	Number of Units per Building	Total Number of Units	Total Net Square Feet
Building Type 1				
One-bedroom/One-bath	704	12	48	33,792
Two-bedroom/ Two-bath	981	12	48	47,088
Subtotal			**96**	**80,880**
Building Type 2				
Two-bedroom/ Two-bath	981	6	18	17,658
Two-bedroom/ Two-bath	1,099	6	18	19,782
Subtotal			**36**	**37,440**
Building Type 3				
One-bedroom/One-bath	704	6	12	8,448
Two-bedroom/ Two-bath	978	6	12	11,736
Three-bedroom/ Three-bath	1,301	12	24	31,224
Subtotal			**48**	**51,408**
Proposed Project Total			**180**	**169,728**

Notes:

[1] The proposed nine buildings would consist of three building configurations with four buildings as Building Type 1, three buildings as Building Type 2, and two buildings as Building Type 3.

When considering a Site Plan/Architectural Review application, the Planning Commission is to be largely focusing on (1) Compliance with existing general plan policy and zoning standards; and (2) Compatibility with adjacent land uses.

Entitlement: Conditional Use Permit

Table 18.08.02 of the Suisun City Municipal Code, "Dwelling, Multi-Family" is listed as "CUP" which means a Conditional Use Permit application is required to be completed and processed for the project and ultimately considered by the Planning Commission at a public hearing.

Per Section 18.73.010, "*The purpose of the conditional use permit is to ensure the proper integration of uses, which because of their special nature and/or potential for becoming a nuisance may be suitable only in certain locations or zoning districts and then only when such uses can be controlled or designed in a particular manner.* ***Conditional uses often involve such factors as noise, dust, dirt, litter, fumes, odors, vibrations, or pedestrian or traffic congestion and/or safety, and other potential problems or hazards of various kinds."***

Further Section 18.73.020 says*, "Uses set forth in this title as conditional uses, including all matters relating to their establishment, operation, and maintenance are determined to be of such nature and character as to preclude listing them as permitted uses in any district without special review.* ***The special review shall be for the purpose of determining whether each proposed conditional use is, and will continue to be compatible with surrounding existing and planned uses and whether the conditional use will conform in all respects to the requirements under this Code, and for the further purpose of establishing such special conditions as may be necessary to ensure the harmonious integration and continued compatibility of the use in its immediate neighborhood and within the surrounding area."***

Neighborhood Meetings

The applicant held three neighborhood meetings (May 11, May 13, and May 27). These meetings allowed for a forum in which interested parties could hear a presentation from the applicant regarding the proposed project and share concerns and comments about the project. Although, the "Good Neighbor Policy" has yet to be adopted, the applicant volunteered to undertake this effort. The meetings were recorded and subsequently uploaded to the City of Suisun City YouTube account to be viewed.

Findings

As found in Section 18.73.080 Findings Required to Grant—General, the following is to be considered in granting a use permit, the Planning Commission shall find the following general conditions to be fulfilled:

A. That the establishment, maintenance or operation of a use or building applied for are in conformity to the general plan for the city with regard to circulation, population densities and distribution, design, and/or other aspects of the general plan considered by the development services director to be pertinent;

B. That adequate utilities, access roads, pedestrian and bicycle access, drainage, parking, and/or other necessary facilities have been or are being provided;

C. That the applicant exhibits proof that such use will not, under the circumstances of the particular case, constitute a nuisance or be detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in or passing through

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, provided that if any proposed building or use is necessary for the public health, safety or general welfare, the finding shall be to that effect.

D. That the proposed use conforms with all relevant federal, state, and local laws and regulations.

General Plan Consistency

The project site is designated Medium-Density Residential by the General Plan. The Medium-Density Residential land use designation is intended to provide for attached and detached single-family residences of all types, including small-lot and zero-lot line homes, 'pull-apart' style and attached townhomes, clustered homes around a courtyard, "six-pack" lots, and other designs. It also provides for garden apartments, rowhouses, townhomes, condominium projects in different configurations and other types of single- and multi-family housing, second accessory units, public services and facilities, live-work units, home occupations, and other compatible uses. The allowable density range is 10.1 to 20 units/acre.

Zoning Consistency

The project site is zoned Medium-Density Residential (RM). This zoning district is consistent with the Medium-Density Residential land use designation in the General Plan. It is applicable to parcels, where dwellings developed in the 10.1 to 20 dwelling units per gross acre range, are the primary land use. Residential dwelling types in the Medium-Density Residential zoning district may include single-family detached dwellings on small lots, two-family dwellings (duplexes or duets), townhomes (attached and detached), or condominiums (Suisun City 2020a). Multi-family apartments are permitted in the Medium Density Residential zoning district with approval of a Conditional Use Permit (CUP). Development standards for the RM District can be found in Chapter 18.31 (Standards for Residential Districts). Parking is regulated by Chapter 18.42 "Parking and Loading Areas."

Conditions of Approval

As with all discretionary entitlement approvals, staff has prepared recommended conditions of approval for the consideration of the Planning Commission. These conditions are a culmination of work from the Fire Department, Development Services Department, and Public Works Department. Additionally, the Solano Irrigation District (SID) and Fairfield Suisun Sewer District (FSSD) have also provided conditions of approval. The conditions can be found in Attachment 1, Exhibit B of this staff report.

Issues and Responses

Staff has taken the comments received during the public review period for the project and provided the Issues and Responses as Attachment 2 of this staff report.

Project Plans

The submitted plans (Attachment 3) include site plans, elevations, floor plans, perspectives, landscape plans, a color and materials sheet, and preliminary grading, utility, and fire access plans. All of these will be included and discussed in staff's presentation.

Next Steps

As stated previously, the Planning Commission is the approving body for the project's entitlements. Once the Planning Commission has taken action, there is a 10-day appeal period. If an appeal has been filed, the City Council must hear the appeal within 60 days of its filing. Alternatively, a Call for Review (per Section 18.84.060) can be filed by two Councilmembers within 10-days of the Commission's decision. Again, the City Council would need to take action within 60 days of its filing.

PUBLIC CONTACT

The agenda was posted on the Suisun City website. As of the date of this report, no additional inquiries regarding this item had been received by City staff.

DISTRIBUTION

Internal

- PC Distribution
- City Manager Greg Folsom
- Senior Planner John Kearns

External

- City Website https://www.suisun.com/planning-commission/

ATTACHMENTS

1. Resolution PC21-___; Approval of Site Plan/Architectural Review (SP/AR 20/1-001) and Conditional Use Permit (CUP 20/1-001) Applications to Construct 180 Apartment Units at the Southeast Corner of Railroad Avenue and Blossom Avenue (Assessor's Parcel Number 0037-130-010) (CONTINUED FROM MAY 25, 2021).
2. Issues and Responses.
3. Project Plans.
4. Initial Study/Mitigated Negative Declaration (Document can be found on the Suisun City website at the following link https://www.suisun.com/wp-content/files/Blossom_Ave_Apartments_Project_Public_Draft_ISMND_text.pdf).
5. Updated Traffic Operations Analysis for the Blossom Avenue Apartments Project in Suisun City, CA. (Fehr and Peers May 25, 2021).
6. Comments Received.

RESOLUTION NO. 2021-

Approval of Site Plan/Architectural Review (SP/AR 20/1-001) and Conditional Use Permit (CUP 20/1-001) Applications to Construct 180 Apartment Units at the Southeast Corner of Railroad Avenue and Blossom Avenue (Assessor's Parcel Number 0037-130-010)

WHEREAS, the Planning Commission held a Public Hearing on Tuesday May 25, 2021, took public comment and continued the item to a date certain of June 8, 2021; and

WHEREAS, notices for the public hearing were published in the Daily Republic on April 21, 2021 for the Planning Commission public hearing, and notices were mailed to individual property owners within 600 feet on April 19, 2021; and

WHEREAS, the Planning Commission of the City of Suisun City made findings approving Site Plan/Architectural Review Application (SP/AR 20/1-001) and Conditional Use Permit (CUP 20/1-001); and

WHEREAS, an Initial Study/Mitigated Negative Declaration has been prepared in accordance with California state law including the California Environmental Quality Act (CEQA) and the environmental document was publicly circulated for at least 30 days; and

WHEREAS, the Planning Commission of the City of Suisun City hereby makes the following findings:

1. That the proposed project is consistent with the Goals, Policies and Objectives of the Suisun City General Plan including falling within the allowable density range of the Residential Medium Density Land Use District;

2. That the proposed project is consistent with the Goals, Policies and Objectives of Title 18 "Zoning" of the Suisun City Municipal Code including meeting all applicable development standards;

3. That the proposed project will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood of such use, nor detrimental to properties or improvements in the vicinity or to the general welfare of the City.

4. An Initial Study/Mitigated Negative Declaration has been determined to be the appropriate environmental document for the project and has been prepared in accordance with California state law including the California Environmental Quality Act (CEQA) and a Mitigation Monitoring and Reporting Program (MMRP) has been prepared and is included as Exhibit A.

5. That the establishment, maintenance or operation of a use or building applied for are in conformity to the general plan for the city with regard to circulation, population densities

and distribution, design, and/or other aspects of the general plan considered by the development services director to be pertinent;

6. That adequate utilities, access roads, pedestrian and bicycle access, drainage, parking, and/or other necessary facilities have been or are being provided;

7. That the applicant exhibits proof that such use will not, under the circumstances of the particular case, constitute a nuisance or be detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in or passing through 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, provided that if any proposed building or use is necessary for the public health, safety or general welfare, the finding shall be to that effect.

8. That the proposed use conforms with all relevant federal, state, and local laws and regulations.

Now, Therefore, Be It Resolved that the City Council of the City of Suisun City hereby approves the Site Plan/Architectural Review Application and Conditional Use Permit subject to Exhibit B - Conditions of Approval, attached hereto and by this reference incorporated herein.

The foregoing motion was made by Commissioner _____ and seconded by Commissioner _____ and carried by the following vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners:
ABSTAIN: Commissioners:

WITNESS my hand and the seal of said City this 8th day of June 2021

_____
Donna Pock
Commission Secretary

Blossom Avenue Apartments Project

Mitigation Monitoring and Reporting Program

June 1, 2021

Prepared for:

City of Suisun City
701 Civic Center Boulevard
Suisun City, California 94585

Prepared by:

Stantec Consulting Services Inc.
1340 Treat Boulevard, Suite 300
Walnut Creek, California 94597

ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
applicant	FPA Multifamily, LLC
BAAQMD	Bay Area Air Quality Management District
BMP	Best Management Practice
BO	Biological Opinion
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Suisun City
GPS	Global Positioning System
ISMND	Initial Study Mitigated Negative Declaration
MLD	Most Likely Descendant
MMRP	Mitigation, Monitoring, and Reporting Program
NAHC	Native American Heritage Commission
NPDES	National Pollution Discharge Elimination System
PRC	Pubic Resources Code
proposed project	Blossom Avenue Apartments Project
RWQCB	Regional Water Quality Control Board
SWPPP	Stormwater Pollution Prevention Program
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service

This page left intentionally blank.

1.0 MITIGATION MONITORING AND REPORTING PROGRAM

The purpose of the Mitigation, Monitoring, and Reporting Program (MMRP) is to provide the City of Suisun City (City) and FPA Multifamily, LLC (applicant) with a comprehensive list of the mitigation measures identified in the Initial Study Mitigated Negative Declaration (ISMND) for the Blossom Avenue Apartments Project (proposed project).

1.1 INTRODUCTION

The City is acting as the Lead Agency, as defined by the California Environmental Quality Act (CEQA). In accordance with Public Resources Code (PRC) section 21081.6, a Lead Agency that approves or carries out a project with potentially significant environmental effects shall adopt a "reporting or monitoring program for the changes to the project which it has adopted or made a condition of a project approval to mitigate or avoid significant effects on the environment."

The CEQA Guidelines provide direction for clarifying and managing the complex relationships between a Lead Agency and other agencies with respect to implementing and monitoring mitigation measures. In accordance with CEQA Guidelines section 15097(d), "each agency has the discretion to choose its own approach to monitoring or reporting; and each agency has its own special expertise." This discretion will be exercised by implementing agencies at the time they consider any of the activities identified in the environmental document.

This MMRP is a working guide to facilitate both the implementation of the mitigation measures and the monitoring, compliance, and reporting activities by the City and any monitors it may designate. If the City adopts the ISMND for the proposed project, it will adopt the MMRP.

1.2 OVERVIEW OF THE MITIGATION MONITORING AND REPORTING PROGRAM

The MMRP is presented in the following table and includes the following components:

- The list of mitigation measures contained in the ISMND, as adopted by the City;
- The party responsible for implementing the mitigation measure;
- The timing for implementation of the mitigation measure;
- The agency responsible for monitoring implementation of the mitigation measure; and
- The monitoring action and frequency.

The City and its contractors will be required to comply with this MMRP in all respects. In any instance where non-compliance occurs, the City-designated environmental monitors will issue a warning to the construction supervisor and the City's Project Manager. Any decisions to halt work due to non-compliance will be made by the City. The City's designated environmental monitors will keep records of any incidents on non-compliance with mitigation measures. Copies of these documents will be supplied to the City.

Once construction has begun and is underway, the City will carry out monitoring of the mitigation measures associated with construction. The MMRP will be maintained in the City's files for use in construction and operation of the proposed project.

This page left intentionally blank.

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
Section 3.3: Air Quality						
MM AIR-1: Implement Construction Best Management Practices. The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures shall include, at a minimum, the following measures. Additional measures may be identified by the BAAQMD or contractor as appropriate: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day; • All haul trucks transporting soil, sand, or other loose material off-site shall be covered; • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour; • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of the California Code of Regulations. Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator. • Post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.	• The applicant • Project construction contractor	During the construction phase.	**Monitoring Party:** • City of Suisun City **Monitoring Action:** • Confirm best management practices (BMPs) are implemented throughout the construction phase.	Throughout the construction phase as needed.		
MM AIR-2: Implement Construction Mitigation for Health Risk. As construction would occur within 300 feet of sensitive receptors, all construction equipment	• The applicant	During the construction phase.	**Monitoring Party:** • City of Suisun City	Throughout the construction phase as needed.		

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
greater than 50 brake horsepower shall meet Tier 4 engine emission standards as required by Program PHS-3.3 in the General Plan.	• Project construction contractor		**Monitoring Action:** • Confirm all construction equipment greater than 50 brake horsepower meet Tier 4 emission standards.			
Section 3.4: Biological Resources						
MM BIO-1: Protocol Special-Status Plant Surveys. Protocol surveys for special-status plant species shall be conducted by qualified botanists in accordance with established agency protocols. The surveys shall be floristic in nature and shall be timed to coincide with the bloom periods for the target species. If special-status plants are not detected during pre-construction botanical surveys, no further mitigation is required. However, if special-status plant species are identified within the project site, all positive detections shall be recorded as counts of individuals and mapped as either individuals or acres (depending on distribution) using global positioning system (GPS). The results of the survey shall be summarized in a report which shall be provided to the City for review and acceptance within 90 days following completion of the final survey. The report shall include maps, photographs, methods, results, and be accompanied by GPS data. Furthermore, if special-status plant species are confirmed present during protocol surveys, a copy of the report shall be provided to the California Department of Fish and Wildlife (CDFW) (and U.S. Fish and Wildlife Service [USFWS] if federally listed species are found). Additionally, compensatory mitigation for direct impacts to special-status plant species shall be determined in coordination with CDFW (and USFWS if federally listed species are found) and may include (1) acquisition of credits at an Agency-approved conservation bank or other approved location at a ratio acceptable by the Agency and/or (2) Translocation of plants or seeds from impacted areas for unaffected habitats. Compensatory mitigation shall be fulfilled prior to impacts to special-status plant species onsite.	• The applicant • Project construction contractor • Qualified botanist	Pre-construction: prior to ground disturbing activities.	**Monitoring Party:** • City of Suisun City **Monitoring Action:** • Confirm selection of qualified botanist • Confirm plant surveys are conducted prior to start of construction activities. • If special-status plants are identified, confirm receipt of survey report within 90 days following completion of final survey.	Prior to issuance of grading permit.		
MM BIO-2: Mitigation for Vernal Pool Branchiopods. No project construction shall proceed in areas supporting potential habitat for federally listed vernal pool invertebrates or within adequate buffer areas (250 feet or lesser distance deemed sufficiently protective by a qualified biologist with approval from U.S. Fish and Wildlife Service [USFWS]) until a	• The applicant • Project construction contractor • Qualified biologist	Prior to issuance of grading permit and throughout and after the construction phase.	**Monitoring Party:** • City of Suisun City **Monitoring Action:** • Confirm selection of a qualified biologist • Confirm issuance of BO and incidental take permit by	Prior to issuance of grading permit, throughout construction and post-construction as needed.		

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
biological opinion (BO) and incidental take permit has been issued by USFWS and the applicant has abided by conditions in the BO, including all conservation and minimization measures. A similar process shall be followed for future subsequent improvement plans and conservation and minimization measures for those phases shall also be implemented according to the BO. Conservation and minimization measures shall include preparation of supporting documentation describing methods to protect existing vernal pools during and after project construction, a detailed monitoring plan, and reporting requirements. The applicant shall identify mitigation acceptable to the City, U.S. Army Corps of Engineers (USACE), and USFWS for the impacts to vernal pools and other seasonal wetland habitats that support federally listed vernal pool invertebrates in such a manner that there will be no net loss of habitat (acreage and function) for these species following project implementation. The applicant shall complete the purchase of a certified bank describing how loss of vernal pool and other wetland habitats shall be offset, including details for creating habitat; accounting for the temporal loss of habitat, performance standards to ensure success, and remedial actions to be implemented if performance standards are not met. Mitigation shall include, where feasible and practicable, preservation and or restoration of in-kind wetland habitats within the Jepson Prairie core habitat area at ratios satisfactory to ensure no net loss of habitat acreage, function, and value within the Jepson Prairie core habitat area. The applicant shall preserve acreage of vernal pool habitat for each wetted acre of any indirectly affected vernal pool habitat at a ratio approved by USFWS at the conclusion of the Section 7 consultation. This mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat, and before any ground-disturbing activity within 250 feet of the habitat. Unless otherwise agreed to by USFWS, vernal pool habitat within 250 feet of development will be considered indirectly affected. The applicant will not be required to complete this mitigation measure for direct or indirect impacts that have already been mitigated to the satisfaction of USFWS through another BO or mitigation plan. A standard set of BMPs shall be applied when working in areas within 250 feet of off-site vernal pool habitat or within any lesser distance deemed by a qualified biologist to constitute a sufficient buffer from such habitat with approval from USFWS.			USFWS and confirm the applicant abides by conditions of BO.			

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
MM BIO-3: Pre-construction Nesting Bird Surveys. If project activities occur during the nesting season (February 15 to August 31), the following measures shall be implemented to avoid or minimize potential impacts on nesting migratory birds and raptors: • Pre-construction nesting bird survey for species protected by the Migratory Bird Treaty Act and California Fish and Game Code shall be conducted by a qualified biologist within a 100-foot radius of proposed construction activities for passerines, a 300-foot radius for raptors, and 0.5-mile radius for Swainson's hawk no more than 14 days prior to the start of construction activities. • If active nests are found, a qualified biologist shall determine the size of the buffers based on the nesting species and its sensitivity to disturbance. The size of the buffers may be reduced at the discretion of a qualified biologist, but no construction activities shall be permitted within the buffer if they are demonstrated to likely disturb nesting birds. Active nest sites shall be monitored periodically to determine time of fledging. Any portion of the site not graded within two weeks of completion of the survey shall require a follow-up nesting bird survey to ensure a new nest has not become established.	• The applicant • Project construction contractor • Qualified biologist	Pre-construction: No more than 14 days prior to start of construction activities	**Monitoring Party:** • City of Suisun City **Monitoring Action:** • Confirm selection of a qualified biologist. • Confirm pre-construction surveys are conducted no more than 14 days prior to start of construction.	Prior to start of construction activities and throughout the construction phase as needed.		
MM BIO-4: Conduct Burrowing Owl Surveys. • The applicant shall retain a qualified biologist to conduct a habitat assessment in the same year as construction. If no habitat is present, no further measures are necessary. • If suitable burrowing owl habitat is found onsite, a survey should be conducted in accordance with Appendix D of CDFW's Staff Report on Burrowing Owl Mitigation (CDFG 2012). • If no occupied burrows are found, a letter report documenting the survey methods and results shall be submitted to CDFW and the City and no further mitigation is required. • If an occupied burrow is found during the nonbreeding season (September 1 through January 31), the applicant shall consult with CDFW to develop a burrowing owl exclusion plan, as described in Appendix E of CDFW's 2012 Staff Report. Burrowing owls shall not be excluded from occupied burrows until the Project's burrowing owl plan is approved by CDFW. CDFW would have 30 days to comment on the exclusion plan; if no comments are received, CDFW approval shall be assumed and the plan can be implemented.	• The applicant • Project construction contractor • Qualified biologist	Prior to issuance of grading permit.	**Monitoring Party:** • City of Suisun City **Monitoring Action:** • Confirm selection of a qualified biologist. • Confirm pre-construction surveys have been conducted within the same year as start of construction activities. • Confirm if occupied burrows or suitable habitat for burrowing owl is found onsite and appropriate exclusion measures are implemented.	Prior to ground disturbing activities and throughout the construction phase as needed and in accordance with the CDFW Staff Report on Burrowing Owl Mitigation.		

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
• If exclusion during the nonbreeding season is not feasible, and an occupied burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and will be provided with a 150-to 1,500-foot protective buffer unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer shall depend on the time of year and level of disturbance as outlined in the CDFW Staff Report (CDFG 2012) or the most recent CDFW protocols. The size of the buffer may be reduced if a broad-scale, long-term monitoring program acceptable to CDFW is implemented to ensure burrowing owls are not detrimentally affected. Once the fledglings are capable of independent survival, the owls can be evicted, and the burrow can be destroyed during the nonbreeding season per the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW's 2012 Staff Report or the most recent CDFW protocols. • <u>If an occupied burrow is found onsite, the applicant would purchase preservation credits consistent with the guidance in the CDFW Staff Report on Burrowing Owl Mitigation (CDFG 2012).</u>						
MM BIO-5: Mitigation of Wetlands. Before the approval of grading and improvement plans and before any ground-disturbing activity requiring fill of wetlands or other waters of the U.S. or Waters of the State, the applicant shall obtain all necessary permits under Section 404 of the Clean Water Act. For each respective discretionary development entitlement, all permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before implementation of any grading activities within 250 feet (or lesser distance deemed sufficiently protective by a qualified biologist approved by U.S. Fish and Wildlife Service [USFWS] and USACE) of Waters of the U.S. or wetland habitats, including Waters of the State, that support federally listed species, or within 100 feet of any other Waters of the U.S. or wetland habitats, including Waters of the State. The applicant shall commit to replace or restore on a "no net loss" of function basis (in accordance with USACE and the San Francisco Bay Regional Water Quality Control Board [RWQCB]) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost,	• The applicant	Prior to issuance of grading permit.	**Monitoring Party:** • City of Suisun City **Monitoring Action:** • Confirm the applicant has obtained all necessary permits under Section 404 of the Clean Water Act. • Confirm the applicant has secured wetland mitigation credits in accordance with the regulatory requirements of Section 404 of the Clean Water Act.	Prior to issuance of grading permit and any construction activities.		

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
and/or degraded as a result of implementing project plans for that phase. Wetland habitat shall be restored or replaced at an acreage and location and by methods agreeable to USACE, the San Francisco Bay RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 404 permitting processes, sufficient to achieve the "no net loss" standard. As part of the Section 404 permitting process, a draft wetland mitigation credit purchase must be provided for the proposed project and submitted to USACE, and the City for review and approval of those portions of the mitigation credit purchase over which they have jurisdiction. The mitigation credit purchase would have to be finalized and approved prior to issuance of a grading permit for any project activity that would adversely affect wetlands or other Waters of the U.S. or Waters of the State. The Mitigation Credit Purchase shall be implemented before beginning ground-disturbing activities in any project phase that would adversely affect wetlands or other Waters of the U.S. or Waters of the State.						
Section 3.5: Cultural Resources						
MM CUL-1: Cultural Materials Discovered During Construction. If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find: • If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required. • If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify USACE and the City. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines, or a Historic Property under	• Project construction contractor • Qualified archaeologist	During the construction phase.	**Monitoring Party:** • City of Suisun City **Monitoring Action:** • Confirm a qualified archaeologist meeting the Secretary of Interior's Professional Qualification Standards is retained. • If subsurface deposits believed to be cultural or human in origin are discovered during construction, confirm activities are halted until the significance of the find can be evaluated and appropriate treatment measures are implemented.	Throughout the construction phase as needed.		

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
Section 106. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either 1) is not a Historical Resource under CEQA or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction. • If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill [AB] 2641). The archaeologist shall notify the Solano County Coroner (per Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California PRC, and AB 2641 shall be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner shall notify the Native American Heritage Commission (NAHC), which then shall designate a Native American Most Likely Descendant (MLD) for the project (Section 5097.98 of the Public Resources Code [PRC]). The designated MLD shall have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they shall not be further disturbed (Section 5097.98 of the PRC). This shall also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.						
Section 3.7: Geology and Soils						
MM GEO-1: Prepare a Final Geotechnical Investigation Report. Prior to issuance of grading permits, the applicant shall hire a licensed geotechnical engineer to prepare a final detailed geotechnical investigation of the project site. The final geotechnical investigation shall conduct additional test borings or test pits with soil sampling, laboratory testing, and additional engineering evaluation. The	• The applicant	Prior to issuance of grading permits.	**Monitoring Party:** • City of Suisun City **Monitoring Action:** • Confirm a final detailed geotechnical investigation has been conducted for the project site.	Prior to issuance of grading permits.		

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
final report shall present geotechnical engineering conclusions and specific recommendations regarding site preparation, foundation alternates, floor support, site drainage, and pavement design. The applicant shall incorporate all design specifications and recommendations contained within the final geotechnical investigation report into relevant project plans and specifications. The project site plans shall be submitted to the City and reviewed as part of the building permit review process.			• Confirm design specifications and recommendations contained within the final geotechnical investigation report are implemented into the project design and final project site plans have been submitted to the City for review.			
MM GEO-2: Prepare and Implement Dewatering and Shoring Plans. If excavation to 8 to 12 feet below ground surface or deeper is required for the project, a dewatering plan shall be submitted to the City for approval prior to the issuance of a grading permit. At a minimum, the dewatering plan shall detail dewatering methods, location of dewatering activities, equipment, groundwater sampling, disposal, and discharge point in accordance with the applicable waste discharge requirements of the San Francisco Bay RWQCB. In the event that shoring methods are implemented for any excavations, shoring plans shall be prepared in accordance with the requirements of the final geotechnical investigation report and submitted to the City for approval prior to the issuance of a grading permit. All shoring plans shall be prepared in accordance with the California Division of Occupational Safety and Health regulations and the Suisun City Public Works Department engineering standards and specifications.	• The applicant • Project construction contractor	Prior to issuance of grading permits.	**Monitoring Party:** • City of Suisun City **Monitoring Action:** • Confirm a dewatering plan that includes requirements of the San Francisco Bay RWQCB has been submitted to the City for approval. • Confirm shoring plans prepared in accordance with requirements of final geotechnical investigation report has been submitted to the City for approval.	Prior to issuance of grading permits.		
MM GEO-3: Procedures for Paleontological Resources Discovered During Construction. The project shall follow the requirements of Program OSC-5 identified in the General Plan EIR. The applicant shall retain a qualified paleontologist to provide a brief training session for all construction personnel involved with earth-moving activities regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. If paleontological resources are discovered during earth-moving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the Suisun City Department of Community Development. The applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan. The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum curation for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are	• The applicant • Project construction contractor • Qualified paleontologist	Prior to start of construction activities and during construction.	**Monitoring Party:** • City of Suisun City **Monitoring Action:** • Confirm the applicant has retained a qualified paleontologist. • Confirm construction personnel received training session regarding proper identification of fossils and notification procedures if paleontological resources are discovered • If paleontological resources are discovered, confirm construction activities are halted until the discovery can be evaluated and a recovery plan is implemented.	Prior to start of construction and throughout the construction phase as needed.		

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
determined by the City to be necessary and feasible would be implemented before construction activities can resume at the site where the paleontological resources were discovered.						
Refer to Mitigation Measure HYD-1: Prepare and Implement a Stormwater Pollution Prevention Plan in Section 3.10, Hydrology and Water Quality.						
Section 3.10: Hydrology and Water Quality						
MM HYD-1: Prepare and Implement a Stormwater Pollution Prevention Plan. Coverage shall be obtained for the project under the Construction General Permit (Order No. 2009-009-DWQ, as amended by 2010-0014-DWQ and 20152-006-DWQ). Per the requirements of the State Water Resources Control Board, a Stormwater Pollution Prevention Plan (SWPPP) shall be prepared for the project to reduce the potential for water pollution and sedimentation from project activities. The SWPPP shall address site runoff, assuring that project runoff shall not affect or alter the drainage patterns on the project site. The SWPPP shall comply with the City's Grading and Erosion Control Ordinance, as specified in Chapter 5.12 in the Suisun City Municipal Code, as well as the Waste Discharge Requirements of the San Francisco Bay RWQCB Permit.	• The applicant • Project construction contractor	Prior to issuance of grading permits and during construction.	**Monitoring Party:** • City of Suisun City **Monitoring Action:** • Confirm requirements of the approved SWPPP are included in the project specifications and implemented throughout the construction phase.	Prior to start of construction activities and throughout the construction phase as needed.		
Refer to Mitigation Measure GEO-2: Prepare and Implement Dewatering and Shoring Plans in Section 3.7, Geology and Soils.						
Section 3.13: Noise						
MM NOI-1: Project Fixed-Source Noise. The noise from all mechanical equipment associated with the project shall comply with the maximum noise level limits listed in Table 9-3 in the General Plan.	• The applicant	Prior to issuance of grading permits.	**Monitoring Party:** • City of Suisun City **Monitoring Action:** • Confirm fixed noise sources associated with the project conform with the City General Plan requirements.	Once during the City's review of the project site plans.		
MM NOI-2: Short-Term Construction Noise and Vibration. Follow all construction hours restrictions as defined by the City's Noise Ordinance and Section 15.12.320 in the Suisun City Municipal Code, and implement all feasible construction noise mitigation measures as defined by Policy PHS-1.9 and Program PHS-1.5 in the General Plan, such as, additional limits on the days and times of day when construction can occur, re-routing construction equipment away from adjacent noise-sensitive uses, locating noisy construction equipment away from noise-sensitive uses, shrouding or shielding impact tools, use of intake and exhaust mufflers and engine shrouds, construction of acoustic barriers (e.g. plywood, sound attenuation blankets), pre-drilling holes for placement of piles or non-impact pile driving where piles would	• Project construction contractor	During construction phase.	**Monitoring Party:** • City of Suisun City **Monitoring Action:** • Confirm noise reduction measures are included in project specifications and implemented throughout the construction phase.	Throughout the construction phase as needed.		

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
be needed, and other feasible technologies or reduction measures necessary to achieve the City's relevant performance standards.						
Section 3.18: Tribal Cultural Resources						
Refer to Mitigation Measure CUL-1: Cultural Materials Discovered During Construction in Section 3.5, Cultural Resources.						

BLOSSOM APARTMENTS
CONDITIONS OF APPROVAL

General

G-1 The applicant or applicants successor in interest shall indemnify, defend and hold harmless the City of Suisun City it's agents, officers, and employees from any and all claims, actions or proceedings against the City of Suisun City, its agents, officers, and employees to attach, set aside, void or annul, any approval by the City of Suisun City and its advisory agency, appeal board, or legislative body concerning this application which action is brought within applicable statutes of limitations. The City of Suisun City shall promptly notify the applicant or applicant's successor in interest of any claim or proceedings and shall cooperate fully in the defense. If the City fails to do so, the applicant or applicant's successor in interest shall not thereafter be responsible to defend, indemnify or hold the City harmless. This condition may be placed on any plans, or other documents pertaining to this application.

G-2 The use shall be constructed in accordance with the information presented (except as otherwise identified in the Conditions of Approval) and shall conform to all requirements of the City of Suisun City Code including but not limited to the Uniform Building Code as adopted by the City of Suisun City.

G-3 The applicant shall participate in the Blossom Maintenance Assessment District.

G-4 Approval of this permit will be effective, provided no appeals are received within 10 calendar days of the Planning Commission meeting date of _____ and that the property owner and the applicant signatures are obtained affirming that they have read and understand the Conditions of Approval for _____ and agree to comply with the conditions.

G-5 The applicant shall comply with all applicable Federal, State, and local codes including, but not limited to, the Uniform Building Code, Fire Code and County Health Department guidelines as interpreted by the County Health Inspectors.

G-6 All the proposed improvements, including landscape installation shall be completed prior to issuance of any business license or Certificate of Occupancy.

G-7 New development shall pay development impact fees effective at the date of building permit issuance.

Fairfield-Suisun Sewer District

FSSD-1Capacity fees are due at the time of building permit issuance.

Fire

FD-1 Water Supply- Adequate water hydrants provided for the proposed square footage of each building. The fire department reserves final placement for operational purposes.

FD-2 Emergency Vehicle Access- Security gates across emergency access roads shall have a means of emergency operation, if powered.

FD-3 Markings – the fire department reserves the final approval of full red curb "Fire Lane" markings for fire operations

FD-4 Fire Protection System – the proposed apartment dwellings will require automatic sprinkler systems, including the exterior decks. The fire department reserves final approval of the location of the Fire Department Connection (FDC)

FD-5 Fire Alarm Notification System – the proposed apartment dwelling will require fire alarm notification.

FD-6 Fire Service Features – the proposed apartment dwelling key boxes for fire department access to the fire alarm panel, fire protection riser rooms, and utility.

FD-7 Elevators – (if installed) the elevators in the proposed apartment dwelling shall meet minimum standards regarding operation, maintenance, and fire service keys.

FD-8 Standpipe- the proposed apartment dwelling shall have standpipes installed at each of the stairwells for firefighting and rescue purposes.

Planning

P-1 The applicant is to provide a final landscape plan for the review and approval of the Development Services Director (or his/her designee).

P-2 Transformers, telephone switching boxes, utility poles, fire valves, trash enclosures, service areas as well as other utility or service functions shall be screened with landscape. The emphasis shall be on reducing or eliminating negative visual impacts on major public areas, high priority buildings, prominent architecture elements, and along primary roadways.

P-3 The final color scheme to be approved by Development Services Director (or his/her designee).

P-4 Final architectural plans, responding to any comments raised at the _____ Planning Commission meeting, need to be submitted and approved by the Development Services Director (or his/her designee).

P-5 A final photometric/lighting plan shall be submitted and approved by the Development Services Director (or his/her designee) before building permit issuance.

P-6 All exterior lighting shall be downcast.

P-7 A minimum of ten percent of the total off-street parking area shall be landscaped. Landscaping shall consist of a minimum of irrigation systems, groundcover (mulch or decomposed granite), and a tree program with the approval of the development services director. Trees shall be a minimum of 15-gallon size tree. The development services director and the chief of police, in considering the landscape plans, shall review for safety and security of pedestrian movement within the parking lot. The area shall be computed by adding the areas used for access drives, aisles, stalls, maneuvering, and landscaping within that portion of the premises that is devoted to vehicular parking and circulation.

P-8 Planter required every other row of parking stalls of at least three feet in width.

P-9 Such planters to contain approved trees on 20-foot centers or as permitted by the standards below.

P-10 Each unenclosed parking facility shall provide a perimeter landscaped strip at least five feet wide (inside dimension) where the facility adjoins a side property line, unless specifically waived by the development services director. The perimeter landscaped strip may include any landscaped yard or landscaped area otherwise required, and shall be continuous, except for required access to the site or to the parking facility.

P-11 Planters shall be separated from maneuvering and parking areas by a six-inch raised curb or equivalent barriers. The innermost two feet of each parking space (between the curb and planter, sidewalk, or bumper) may remain unpaved and planted with low groundcover to expand the planting area and reduce impervious surface area.

P-12 Islands of a minimum area of 60 square feet shall be established at an average separation of ten continuous parking stalls. The islands shall be landscaped with groundcovers and at least one 15-gallon tree planted with each. Alternatively landscaped tree wells, of a minimum 25 square feet, may be provided with an average separation of five continuous parking stalls.

P-13 Construction of the project and use of the property shall be in substantial conformance with the approved plans including the project description. Any deviation will need to be submitted to the Development Services Director to determine whether further Planning Commission consideration is necessary.

Public Works

PW-1 All work performed shall conform to these conditions as well as to all City ordinances, rules, standard specifications and details, design standards, and any special requirements imposed by the City Engineer. The Public Works Department will provide inspection to ensure conformance. Any deviation from the aforementioned documents shall require review and written approval by the City Engineer. Deviations or exceptions to the design requirements in the listed documents for private improvements must be identified in the design guidelines, or submitted to the City Engineer for approval.

PW-2 The Applicant shall agree, with respect to the new public improvements on this project, to either establish a community facilities district (CFD) or annex such property to an existing community facilities district, as deemed appropriate by the Applicant and the City, for the purpose of financing the cost of providing the following public services to the project property(ies): maintenance of public street lighting, sanitary sewer, storm drains and public infrastructure. The rate and method of apportionment of special tax applicable to the property shall establish a special tax designed to offset public services per City Council Resolution 2005-70. The City shall not be obligated to issue certificates of occupancy with respect to the property until formation of the new community facilities district or annexation to an existing community facilities district is completed.

PW-3 The City Engineer may approve and/or negotiate minor changes or exceptions to Public Works Department conditions of approval.

PW-4 The Applicant shall designate a design professional as the main point of contact in submitting plans, reports and other documents to the City during the design and plan review phase. Submittals from any other person will not be accepted by the City.

PW-5 The Improvement Plans shall include a General Note that: any revisions to the approved Improvement Plans and/or City Standards, including those due to field conditions, shall require review and written approval by the City Engineer. The Applicant shall have the revised plans prepared by the Project Professional Designer and shall have the revised plans submitted for review and approval by the City Engineer. Any revisions to the Improvement Plans resulting from these or other conditions contained herein shall be subject to written approval of the City Engineer.

PW-6 The Improvement Plans shall include a Site Improvement Plan prepared by a registered Civil Engineer and shall comply with the requirements of the soils report for the project.

PW-7 The Improvement Plans shall include and demonstrate successful turning movements for all City fire trucks and for commercial trucks.

PW-8 Building foundations shall comply with Suisun City's Ordinance No. 729 and the most current Building Code.

PW-9 The Applicant shall pay all Public Works fees, including plan review and inspection fees, as established by the City Public Works Fee Schedule at the time of submittal of Improvement Plans.

PW-10 The Applicant shall pay Suisun-Solano Water Authority (SSWA) plan check and inspection fees within 30 calendar days upon receipt of invoice from the Solano Irrigation District (SID). The invoice will be for actual expenses incurred by SSWA for providing plan checking and inspection services for the project.

PW-11 Developer shall submit his Faithful Performance Bond and Labor & Materials Bond prior to the approval of Improvement Plans. Developer shall submit his One-Year Warranty Bond prior to the City's acceptance of the improvements. The amounts of the Faithful Performance Bond and Labor & Materials Bond shall each be 100% the cost estimate of the civil and landscape improvements, while the amount of the One-Year Warranty Bond shall be 20% of the cost estimate of the public civil and landscape improvements.

PW-12 The Applicant shall obtain all necessary permits from all applicable agencies prior to start of construction.

PW-13 The Applicant shall dedicate any required right-of-way by Final Map or approved instrument prior to start of construction.

PW-14 The Applicant shall dedicate, as required, on-site easements for new public utilities by Final Map or approved instrument prior to start of construction.

PW-15 If not already existing, the Applicant shall dedicate ten-foot (10') minimum utility service easements along all roadways fronting the project site by Final map or approved instrument prior to construction. Trees, masonry walls, and other structures considered by the Public Works Department to be permanent structures shall not be installed within utility service easements.

PW-16 Dumpsters to be used on this project shall be dumpsters supplied by Republic Services. This is pursuant to the agreement between the City and Republic Services for all areas within Suisun City. Dumpsters shall be screened from public view by a City-approved method and shall be covered at all times after work hours.

PW-17 All work within the public right-of-way, which is to be performed by the Applicant, the general contractor, and all subcontractors shall be included within a single City Encroachment Permit issued by the City Public Works Department. Issuance of the Encroachment Permit and payment of all appropriate fees shall be completed prior to commencement of work, and all work under the permit shall be completed prior to issuance of occupancy permit.

PW-18 The Applicant shall have a superintendent present at all times at the job site. Superintendent shall provide the quality control for the Applicant; respond to the City's concerns; coordinate inspections with the City Inspector; make construction decisions on behalf of the Applicant; and coordinate work of the Applicant's subcontractors.

PW-19 A sign shall be posted on the property in a manner consistent with the public hearing sign requirements, which shall identify the address and phone number of the Applicant and/or

Applicant's representative for the purposes of responding to questions and complaints during the construction period. Said sign shall also indicate the hours of permissible construction work.

PW-20 Prior to start of construction, a security fence with privacy screening, the height of which shall be the maximum permitted by the Zoning Ordinance, shall be installed and maintained around the perimeter of the lot. The lot shall be kept clear of all trash, weeds, and unusable construction material throughout the construction activity.

PW-21 Unless otherwise approved by the City Engineer, all existing sidewalks shall be kept clear and passable during all phases of the project.

PW-22 Any existing wells shall be abandoned per County of Solano Health Department standards prior to development of the property. Owner shall submit documentation to the Public Works Director that this condition has been satisfied prior to any construction on this project.

PW-23 If any archaeological resources are found during the grading of the site or during performance of any work, work shall be halted, the City Engineer shall be notified and a certified archaeological firm shall be consulted for advice at Applicant's expense.

PW-24 Any relocation or modification of any existing facilities necessary to accommodate subject project shall be at the Applicant's expense. It shall be the responsibility of the Applicant to coordinate all necessary utility relocations with the appropriate utility company.

PW-25 Any existing frontage, or street, improvements, which in the opinion of the City Engineer, are currently damaged or become damaged as a part of the work shall be removed and replaced as required to the current City Standards, or as directed. Prior to start of construction, Developer shall perform a walk-through with the Public Works Department staff and take date-stamped photos of existing conditions.

PW-26 Visual obstructions over three feet in height will not be allowed within the driver's sight triangle near driveways and corners in order to allow an unobstructed view of oncoming traffic. Improvements at driveways and corners are subject to the review and approval of the City Engineer.

PW-27 The project shall comply with the requirements of the most current Municipal Regional Permit (MRP) issued to the Fairfield-Suisun Urban Runoff Management Program and to the City's Stormwater C.3 Guidebook. This includes, but is not limited to, construction and post-construction Best Management Practices (BMPS); obtaining all necessary permits for storm water discharges; entering into a Stormwater Treatment Measures Maintenance Agreement; preparing a long-term maintenance plan for the Applicant's maintenance of the post-construction stormwater facilities; and contracting with a Qualified SWPPP Practitioner (QSP) to inspect and to ensure the implementation of all elements of the Storm Water Pollution Prevention Plan (SWPPP), including non-stormwater and stormwater visual observations, sampling, and analysis and preparation of Rain Event Action Plans (REAP). As part of the improvement plans, the ponding depths, pipe sizing, time of release, and storage for the bioretention facilities shall be calculated. The project shall not introduce any ponding nuisance and shall eliminate the possibility of flooding in the bioretention facilities.

PW-28 No structures such as trees and building foundations shall be installed within easements. Civil and landscape plan sheets shall show the easements.

PW-29 Trees shall not be planted within bioretention areas.

PW-30 The proposed trash enclosures are to comply with Detail SW-3 of the City's Stormwater C.3 Guidebook.

PW-31 The project shall install full capture trash devices within the proposed on-site drain inlets. These full trash capture trash devices shall be monitored and maintained by the Applicant.

PW-32 The maximum allowable slope in landscape areas shall be 2:1, or as approved by City Engineer. Slopes steeper than the allowable slope would require the installation of retaining wall.

PW-33 Dust control shall be in conformance with City Standards and Ordinances. Vehicles hauling dirt or other construction debris from the site shall cover any open load with a tarpaulin or other secure covering to minimize dust emissions.

PW-34 All relocated facilities shall meet state and local separation standards. Separation between proposed water and sanitary sewer pipes shall meet the latest Suisun-Solano Water Authority (SSWA) Design Standards, Standard Specifications, and Standard Drawings.

PW-35 Direct tapping of City or SSWA water mains is not permitted. Applicant shall install the required fittings in the existing or new main lines to accommodate the proposed water system. No existing water mains shall be shut down without specific permission of the City Engineer and the Solano Irrigation District.

PW-36 The Applicant shall provide phasing schedule and traffic circulation plan for each phase of the project. Each phase shall provide provisions for adequate fire trucking movement and access

PW-37 Street sweeping shall be regularly performed such that no evidence of tracking dirt shall be present on the public street.

PW-38 The landscaping and irrigation shall comply with the City's water efficient landscaping ordinance.

PW-39 Project improvements shall comply with ADA requirements.

PW-40 The project shall provide accessible on-site walk path connections to all buildings.

PW-41 The project shall construct an 8-foot tall masonry wall along the entire frontage of Railroad Avenue. Approval of the masonry wall design shall be at the discretion of the City. Structural calculations shall be performed by the Applicant's Engineer. A six (6) to eight (8) foot tall emergency vehicle access gate shall be constructed at the emergency vehicle access road on Railroad Avenue to the satisfaction of the City. If a pedestrian access opening is provided in the 8-foot tall masonry wall, a six (6) to eight (8) foot tall access gate shall be constructed at the pedestrian access on Railroad Avenue to the satisfaction of the City. The gate(s) should complement the aesthetics of the masonry wall and meet the requirements of the Fire Department and City Engineer. The gate(s) shall open in towards the project.

PW-42 The project shall install a 10-foot wide concrete path or other hardscape approved by the City Engineer along the 8-foot tall masonry wall. The concrete path maybe offset from the wall to provide some landscaping between the path and the wall.

PW-43 The project shall grade and re-establish the natural ditch along Railroad Avenue fronting the project site. The ditch shall be re-established to provide positive drainage, and to support positive drainage the ditch may need to be improved with a concrete valley gutter or other material approved by the City Engineer.

PW-44 Damages to the existing wood fences and masonry wall along the southerly and easterly perimeters of the project site caused the apartment tenants shall be replaced/removed at the sole expense of the Property Owner. This includes the removal of graffiti.

PW-45 The project shall install street signage and pavement markings and striping along the project frontages, including no parking signs along the Railroad Avenue frontage. The project shall install stop signs with solar powered flashing LED lights, including stop bars and legends for each approach and stop ahead advance warning signs at the intersection of Railroad Avenue and Blossom Avenue. All pavement markings and striping shall be thermoplastic or as required by City Engineer.

PW-46 Each project driveway shall be controlled by STOP signs, bars and legends. Moreover, driveways shall comply with the City requirements for a commercial driveway.

PW-47 At the northerly terminus of the sidewalk along Blossom Avenue and connection to 10-foot concrete path, provide a ramp to the existing natural ground surface.

PW-48 Cobra head LED street lights shall be installed behind the sidewalk along the Blossom Avenue frontage. Moreover, decorative LED street lights shall be installed along the Railroad Avenue frontage. Installation shall comply with the City standards for illumination, and the project shall provide a photometric analysis.

PW-49 At the dead-end of Amber Drive, replace the wood fence with an Emergency Vehicle Access (EVA) gate or removable bollard system. Moreover, a landscape strip for EVA routing from the dead-end to the on-site parking space shall be provided with a surface acceptable by the City's Fire Department.

PW-50 The proposed storm drain system shall connect to the new storm drain system on Railroad Avenue. Alternatively it would be required to show this connection to be infeasible and provide a storm water hydraulic model showing the system to the south of the project has adequate capacity to accommodate the project drainage prior to consideration of the connection to the south. See PW-52 for stormwater drainage calculations.

PW-51 The Applicant shall provide stormwater drainage calculation per Section 4 of the City standard specifications.

The diversion of natural drainage will be allowed only within the limits of a proposed improvement. All natural drainage must leave the improved area at its original horizontal and vertical alignment unless a special agreement, approved by the City Engineer, has been executed with adjoining property owners.

Development shall not discharge at a rate, which exceeds the capacity of the existing downstream system. In the event that the downstream storm drain system (pipes and channels) is insufficiently sized to carry the design flow, the project applicant shall prepare a storm water routing analysis, acceptable to the City Engineer. In the event that storm waters cannot be contained within acceptable public rights-of-way, the project applicant shall either replace downstream constrictions or attenuate the developed discharge through construction of detention facilities. Calculations for storm drainage design within a development as well as calculations for runoff generated by upstream areas within the contributing watershed shall be submitted to the City Engineer for approval.

PW-52 All new on-site storm drain pipelines and facilities shall be private and maintained by the Property Owner. Property Owner shall be responsible for the maintenance of private storm drains up to the public catch basins and manholes located within the public streets.

PW-53 The on-site sanitary sewer pipelines and facilities shall be private and maintained by the Property Owner. Property Owner shall be responsible for the maintenance of the private sanitary sewers up to existing sanitary sewer manhole at the terminus of Amber Drive as well as up to a new street side cleanout to be installed at the back of public sidewalk extension off of Blossom Avenue.

PW-54 Maintenance of on-site lighting, landscaping, paving, utilities and other on-site improvements shall be the responsibility of the Property Owner.

PW-55 The project shall install include a total of 18 electric vehicle charging spaces. Of the 18 electric vehicle charging spaces, 6 on-site electric vehicle charging stations shall be installed and an additional 12 electric vehicle spaces shall be provided the infrastructure capable for future electric vehicle charging station equipment.

PW-56 The project shall make provisions for and install no less than a total of 18 "on-site" lockable, long-term bicycle storage racks in the lower level "breezeways" at each residential structure where the stored bicycles will be sheltered from the direct exposure of the sun and rain. The project may also provide open-air short-term bicycle racks in and around the project at the sole discretion of the project Property Owner.

PW-57 Prior to the issuance of Certificate of Occupancy, the Applicant shall submit to the Public Works Department “as-built” Improvement Plans in PDF format.

PW-58 The project shall provide pavement maintenance to Blossom Avenue fronting the project. Pavement maintenance shall include dig out repairs to failed pavement areas with a minimum 6” patch pave, as well as resurfacing the eastern half (along the project frontage of Blossom Avenue) of the paved road with a minimum 1.5” grind and overlay.

PW-59 The project shall pay its proportionate share of impacts to the Railroad Avenue/East Tabor Avenue intersection through the payment of its City-wide Traffic Impact Fee. Applicant shall perform calculation of fair share for City review/approval.

Solano Irrigation District

SID-1 The current plans show connections on Blossom Ave (12” Water Line) and Amber Ct. (8” Water Line) It’s suggested that they tie into Railroad Ave (12” Waterline).

SID-2 If developer decides to not install backflow preventers at the points of connection to the distribution system, we will require easements for the onsite water system.

SID-3 Applicant to follow the SSWA Design Standards and Specifications which can be found using the following link:

- http://www.sidwater.org/DocumentCenter/View/1348/SSWA-Design-Standards-and-Specification-Details?bidId=

Comments Received and Responses

The City received comments from the California Department of Fish and Wildlife (CDFW), as well as city residents. Since many of the comments were overlapped and/or were similar, staff has grouped the comments/issues and will provide a response to each issue.

Issue #1: CDFW recommends a modification of the proposed Swainson Hawk (SWHA) mitigation measure (BIO-6) and the addition of mitigation measure BIO-6A to the final Mitigated Negative Declaration. Specifically, CDFW suggested that BIO-6 be revised to require protocol surveys in accordance with the recommended timing and methodology *for Swainson's Hawk Nesting Surveys in the California's Central Valley* (Swainson's Hawk Technical Advisory Committee 2000) if the Project is scheduled to occur during the nesting season. CDFW also suggested the addition of mitigation measure BIO-6A requiring compensatory mitigation consistent with the *Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California* (California Department of Fish and Game [CDFG] 1994).

Response #1: The Project site is a small in-fill parcel surrounded by developed lands and fragmented from natural vegetation communities. There is very low likelihood that it would provide foraging habitat for SWHA. There are no trees to support nesting opportunities onsite and trees immediately adjacent to the site are situated amongst residential, commercial, and industrial development. Further, there are no records of SWHA nesting in the vicinity of the Project site; the nearest record is 2.8 miles away. As stated in the draft MND, pre-construction nesting bird surveys would be conducted prior to Project initiation, including within a 0.25-mile radius of the Project to identify potential SWHA nesting sites. If nesting birds are found a qualified biologist will establish an appropriate buffer. Further, the Applicant has secured 1.1 acres of seasonal wetland creation credits at the Elsie Gridley Mitigation Bank. The bank also supports SWHA foraging habitat. Therefore, ECORP concludes the Project would avoid all impacts to SWHA and no modifications or additions to the final MND are warranted or necessary in ECORP's professional opinion.

Issue #2: CDFW recommends the addition of mitigation measure BIO-8 requiring a biological monitor during ground disturbing activities.

Response #2: As stated in the MND and included in the Biological Resources Technical Report (Appendix D to the MND), ECORP conducted a California Tiger Salamander (CTS) habitat assessment of the Project site to access its potential to support CTS (ECORP 2020). The assessment concluded that the Project site is not suitable habitat for CTS because the site is isolated from any potential CTS habitat, the annual grasslands have dense thatch accumulation and lack small mammal burrows, and onsite wetlands are highly ephemeral and do not pond for sufficient duration to support breeding. Therefore, based on the habitat assessment, ECORP concludes the Project would have no effect on CTS and no modifications or additions to the final MND are warranted or necessary in ECORP's professional opinion.

Issue #3: CDFW recommends a modification of the proposed Burrowing Owl (BUOW) mitigation measure (BIO-4) and the addition of mitigation measure BIO-4A requiring compensatory mitigation if nesting owls are found onsite.

Response #3: Mitigation measure BIO-4 was revised to address CDFW comments. Changes to the measure are shown below.

MM BIO-4: Burrowing Owl Surveys

- The Project proponent shall retain a qualified biologist to conduct a habitat assessment in the same year as construction. The habitat assessment will be conducted in accordance with Appendix C of CDFG's Staff Report on Burrowing Owl Mitigation (CDFG 2012). If no habitat is present, no further measures are necessary.

- If suitable BUOW habitat is found onsite, a survey should be conducted in accordance with Appendix D of CDFG's Staff Report on Burrowing Owl Mitigation (CDFG 2012).

- If no occupied burrows are found, a letter report documenting the survey methods and results shall be submitted to CDFW and the City of Suisun City and no further mitigation will be required.

- If an occupied burrow is found during the nonbreeding season (September 1 through January 31), the Project proponent shall consult with CDFW to develop a BUOW exclusion plan, as described in Appendix E of CDFG's 2012 Staff Report. BUOW shall not be excluded from occupied burrows until the Project's BUOW exclusion plan is approved by CDFW. CDFW would have 30 days to comment on the exclusion plan; if no comments are received, CDFW approval shall be assumed and the plan can be implemented.

- If exclusion during the nonbreeding season is not feasible, and an occupied burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and will be provided with a 150- to 1,500-foot protective buffer unless a qualified biologist verifies through noninvasive means that either (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer shall depend on the time of year and level of disturbance as outlined in the CDFG Staff Report (CDFG 2012) or the most recent CDFW protocols. The size of the buffer may be reduced if a broad-scale, long-term monitoring program acceptable to CDFW is implemented to ensure BUOW are not detrimentally affected. Once the fledglings are capable of independent survival, the owls can be evicted, and the burrow can be destroyed during the nonbreeding season per the terms of a CDFW-approved BUOW exclusion plan developed in accordance with Appendix E of CDFG's 2012 Staff Report or the most recent CDFW protocols.

- If an occupied burrow is found onsite, the Applicant would purchase preservation credits

- the guidance in the CDFG Staff Report on Burrowing Owl Mitigation (CDFG 2012).

Issue #4: The project will create operational noise which will impact existing adjacent residents.

Response #4: The city adopted a noise ordinance last calendar year. Specifically, Section 18.12.080 (S) provides certain limitations including "late night disturbances" which provide limitations between the hours of 9PM and 7AM. The developer has voluntarily agreed to construct a 6' masonry wall along the southern and eastern property lines as a result of input received from the previously identified neighborhood meetings.

Issue #5: Several issues and concerns expressed were related to the qualities of the proposed project itself or the proposed project's community consequences or benefits, personal well-being and quality of life, and economic or financial issues (herein referred to as "project merits").

Response #5: The California Environmental Quality Act (CEQA) is an environmental protection statute that is concerned with physical changes in the environment (CEQA Guidelines Section 15358(b)). The environment includes land, air water, minerals, flora, fauna, ambient noise and objects of historic or aesthetic significance (CEQA Guidelines Section 15360). The project merits, or the economic and social effects of the proposed project, are not treated as effects on the environment (CEQA Guidelines Sections 15064(e) and 15131(a)). Therefore, consistent with CEQA, the CEQA Document includes an analysis of the proposed project's potentially significant physical impacts on the environment and does not include a discussion of the project merits.

Just as the focus of the Initial Study/Mitigated Negative Declaration (IS/MND) is on the proposed project's physical impacts on the environment, the focus of the comments on the ISMND should also be on the physical environmental impacts. Section 15204(a) of the CEQA Guidelines provides direction for parties reviewing and providing comment on the Draft EIR, as follows:

In reviewing (CEQA Documents), persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of a (CEQA Document) is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the CEQA Document.

Therefore, in accordance with Section 15204(a), the focus of comments on the ISMND (and the response of the lead agency) should be on the possible physical impacts on the environment and not the project merits.

The lead agency must evaluate comments on the ISMND but is not required to prepare written for responses, however the City of Susian has decided to do so in this case to ensure the community has insight and information into the preparation of the ISMND and any significant environmental issues raised by commenters (CEQA Guidelines Sections 15088(c), 15132(d) and 15204(a)). Comments that do not raise a significant environmental question do not necessitate a response (Citizens for E. Shore Parks v. State Lands Comm'n (2011) 202 Cal.App.4th 549). The lead agency also need not respond to general reference materials submitted in support of comments (Environmental Protection Info. Ctr. v. Department of Forestry & Fire Protection (2008) 44 Cal.4th 459, 483-484). Furthermore, CEQA is not an economic protection statute. Landowners surrounding a proposed project do not state a valid CEQA concern when they express fears that the proposed project could adversely affect their property values. (Porterville Citizens for Responsible Hillside Development v. City of Porterville (2007) 157 Cal.App.4th 885, 903, citing Bakersfield Citizens for Local Control v. City of Bakersfield (2004) 157 Cal.App.4th 1184, 1205 [CEQA is "not a fair competition statutory scheme" and "[t]herefore, the economic and social effects of proposed projects are outside CEQA's purview."].) Additionally, "A social or economic change by itself shall not be considered a significant effect on the environment." (14 Cal. Code Regs. ["CEQA Guidelines"], section 15382.)

Therefore, these responses include a response to comments on the ISMND pertaining to environmental issues analyzed under CEQA. However, the ISMND does not respond to comments that do not raise an environmental issue. Because comments regarding the project merits do not pertain to the potential for significant physical environmental impacts, they are not responded to in the ISMND.

Although the ISMND is not required to consider and analyze the project merits, project merits are important and the decision makers in the City of Suisun City will consider all comments regarding the project merits in determining what action to take on the proposed project. The Planning Commission and City Council will hold publicly noticed hearings to consider action on the project, which will include consideration of the project merits.

Issue #6: Some comments assert or request that impacts should be considered significant or that significance conclusions in the ISMND should be revised based on opinion without providing substantial evidence in support of their assertion.

Response #6: Substantial evidence includes facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts (CEQA Guidelines Section 15064(b)). Argument, speculation, unsubstantiated opinion or narrative, evidence that is clearly inaccurate or erroneous, or evidence that is not credible does not constitute substantial evidence (CEQA Guidelines Section 15064(a)). Predicting the proposed project's physical impacts on the environment based upon the opinion expressed in comments without substantial evidence would require a level of speculation that is inappropriate for an ISMND. Under CEQA Guidelines Section 15145, if, after thorough investigation, a lead agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact.

Determining whether a project may have a significant effect on the environment is "based on substantial evidence in light of the whole record" (CEQA Section 21082.2(a)). As noted above,

CEQA Guidelines Section 15064 defines substantial evidence as facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts. Argument, speculation, unsubstantiated opinion or narrative, evidence that is clearly inaccurate or erroneous, or evidence that is not credible does not constitute substantial evidence. Where commenter provides no facts or other substantial evidence to support an assertion that the physical environment could ultimately be significantly impacted as a result of the proposed project, the IMSND is not required to analyze or mitigate for the asserted but unsubstantiated impact.

Section 15204(c) of the CEQA Guidelines further advises reviewers that comments should be accompanied by factual support:

Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

The analysis in the ISMND is prepared by experts based on scientific and factual data. CEQA permits disagreements of opinion with respect to environmental issues addressed in an EIR. As Section 15151 of the CEQA Guidelines states, even "[d]isagreement among experts does not make a CEQA Document inadequate, but the CEQA Document should summarize the main points of disagreement among experts. Perfection is not required, but the EIR must be adequate, complete and a good faith effort at full disclosure (CEQA Guidelines Section 15151). The ISMND for the proposed project provides an adequate, complete, and good faith effort at full disclosure of the physical environmental impacts and the conclusions are based upon substantial evidence in light of the whole record.

Issue #7: Comments received reference general concern regarding already safety along Railroad Ave and specifically at the Railroad Ave/E. Tabor intersection.

Response #7: The City has been studying the Railroad Avenue corridor from Sunset Avenue to East Tabor Avenue over the past year or more. The intersection of East Tabor and Railroad is currently problematic under existing conditions. With the assistance of its consultant(s), the City is in the process of determining the appropriate remedy. The project has been conditioned to pay its fair share toward the ultimate improvement. Staff has also been in contact with the Fairfield Suisun Unified School District to best understand the existing path of travel between this geographic area and nearby school campuses. Also, the City intends to complete the McCoy Creek Phase II project next year and be in a position to apply for the final phase of the trail which would connect to Sunset Avenue and Railroad Avenue (just east of the existing drainage channel). The ultimate right-of-way on Railroad Avenue would also allow for bicycle facilities.

Issue #8: Has the proper analysis been completed regarding the potential of hazardous materials contamination of adjacent properties?

Response #8: The project applicant conducted a Phase I Environmental Site Assessment (ESA) and Phase II of the project site and surrounding area. Results of the Phase I ESA and Phase II are included in the Hazards and Hazardous Materials resources section of the ISMND document. The

Phase I ESA identified the project site was likely used for agricultural purposes and recommended Phase II sampling for such. The Phase II sampling concluded that former ag activities at the project site have not impacted the site at concentrations above the residential or construction worker applicable thresholds. Additionally, the Phase I did not identify any recognized environmental concerns resulting from the surrounding area. (See the ISMND impact discussions copied below).

Additionally, Stantec reviewed readily/publicly available Water Resources Control Board database (GeoTracker) and Dept of Toxic Substance Control (DTSC) database (EnviroStor); neither online database/website listed the project site or surrounding properties.

Impact HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

AND

Impact HAZ-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Impact Analysis

The proposed project would involve the development of a multi-family apartment complex with 180 units, a 3,900-square-foot community building, and common and private open space areas for residents. Residential uses are not typically associated with the routine transport, use, or disposal of hazardous materials and do not present a reasonably foreseeable release of hazardous materials. Any hazardous materials associated with residential uses would primarily consist of typical household cleaning products and fertilizers. These items would be used in small quantities and in accordance with label instructions, which are based on federal and state health and safety regulations. Therefore, operation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through the release of hazardous materials through reasonably foreseeable upset and accident conditions.

The proposed project would not include any activities associated with the demolition of structures prior to the 1980s and would not pose a hazard regarding asbestos containing materials and lead-based paints. During construction, potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used and transported to and from the project site as needed. Accidental releases of small quantities of hazardous materials or toxic substances could contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard; however, contractors would be required to transport, store, and handle hazardous materials and toxic substances related to construction activities in a manner consistent with relevant regulations and guidelines, including California Health and Safety Codes and City ordinances. Regulatory requirements for the transport of hazardous wastes in California are specified in Title 22 of the CCR, Division 4.5, Chapters 13 and

29. In accordance with these regulations, transport of hazardous materials must comply with the California Vehicle Code, California Highway Patrol regulations (contained in Title 13 of the CCR); the California State Fire Marshal regulations (contained in Title 19 of the CCR); U.S. Department of Transportation regulations (Title 49 of the Code of Federal Regulations); and USEPA regulations (contained in Title 40 of the Code of Federal Regulations). The use of hazardous materials is regulated by the Department of Toxic Substances Control (Title 22, Division 4.5 of the CCR). Therefore, construction of the proposed project would result in a less than significant impact related to the routine transport, use, disposal of, or accidental release of hazardous materials or toxic substances.

Additionally, although dewatering may be required for the proposed project (see Section 3.7, Geology and Soils), no contaminated groundwater is expected to occur onsite. All groundwater encountered onsite during construction activities would be collected, treated, and either discharged or disposed of properly, in compliance with the San Francisco Bay Regional Water Quality Control Board (RWQCB) waste discharge requirements. Therefore, there would be a less than significant impact related to contamination from dewatering activities during construction.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact HAZ-4 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact Analysis
The project site is not located on or adjacent to any identified hazardous cleanup sites, pursuant to Government Code Section 65962.5 (SWRCB 2021; DTSC 2021). However, the Phase I Environmental Site Assessment determined that the project site was historically used for agricultural purposes and that the project site could be affected from the use of agricultural chemicals, such as pesticides, herbicides, and fertilizers (AEI 2020a). A Phase II Limited Agriculture Investigation was completed for the proposed project by AEI on June 12, 2020 to test soil samples from the project site for OCPs, arsenic, and lead (AEI 2020b). AEI compared the analytical results to the San Francisco Bay RWQCB's Environmental Screening Levels (ESLs) and determined that the former agricultural activities at the project site have not impacted the site at concentrations above the residential or construction worker ESLs or background concentrations (AEI 2020b). As such, the proposed project would not be located on a hazardous materials site that would create a significant hazard to the public and the environment, and impacts would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Issue #9: Where will there be a bus stop between East Tabor Avenue and Sunset Avenue?

Response #9: Staff discussed this question with Fairfield and Suisun Transit (FAST) staff and at present there are no plans to add bus stops along this segment of Railroad Avenue. However, FAST is presently in the process of conducting a Comprehensive Operations Analysis and reviewing various services types of Fairfield and Suisun City.

Issue #10: Several commenters provided traffic related concerns on Blossom and throughout the Railroad Avenue corridor from Sunset Avenue to East Tabor Avenue.

Response #10: The applicant hired Fehr and Peers to complete a Traffic Operations Analysis for the project. Fehr and Peers is very familiar with the City as they completed the traffic analysis for the 2035 General Plan as well as the multiple studies of the Railroad Avenue corridor. Within the last year, CEQA no longer uses Level of Service (LOS), but now relies on a Vehicle Miles Traveled (VMT) metric. However, the 2035 General Plan does still have policies the apply to LOS with the threshold in Suisun City being "E". As a result of the analysis, the following findings were provided:

- The project traffic would not cause LOS to fall below the City LOS standard of E at the intersections studied, with the possible exception of Railroad Avenue/East Tabor Avenue.
- At Railroad Avenue/East Tabor Avenue, the overall intersection LOS (using simulation) in the AM peak hour is LOS E, 41 seconds of delay. The project traffic would add delay to this intersection, and could cause the LOS to remain at E or fall to F. (Simulation was not conducted for this memorandum). The project adds a small number of AM peak hour trips to the Railroad Avenue approach at this intersection: 26 trips as compared to the existing count of 322 trips.
- The City is in the process of considering improvements at the intersection of Railroad Avenue/East Tabor Avenue and the surrounding area, to address existing and cumulative traffic. The cumulative analysis that has already been conducted, and pending new analysis, includes traffic projections that incorporate development such as the Blossom Avenue Apartments project.
- The peak hour signal warrants are not met at the Blossom Avenue/Railroad Avenue intersection, nor at the Blossom Avenue/Project Access Driveway intersections.

Issue#11: There will be an uptick in crime as a result of the presence of this project.

Response #11: Staff had the Police Department pull information on crimes in 2020 in Suisun City to see if there was a correlation between multi-family housing and crime as compared to single-family residential. The results were that although the multi-family housing makes up 13% of the housing stock in Suisun City, it only accounted for 8% of the reported Part I crimes in 2020.

BLOSSOM AVE. APARTMENTS
SUISUN CITY, CA
MAY 24, 2021

SHEET INDEX

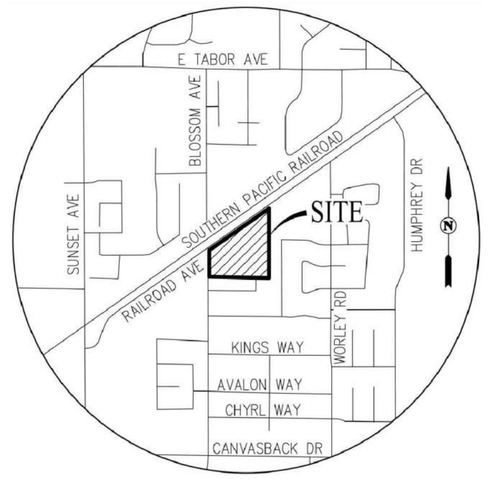
Project Team

APPLICANT / OWNER
FPA MULTIFAMILY, LLC
2082 MICHELSON, 4TH FLOOR
IRVINE, CA 92612
(415) 249-6194
Contact: RUSSELL SHAW, AICP, PLS
grshaw2@yahoo.com

RESIDENTIAL ARCHITECT
ARCHITECTS ORANGE
144 N. Orange Street
Orange, CA 92866
(714) 639-9860
Contact: SERAFIN MARANAN
serafinm@aoarchitects.com

CIVIL ENGINEER
CARLSON, BARBEE & GIBSON, INC.
2633 CAMINO RAMON, SUITE 350
SAN RAMON, CA 94583
(925) 866-0322
Contact: KEVIN LAPP, PE
klapp@cbandg.com

LANDSCAPE ARCHITECT
GREAT VALLEY DESIGN, INC
1219 SPRUCE LANE
DAVIS, CA 95616
(530) 231-5980
Contact: SCOTT VOLMER, CLA, NLA.
svolmer@grtvalley.com



VICINITY MAP
NOT TO SCALE

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

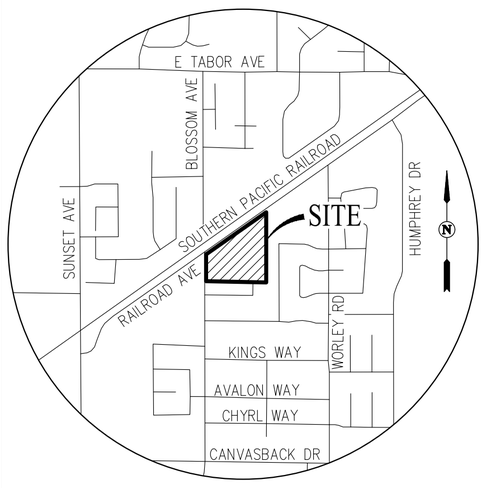
DATE: 05-24-21
JOB NO.: 2020-182

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

G1.0



VICINITY MAP
NOT TO SCALE

LEGEND

- PROJECT BOUNDARY
- FACE OF CURB
- SIDEWALK
- CENTERLINE
- BIORETENTION AREA

GENERAL NOTES:

1. DEVELOPER/APPLICANT: FPA MULTIFAMILY, LLC
C/O RETAIL ACQUISITIONS, LLC
2082 MICHELSON, FOURTH FLOOR
IRVINE, CA 92612
(559) 683-6222
RUSS SHAW, PLS 4837
2. CIVIL ENGINEER: CARLSON, BARBEE & GIBSON, INC.
2633 CAMINO RAMON, SUITE 350
SAN RAMON, CA 94583
(925) 866-0322
JASON D. VOGAN, RCE 59299
3. SOILS ENGINEER: TBD
4. TOPOGRAPHIC SOURCE: GEOMAPS INC.
3362 MATHER FIELD ROAD
RANCHO CORDOVA, CA 95670
(916) 361-9133
5. CONTOUR INTERVAL: 1 – FOOT BASED ON NAVD88 (EXISTING & PROPOSED)
6. BENCHMARK: NATIONAL GEODETIC SURVEY MONUMENT PID JT0209
DESIGNATION W 834 RESET
2" BRASS DISK IN THE SOUTHEAST CORNER OF THE FEDERAL SAVINGS CENTER BUILDING, IN THE TOP OF THE C ONCRETE STEP FOUNDATION OF THE BUILDING 119.5 FEET SOUTH OF THE PROJECTED SOUTH CURB OF TRAVIS BOULEVARD, 38.3 FEET WEST OF THE WEST CURB OF NORTH TEXAS STREET, 6.3 FEET NORTH OF THE SOUTHEAST CORNER OF THE BUILDING AND 0.6 FOOT ABOVE THE GROUND
ELEVATION = 32.74 FEET (NAVD88)
7. FLOOD ZONE: ZONE X
REFER TO FLOOD INSURANCE RATE MAP
PANEL 06095C0269E (MAY 4, 2009)
8. SITE ADDRESS: SE CORNER OF INTERSECTION OF BLOSSOM AVENUE & RAILROAD AVENUE
SUISUN CITY, CA 94585
9. ASSESSORS PARCEL NO: 037-130-010
10. LAND USE: EXISTING & PROPOSED: MULTI-FAMILY RESIDENTIAL
11. ZONING: EXISTING & PROPOSED: MEDIUM-DENSITY RESIDENTIAL (RM)
12. SITE AREA: 9.09± AC
13. GROSS DENSITY: 180 DWELLING UNITS/9.09 = 10.8 DWELLING UNITS/AC

GENERAL NOTES (CONTINUED):

13. GROSS DENSITY: 180 DWELLING UNITS/9.09 ACRES = 19.8 DWELLING UNITS/AC
14. EXISTING CONDITIONS: ALL EXISTING TREES OR IMPROVEMENTS WITHIN THE DEVELOPMENT AREA ARE TO BE REMOVED UNLESS OTHERWISE NOTED.
15. STREETS/ROADS: ALL STREETS/ROADS WITHIN THE DEVELOPMENT SHALL BE PRIVATE AND WILL BE PRIVATELY OWNED AND MAINTAINED BY THE PROPERTY OWNER.
16. PUBLIC UTILITIES: ALL UTILITIES WITHIN THE PUBLIC RIGHT OF WAY OR WITHIN A PUBLIC UTILITY EASEMENT WILL BE PUBLIC AND WILL BE PUBLICLY OWNED AND MAINTAINED.
17. PRIVATE UTILITIES: ALL UTILITIES WITHIN THE DEVELOPMENT (INCLUDING STREET LIGHTS) WILL BE PRIVATE AND WILL BE PRIVATELY OWNED AND MAINTAINED BY THE PROPERTY OWNER.
18. UTILITY PROVIDER:

SEWER:	CITY OF SUISUN CITY
WATER:	CITY OF SUISUN CITY
STORM DRAIN:	CITY OF SUISUN CITY
GAS & ELECTRIC:	PACIFIC GAS & ELECTRIC
TELEPHONE:	AT&T
CABLE TV:	COMCAST

19. LANDSCAPE: ALL LANDSCAPING WITHIN THE DEVELOPMENT WILL BE PRIVATE AND WILL BE PRIVATELY OWNED AND MAINTAINED BY THE PROPERTY OWNER.
20. PROPOSED GRADING IS PRELIMINARY. FINAL GRADING IS SUBJECT TO FINAL DESIGN.
21. MAXIMUM CUT OR FILL SLOPE IS 2:1.
22. BOUNDARY IS PER FIELD SURVEY.

BLOSSOM AVE IMPROVEMENT NOTES:

1. THE PROJECT SHALL INSTALL STREET SIGNAGE, PAVEMENT MARKINGS AND STRIPING AT THE INTERSECTION OF RAILROAD AND BLOSSOM IN CONFORMANCE WITH CITY STANDARDS. SIGNING AND STRIPING TO BE DETAILED WITH IMPROVEMENT PLANS.
2. THE PROJECT SHALL DIG OUT REPAIRS TO FAILED PAVEMENT AREAS WITH A MINIMUM 6" PATCH PAVE TO BE DETAILED WITH IMPROVEMENT PLANS.
3. THE PROJECT SHALL RESURFACE THE EASTERN HALF OF THE PAVED ROAD WITH A MINIMUM 1.5" GRIND AND OVERLAY TO BE DETAILED WITH IMPROVEMENT PLANS.

Sheet List Table

Sheet Number	Sheet Title
1	PRELIMINARY SITE PLAN
2	EXISTING CONDITIONS
3	PRELIMINARY GRADING PLAN
4	PRELIMINARY UTILITY PLAN
5	PRELIMINARY PARKING PLAN
6	PRELIMINARY FIRE ACCESS PLAN
7	PRELIMINARY STORMWATER CONTROL PLAN

PRELIMINARY SITE PLAN
SITE PLAN REVIEW
BLOSSOM AVENUE APARTMENTS

CITY OF SUISUN CITY SOLANO COUNTY CALIFORNIA

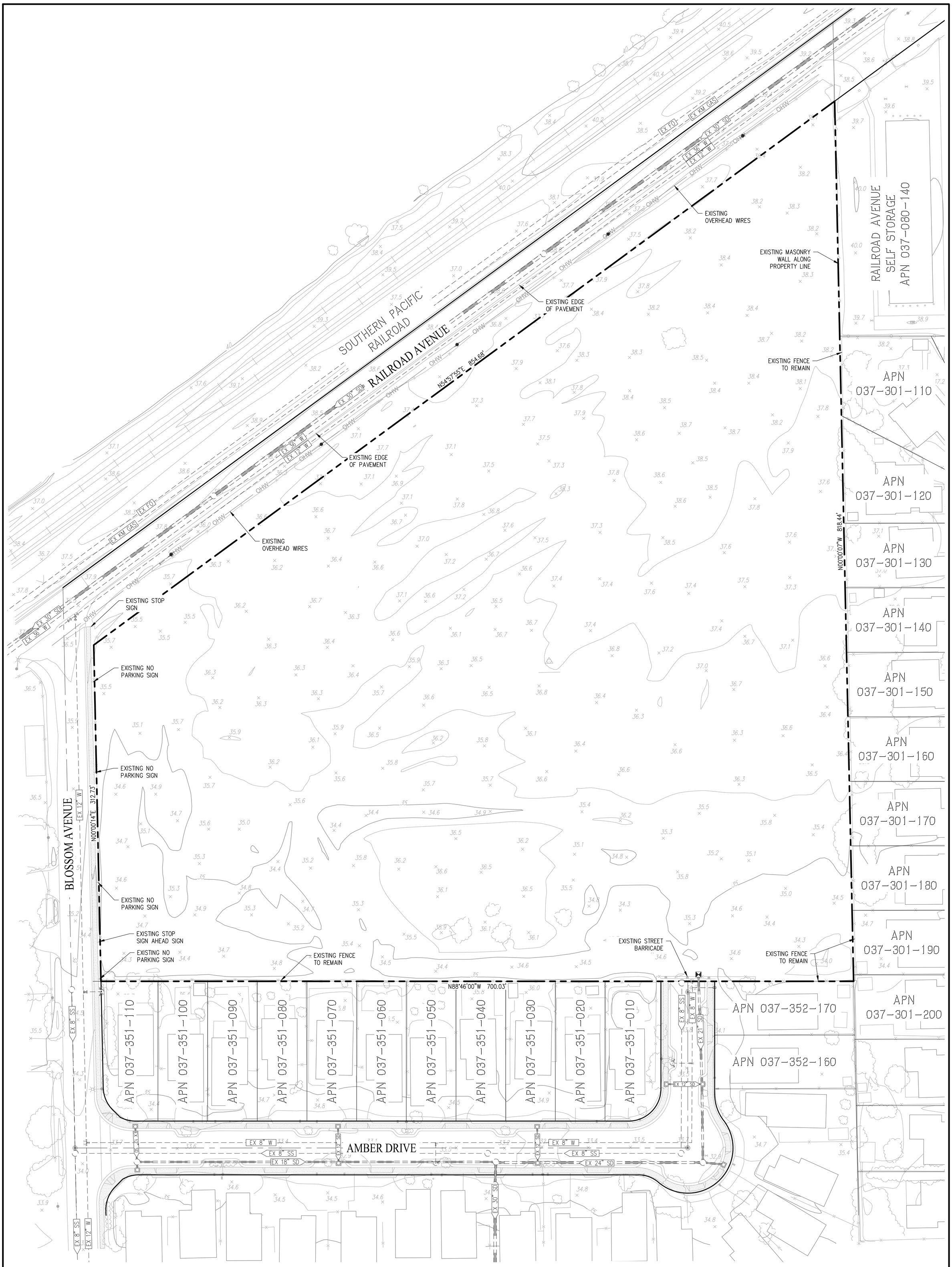
SCALE: 1" = 40' DATE: MAY 24, 2021

0 40 80 120

cbg
CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS
SAN RAMON ▪ (925) 866-0322
SACRAMENTO ▪ (916) 375-1877
WWW.CBANDG.COM

SHEET NO. 1 OF 7 SHEETS

F:\3262-000\ACAD\EP\EP01.DWG



LEGEND

- PROJECT BOUNDARY
- SIDEWALK
- CENTERLINE
- EX SD — STORM DRAIN PIPE
- EX W — WATER PIPE
- EX SS — SANITARY SEWER PIPE
- STORM DRAIN MANHOLE
- STORM DRAIN CATCH BASIN
- STORM DRAIN FIELD INLET
- SANITARY SEWER MANHOLE
- FIRE HYDRANT

EXISTING CONDITIONS
SITE PLAN REVIEW
BLOSSOM AVENUE APARTMENTS

CITY OF SUISUN CITY SOLANO COUNTY CALIFORNIA

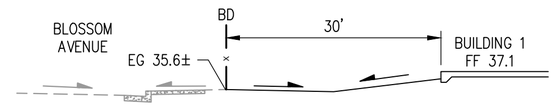
SCALE: 1" = 40' DATE: MAY 24, 2021

0 40 80 120

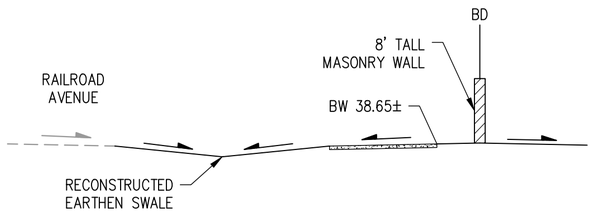
cbg
CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS
SAN RAMON ▪ (925) 866-0322
SACRAMENTO ▪ (916) 375-1877
WWW.CBANDG.COM

SHEET NO. 2 OF 7 SHEETS

F:\3262-000\ACAD\EP\EP02.DWG



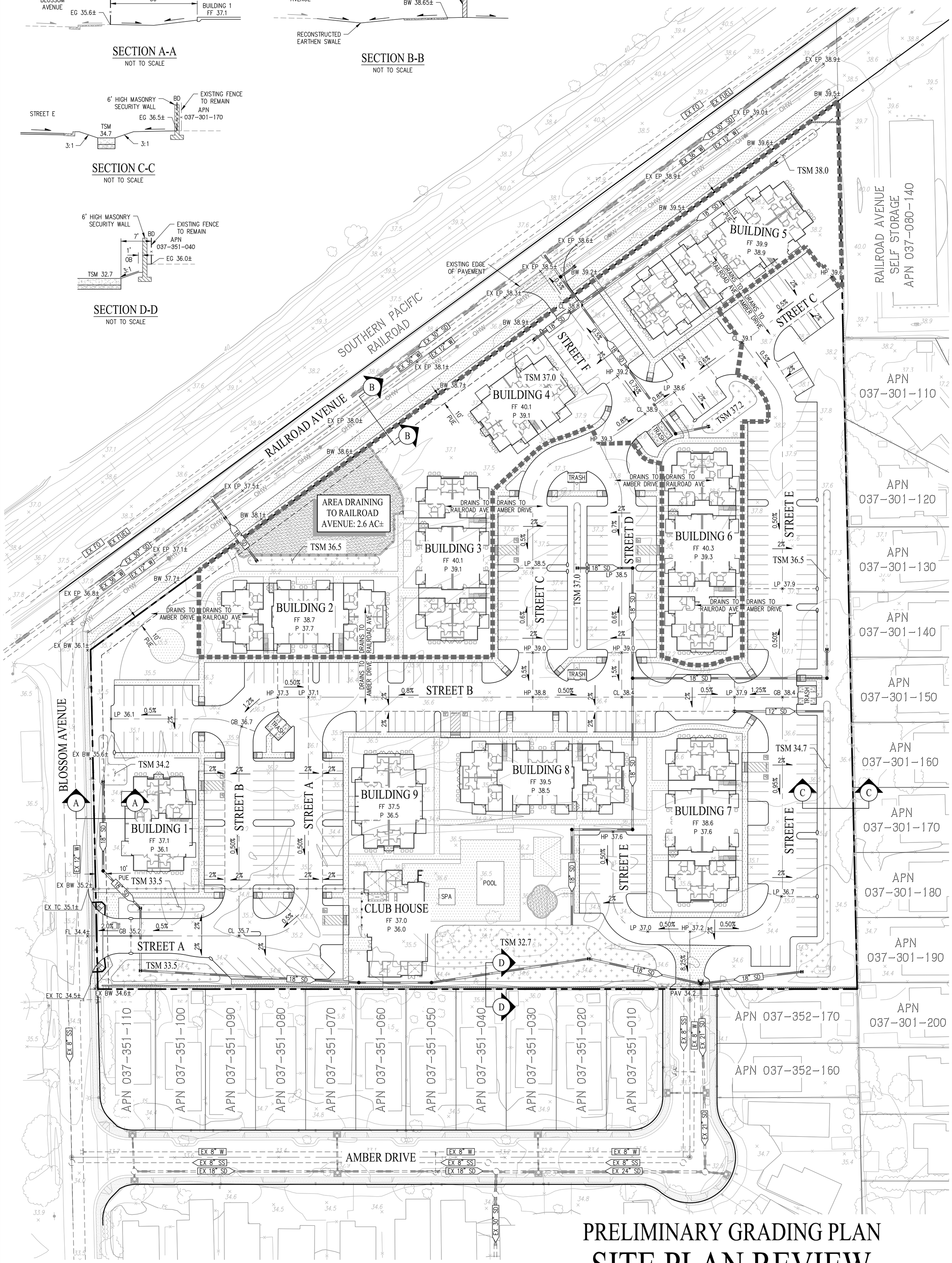
SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE

SECTION C-C
NOT TO SCALE

SECTION D-D
NOT TO SCALE



LEGEND

- PROJECT BOUNDARY
- FACE OF CURB
- SIDEWALK
- CENTERLINE
- STORM DRAIN PIPE (SD)
- PORTION OF SITE DRAINING TO RAILROAD AVENUE (2.6 AC±)
- BIORETENTION AREA

PRELIMINARY GRADING PLAN
SITE PLAN REVIEW
BLOSSOM AVENUE APARTMENTS

CITY OF SUISUN CITY SOLANO COUNTY CALIFORNIA

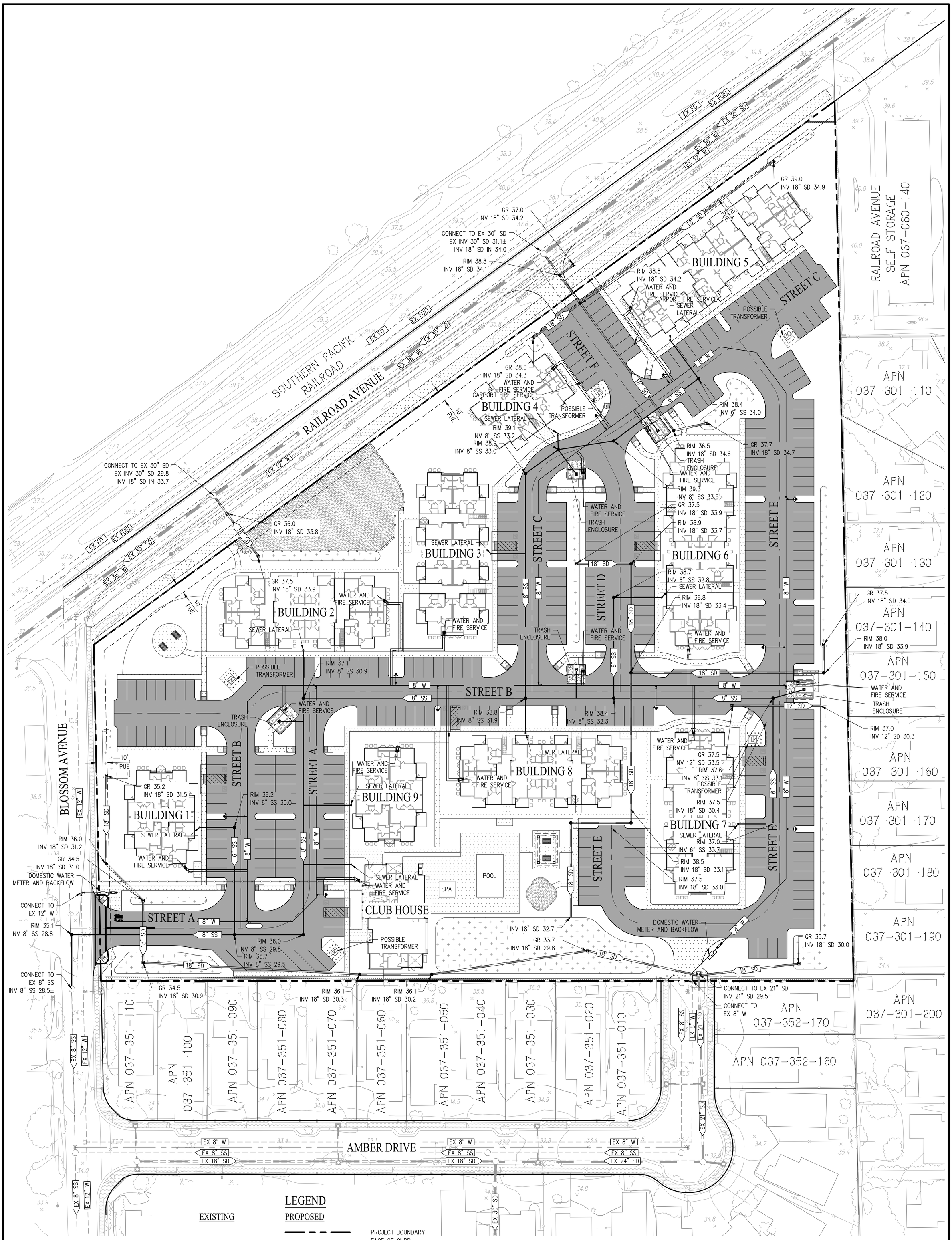
SCALE: 1" = 40' DATE: MAY 24, 2021

0 40 80 120

cbg
CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS
SAN RAMON ▪ (925) 866-0322
SACRAMENTO ▪ (916) 375-1877
WWW.CBANDG.COM

SHEET NO. 3 OF 7 SHEETS

F:\3262-000\ACAD\EP\EP03.DWG



LEGEND

EXISTING	PROPOSED	
		PROJECT BOUNDARY
		FACE OF CURB
		SIDEWALK
		CENTERLINE
		BIORETENTION AREA
EX SD	SD	STORM DRAIN PIPE
EX W	W	WATER PIPE
		FIRE SERVICE WITH BACKFLOW PREVENTOR
		WATER PIPE WITH METER AND BACKFLOW PREVENTOR
EX SS	SS	SANITARY SEWER PIPE
		SANITARY SEWER LATERAL WITH CLEANOUT
		STORM DRAIN MANHOLE
		STORM DRAIN CATCH BASIN
		STORM DRAIN FIELD INLET
		SANITARY SEWER MANHOLE
		FIRE HYDRANT

PRELIMINARY UTILITY PLAN
SITE PLAN REVIEW
BLOSSOM AVENUE APARTMENTS

CITY OF SUISUN CITY SOLANO COUNTY CALIFORNIA

SCALE: 1" = 40' DATE: MAY 24, 2021

0 40 80 120

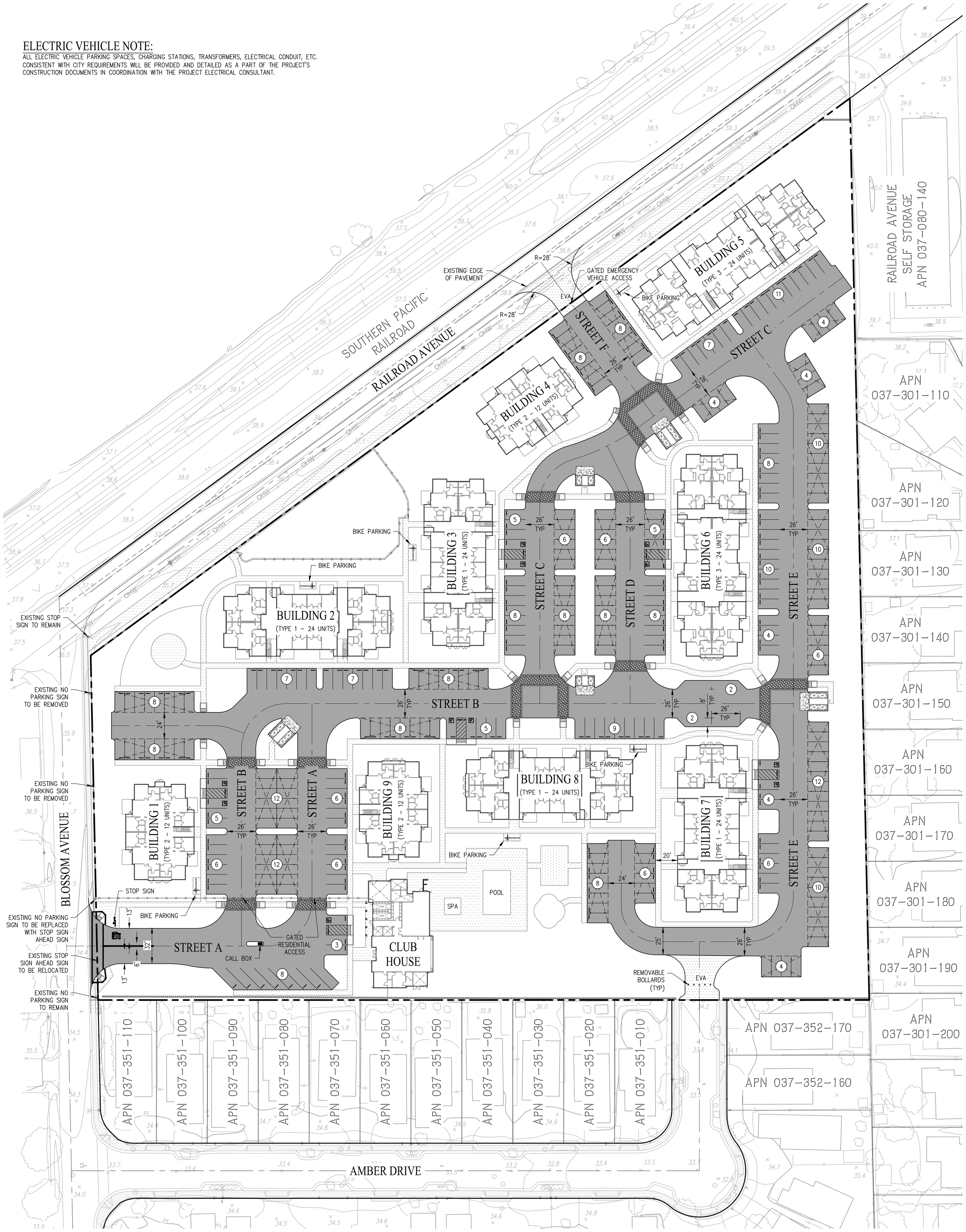
cbg
CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS
SAN RAMON ▪ (925) 866-0322
SACRAMENTO ▪ (916) 375-1877
WWW.CBANDG.COM

SHEET NO. 4 OF 7 SHEETS

F:\3262-000\ACAD\EP\EP04.DWG

ELECTRIC VEHICLE NOTE:

ALL ELECTRIC VEHICLE PARKING SPACES, CHARGING STATIONS, TRANSFORMERS, ELECTRICAL CONDUIT, ETC. CONSISTENT WITH CITY REQUIREMENTS WILL BE PROVIDED AND DETAILED AS A PART OF THE PROJECT'S CONSTRUCTION DOCUMENTS IN COORDINATION WITH THE PROJECT ELECTRICAL CONSULTANT.

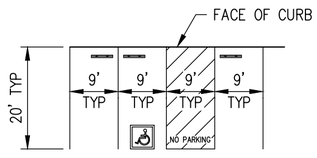


	PARKING REQUIRED							PARKING PROVIDED	
	UNITS	RATIO (STALL/DU)			NUMBER OF SPACES			NUMBER OF SPACES	
		COVERED	GUEST	UNCOVERED	COVERED	GUEST	UNCOVERED	COVERED	UNCOVERED/GUEST
1 BEDROOM UNIT	60	1	0.25	0	60	15	0	183	137
2 BEDROOM UNIT	96	1	0.25	0.5	96	24	48		
3 BEDROOM UNIT	24	1	0.25	1	24	6	24		
TOTAL	180				180	45	72	183	137
TOTAL SPACES					297			320	

NOTES:
1. REQUIRED PARKING IS BASED ON TABLE 18.42.110 – PARKING TABLE OF THE CITY OF SUISUN CITY MUNICIPAL CODE.
2. COVERED CARPORT PARKING SPACES SHALL BE A MINIMUM OF NINE FEET IN WIDTH AND 19 FEET IN DEPTH OF UNOBSTRUCTED AREA PROVIDED FOR PARKING PURPOSES. THE REQUIRED MINIMUM MEASUREMENTS MAY NOT INCLUDE THE EXTERIOR WALLS OR SUPPORT OF THE STRUCTURE.
3. UP TO 35% OF THE REQUIRED UNCOVERED SPACES MAY BE COMPACT-CAR SPACES (8' WIDE X 16' DEEP).
4. PARKING IS ASSUMED TO BE ASSIGNED WHILE GUEST/VISITOR PARKING IS ASSUMED TO BE UNASSIGNED.

LEGEND

- PROJECT BOUNDARY
- FACE OF CURB
- CENTERLINE
- DECORATIVE CROSSING
- SIDEWALK
- CARPORT
- WHEEL STOP



PARKING STALL SIZE
SCALE: 1" = 20'

PRELIMINARY PARKING PLAN
SITE PLAN REVIEW
BLOSSOM AVENUE APARTMENTS

CITY OF SUISUN CITY SOLANO COUNTY CALIFORNIA

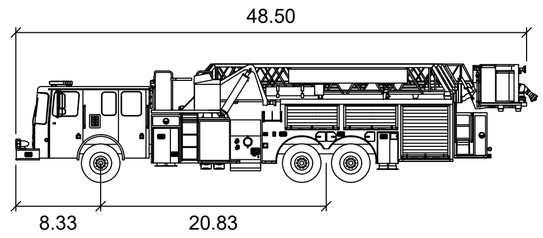
SCALE: 1" = 40' DATE: MAY 24, 2021

0 40 80 120

cbg
CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS
SAN RAMON ▪ (925) 866-0322
SACRAMENTO ▪ (916) 375-1877
WWW.CBANDG.COM

SHEET NO. 5 OF 7 SHEETS

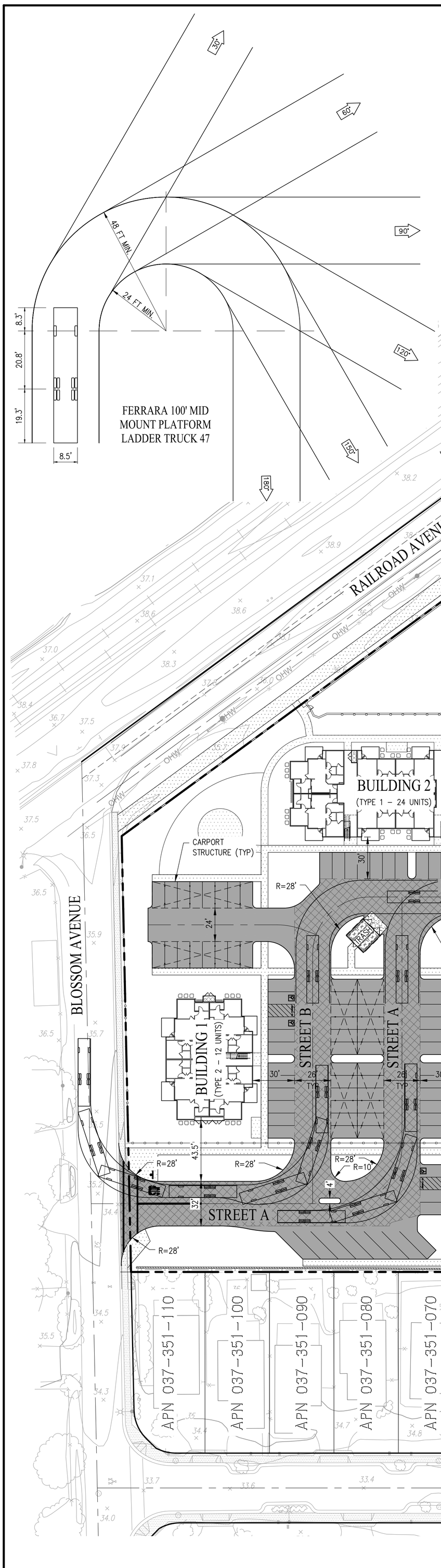
F:\3262-000\ACAD\EP\EP05.DWG



Ferrara 100' Mid Mount Platform Ladder Truck 47

feet

Width	:	8.50
Track	:	8.50



LEGEND

- PROJECT BOUNDARY
- FACE OF CURB
- SIDEWALK
- CENTERLINE
- EMERGENCY VEHICLE ACCESS ROAD

PRELIMINARY FIRE ACCESS PLAN
SITE PLAN REVIEW
BLOSSOM AVENUE APARTMENTS

CITY OF SUISUN CITY SOLANO COUNTY CALIFORNIA

SCALE: 1" = 40' DATE: MAY 24, 2021

0 40 80 120

cbg
CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS
SAN RAMON ▪ (925) 866-0322
SACRAMENTO ▪ (916) 375-1877
WWW.CBANDG.COM

SHEET NO. 6 OF 7 SHEETS

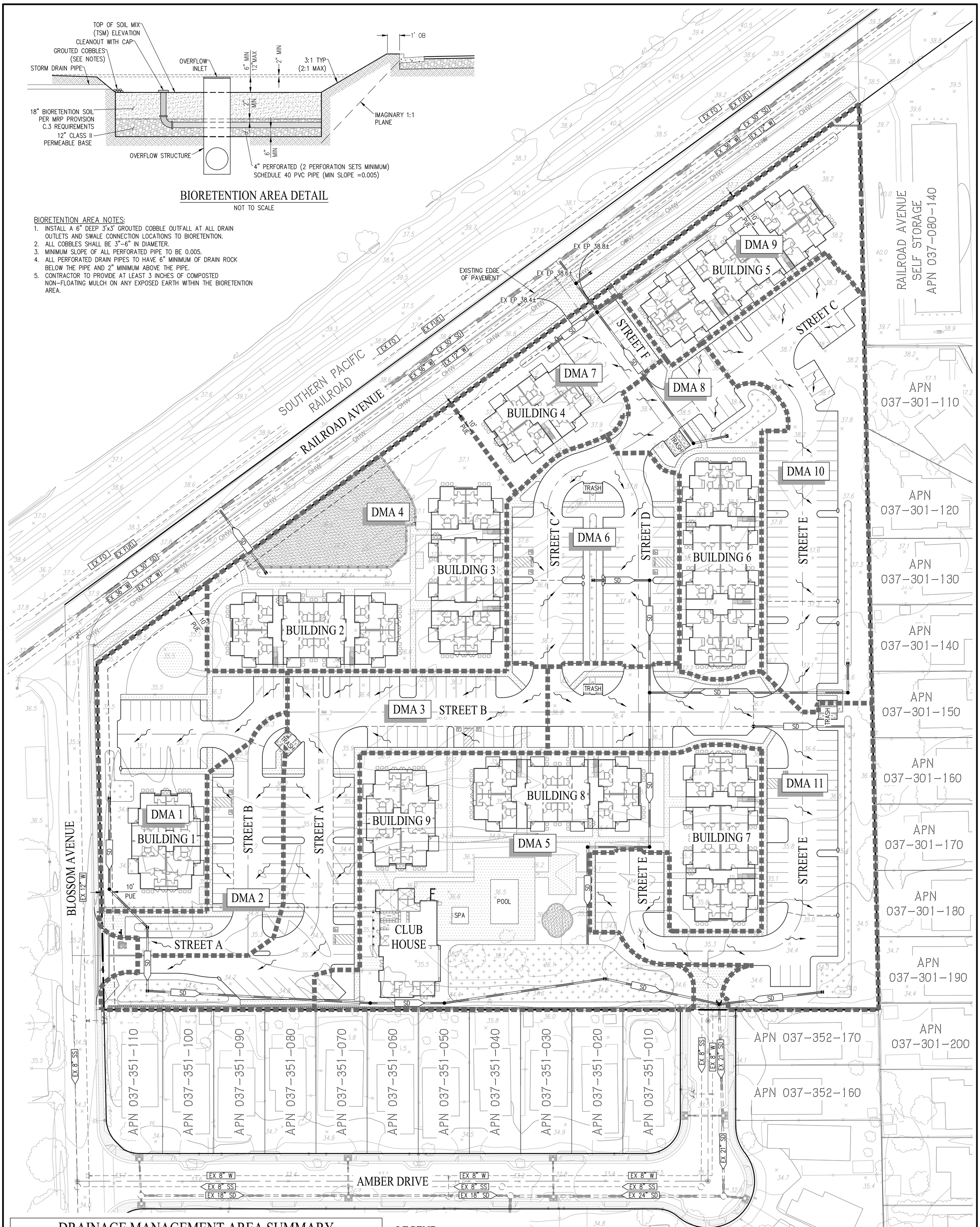
F:\3262-000\ACAD\EP\EP06.DWG

BIORETENTION AREA DETAIL

NOT TO SCALE

BIORETENTION AREA NOTES:

1. INSTALL A 6" DEEP 3'x3' GROUTED COBBLE OUTFALL AT ALL DRAIN OUTLETS AND SWALE CONNECTION LOCATIONS TO BIORETENTION.
2. ALL COBBLES SHALL BE 3"–6" IN DIAMETER.
3. MINIMUM SLOPE OF ALL PERFORATED PIPE TO BE 0.005.
4. ALL PERFORATED DRAIN PIPES TO HAVE 6" MINIMUM OF DRAIN ROCK BELOW THE PIPE AND 2" MINIMUM ABOVE THE PIPE.
5. CONTRACTOR TO PROVIDE AT LEAST 3 INCHES OF COMPOSTED NON–FLOATING MULCH ON ANY EXPOSED EARTH WITHIN THE BIORETENTION AREA.



DRAINAGE MANAGEMENT AREA SUMMARY

DMA	DMA AREA (SF)	PERVIOUS AREA (SF)	IMPERVIOUS AREA (SF)	REQUIRED TREATMENT AREA (SF)	PROVIDED TREATMENT AREA (SF)	PONDING DEPTH (IN)	TSM ELEVATION
1	30,100	16,200	13,900	385	670	12	34.2
2	16,200	2,600	13,600	345	480	12	33.5
3	40,100	7,200	32,900	830	1,700	12	33.5
4	46,000	25,300	20,700	575	950	12	36.5
5	74,700	35,200	39,500	1,060	2,030	12	32.7
6	28,800	4,100	24,700	765	790	6	37.0
7	17,000	6,400	10,600	280	340	12	37.0
8	25,700	7,600	18,100	575	990	6	37.2
9	23,400	11,400	12,000	325	400	12	38.0
10	38,500	11,700	26,800	860	900	6	36.5
11	53,000	16,100	36,900	950	2,300	12	34.7

NOTES:

1. ALL BIORETENTION AREAS HAVE BEEN SIZED PER THE FAIRFIELD–SUISUN URBAN RUNOFF MANAGEMENT PROGRAM STORMWATER C.3 GUIDEBOOK DATED OCTOBER 2012, USING FLOW AND VOLUME COMBINATION CALCULATIONS.
2. THE BIORETENTION AREA FOR DMA 5 WILL BE USED AS A "DUAL–USE" BASIN FOR STORMWATER TREATMENT AND FLOOD CONTROL

LEGEND

- PROJECT BOUNDARY
- FACE OF CURB
- SIDEWALK
- CENTERLINE
- SD — STORM DRAIN PIPE
- LIMIT OF DRAINAGE MANAGEMENT AREA (DMA)
- BIORETENTION AREA
- OVERLAND FLOW DIRECTION

PRELIMINARY STORMWATER CONTROL PLAN

SITE PLAN REVIEW

BLOSSOM AVENUE APARTMENTS

CITY OF SUISUN CITY SOLANO COUNTY CALIFORNIA

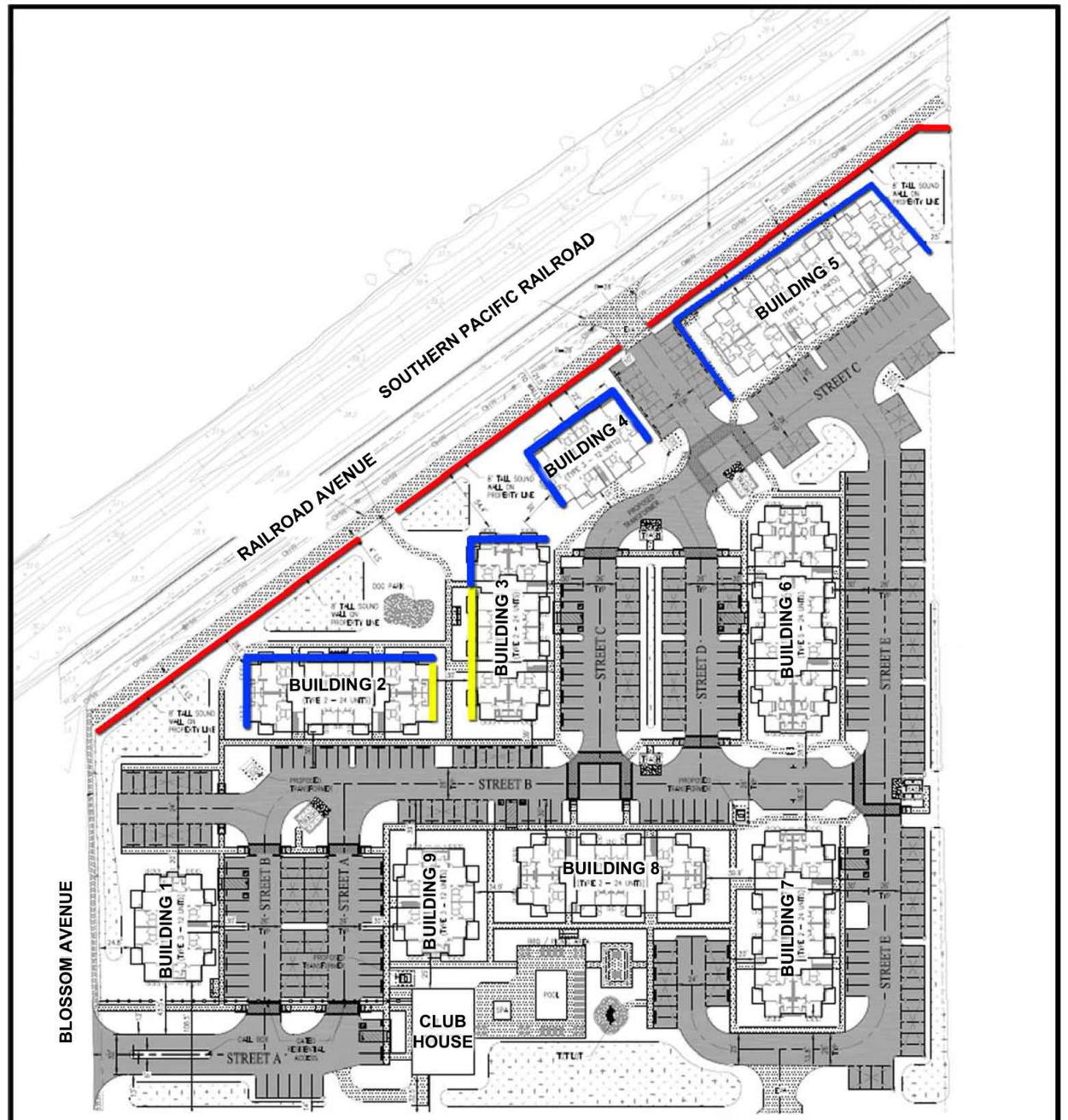
SCALE: 1" = 40' DATE: MAY 24, 2021

0 40 80 120

cbg
CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS
SAN RAMON ▪ (925) 866-0322
SACRAMENTO ▪ (916) 375-1877
WWW.CBANDG.COM

SHEET NO. 7 OF 7 SHEETS

F:\3262-000\ACAD\EP\EP07.DWG



Legend

Proposed 8' Tall Sound Wall

Proposed Upper-Floor Window STC Ratings:

STC 32

STC 35

All Other WIndows STC 27

N

Scale (feet)

0 40 80

Blossom Avenue Apartments
Suisun City, California

Site Plan

Figure 2

BOLLARD Acoustical

FPA MULTIFAMILY, LLC

PROJECT DESCRIPTION

A 180 UNITS PROJECT CONSISTING OF A 3-STORY TYPE V-A RESIDENTIAL BUILDING

PARCEL # 037-130-010

SITE GROSS AREA:	9.09 ACRES
SITE ADDRESS:	SE CORNER OF INTERSECTION OF BLOSSOM AVENUE & RAILROAD AVENUE, SUISUN CITY, CA 94585
TOTAL UNITS:	180 UNITS
DENSITY ON GROSS AREA:	19.8 DU/AC
EXISTING ZONING:	RESIDENTIAL MEDIUM DENSITY

BUILDING 2, 3, 7 & 8 TYPE 1 (RTA-T2) (QTY 4)

UNIT TYPE	UNIT NET SQ. FT.	UNITS PER BUILDING	TOTAL UNITS	TOTAL NET SQ. FT.	%	UNIT %
A1	704	12	48	33,792	50%	50%
B1	981	12	48	47,088	50%	50%
TOTAL	**843**	**24**	**96**	**80,880**	**100%**	

BUILDING 1, 4 & 9 TYPE 2 (RTA-T3) (QTY 3)

UNIT TYPE	UNIT NET SQ. FT.	UNITS PER BUILDING	TOTAL UNITS	TOTAL NET SQ. FT.	%	UNIT %
B1	981	6	18	17,658	50%	50%
B2	1,099	6	18	19,782	50%	50%
TOTAL	**1040**	**12**	**36**	**37,440**	**100%**	

BUILDING 5 & 6 TYPE 3 (RTA-T5) (QTY 2)

UNIT TYPE	UNIT NET SQ. FT.	UNITS PER BUILDING	TOTAL UNITS	TOTAL NET SQ. FT.	%	UNIT %
A1	704	6	12	8,448	25%	100%
B1A	978	6	12	11,736	25%	
C1	1,301	12	24	31,224	50%	
TOTAL	**1071**	**24**	**48**	**51,408**	**100%**	

UNIT SUMMARY

UNIT TYPE	UNIT NET SQ. FT.	NUMBER OF UNITS		TOTAL NET SQ. FT.	%	UNIT %
A1	704	60		42,240	33%	33%
B1	981	66	96	64,746	37%	53%
B1A	978	12		11,736	7%	
B2	1,099	18		19,782	10%	
C1	1,301	24		31,224	13%	13%
TOTAL	**943**	**180**		**169,728**	**100%**	

CODE SUMMARY

CODE	ADOPTED EDITION
BUILDING CODE	2019 CALIFORNIA BUILDING CODE
FIRE CODE	2019 CALIFORNIA FIRE CODE
ENERGY CODE	2019 BUILDING EFFICIENCY STANDARDS FOR RESIDENTIAL AND NON RESIDENTIAL BUILDINGS
MECHANICAL CODE	2019 CALIFORNIA MECHANICAL CODE
PLUMBING CODE	2019 CALIFORNIA PLUMBING CODE
ELECTRICAL CODE	2019 CALIFORNIA ELECTRICAL CODE
POOL CODE	2015 UNIFORM SWIMMING POOL CODE
CAL GREEN	2019 CALIFORNIA GREEN CODE
PLANNING CODE	SUISUN CITY MUNICIPAL CODE

PROJECT INFORMATION

G1.1

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

VIEW AT CORNER OF BLOSSOM AVENUE AND RAILROAD AVENUE

G1.2

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

VIEW TO CLUBHOUSE AND AMENITY AREA FROM PROJECT SOUTHEAST CORNER

G1.3

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

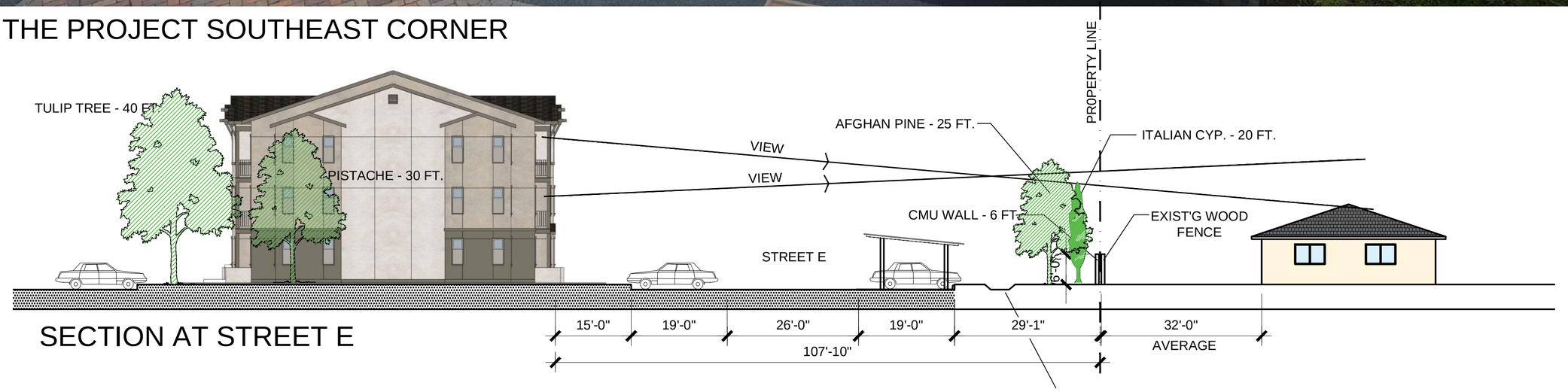
DATE: 05-24-21
JOB NO.: 2020-182

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

VIEW ALONG THE STREET "E" FROM THE PROJECT SOUTHEAST CORNER



SECTION AT STREET E

G1.4

BLOSSOM AVENUE APARTMENTS

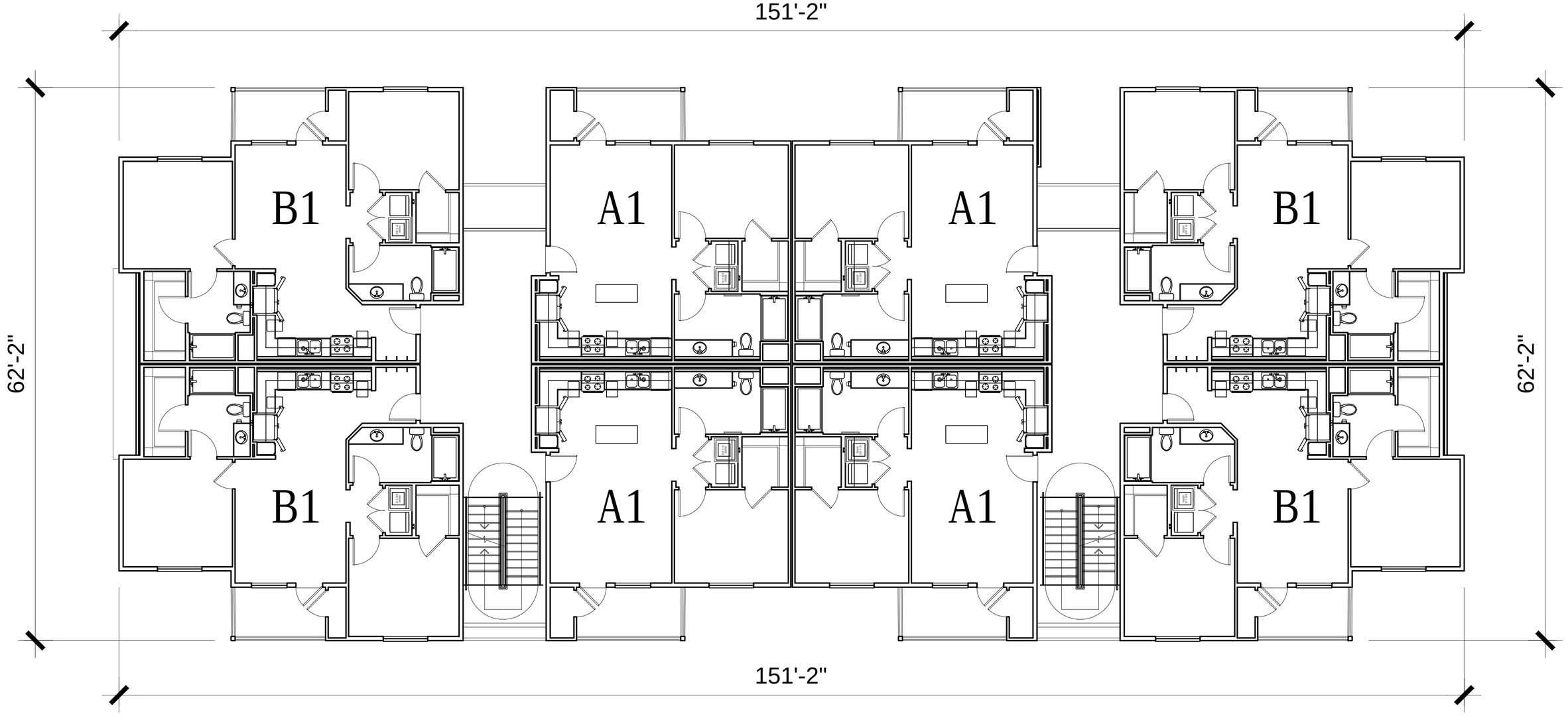
SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

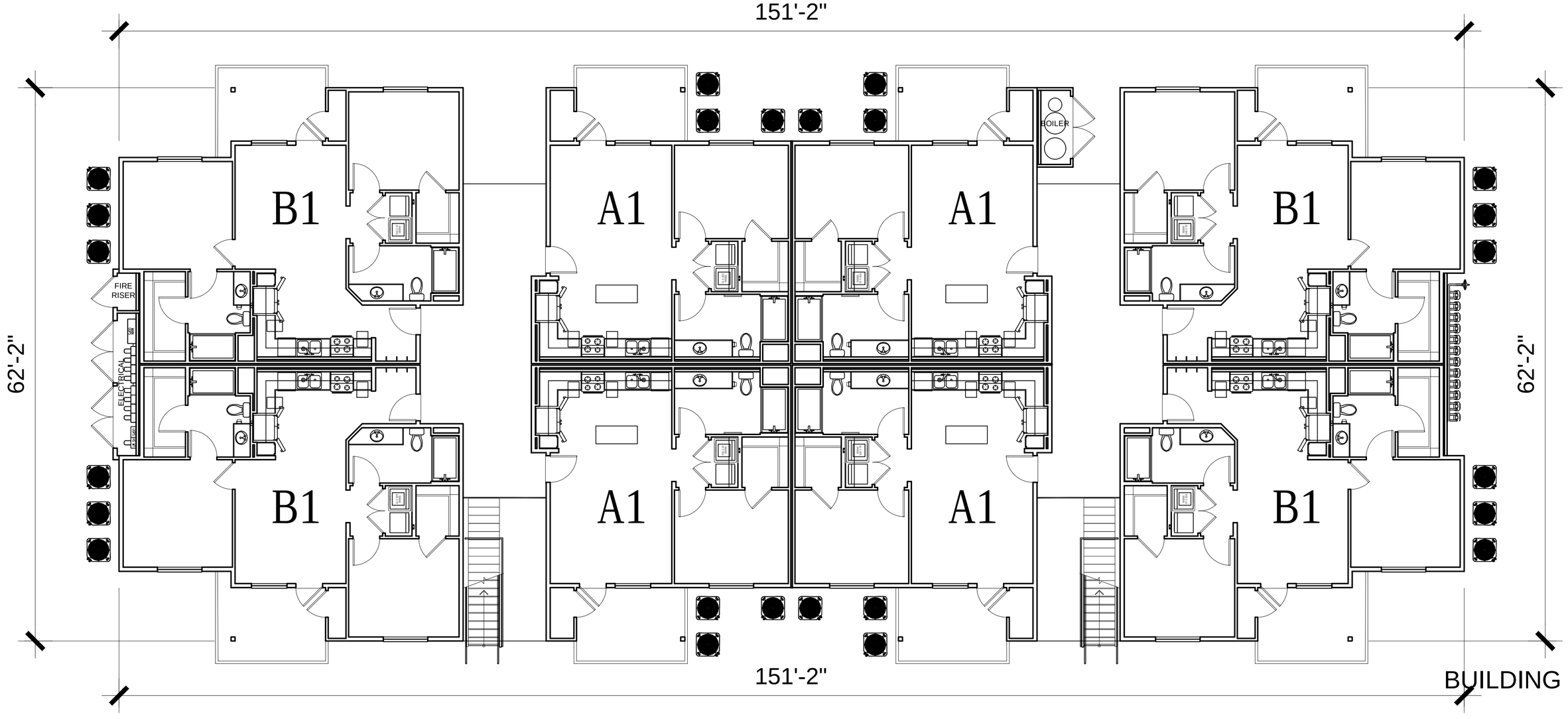
FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.



SECOND LEVEL



1/8"=1'-0" 0 4' 8' 16' 24'

BUILDING TYPE 1 (RTA-T2)

FIRST LEVEL

A2.0

BLOSSOM AVENUE APARTMENTS

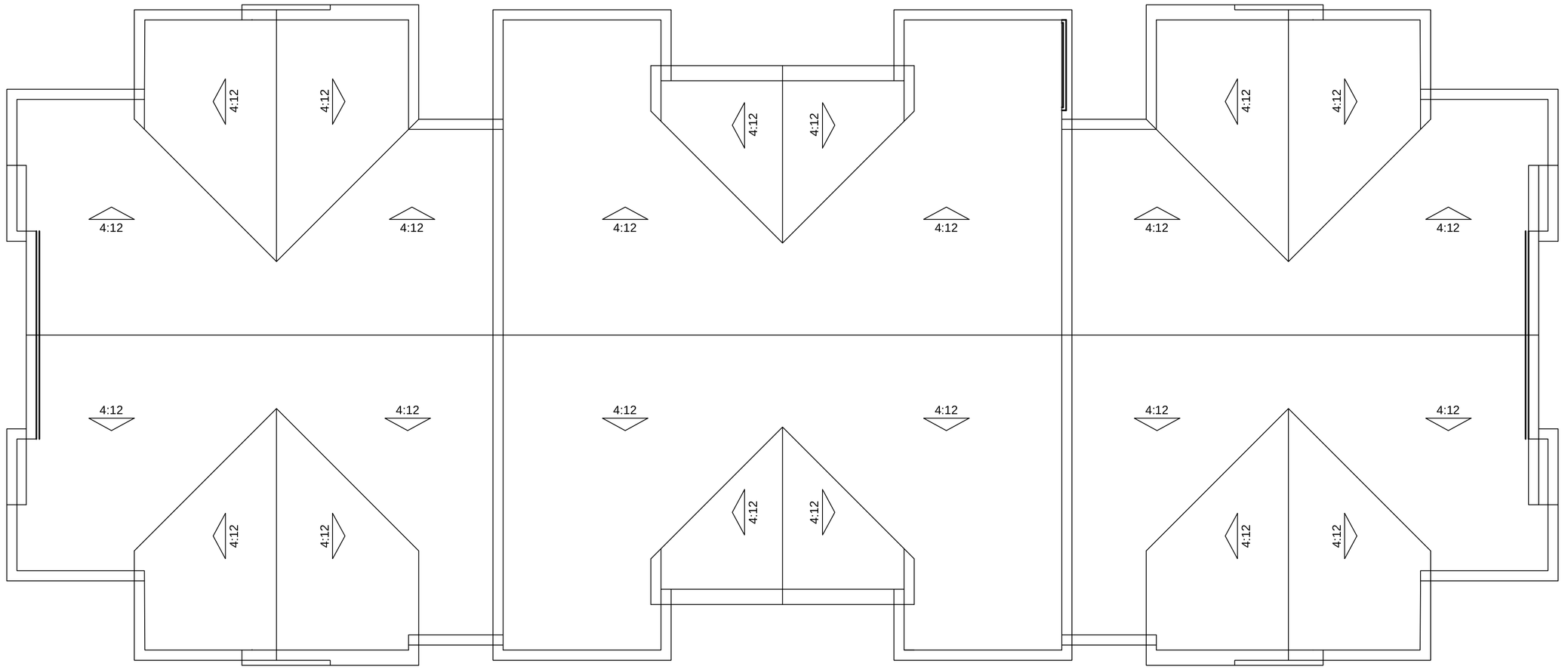
SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.



ROOF LEVEL

THIRD LEVEL

BUILDING TYPE 1 (RTA-T2)

1/8"=1'-0" 0 4' 8' 16' 24'

A2.1

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

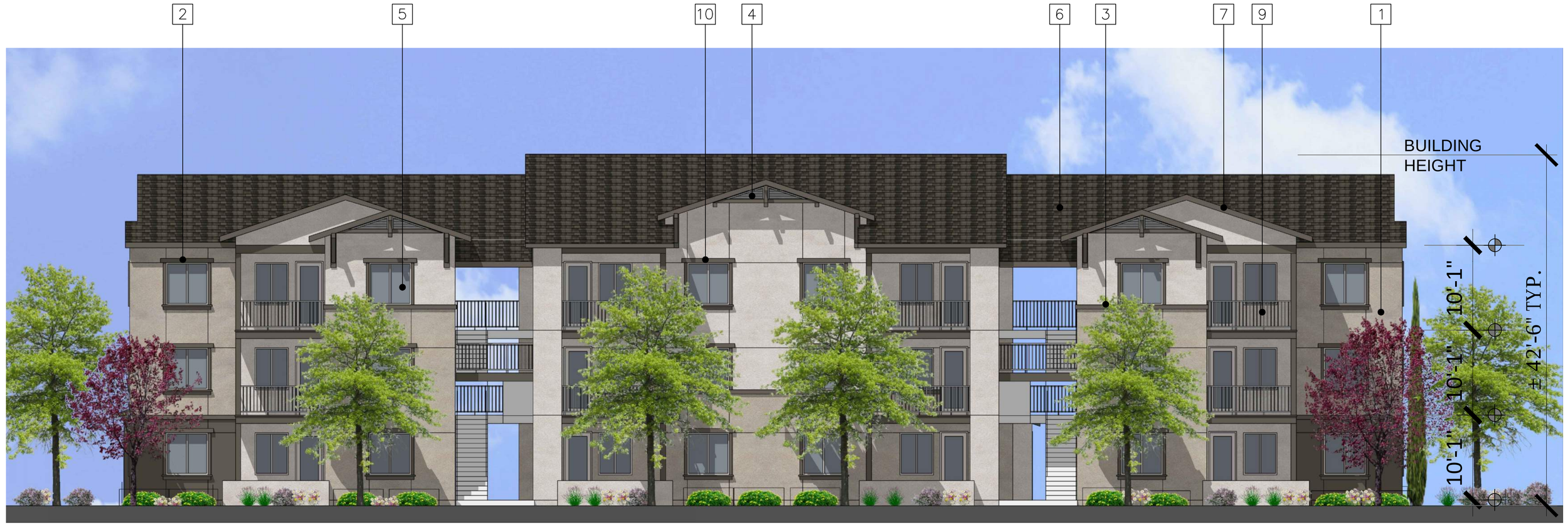
FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

GENERAL NOTES

REFER TO SHEETS A7.0 FOR ENLARGED ELEVATIONS WITH MATERIALS KEYNOTED



FRONT ELEVATION

REAR ELEVATION

MATERIALS LEGEND

1	STUCCO
2	STUCCO OVER FOAM TRIM
3	STUCCO OVER FOAM TRIM BAND
4	DECORATIVE GABLE VENT
5	VINYL WINDOW
6	GAF TIMBERLINE - BARKWOOD ROOF
7	WOOD FASCIA
8	SOUND BARRIER
9	METAL GUARDRAIL
10	WOOD TRIM

1/8"=1'-0" 0 4' 8' 16' 24'

BUILDING TYPE 1 (RTA-T2) ELEVATIONS

A2.2

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

GENERAL NOTES

REFER TO SHEETS A7.0 FOR ENLARGED ELEVATIONS WITH MATERIALS KEYNOTED

LEFT ELEVATION

RIGHT ELEVATION

MATERIALS LEGEND

1	STUCCO
2	STUCCO OVER FOAM TRIM
3	STUCCO OVER FOAM TRIM BAND
4	DECORATIVE GABLE VENT
5	VINYL WINDOW
6	GAF TIMBERLINE - BARKWOOD ROOF
7	WOOD FASCIA
8	SOUND BARRIER
9	METAL GUARDRAIL
10	WOOD TRIM

1/8"=1'-0" 0 4' 8' 16' 24'

BUILDING TYPE 1 (RTA-T2) ELEVATIONS

A2.3

BLOSSOM AVENUE APARTMENTS

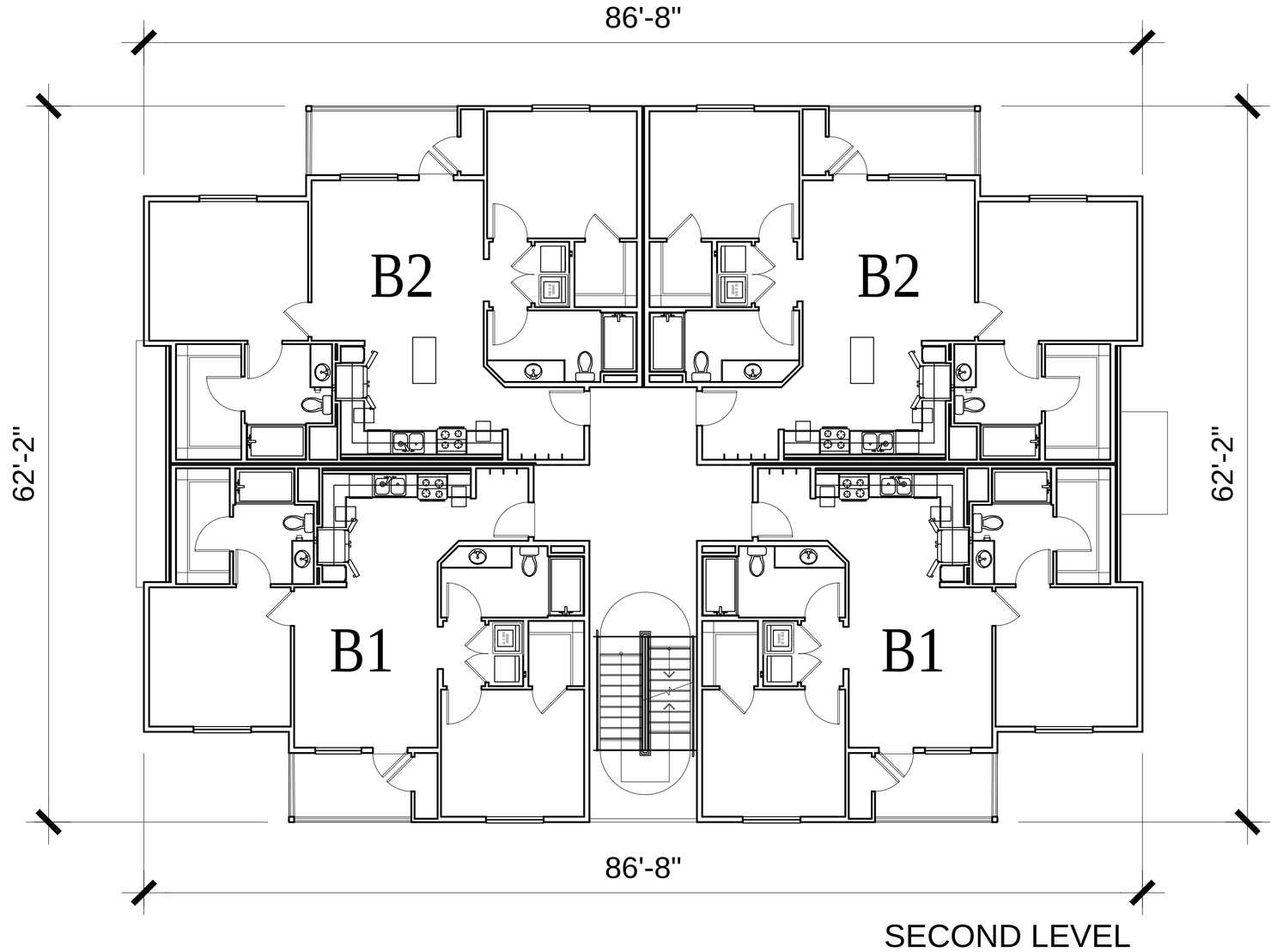
SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.



SECOND LEVEL

FIRST LEVEL

1/8"=1'-0" 0 4' 8' 16' 24'

BUILDING TYPE 2 (RTA-T3)

A3.0

BLOSSOM AVENUE APARTMENTS

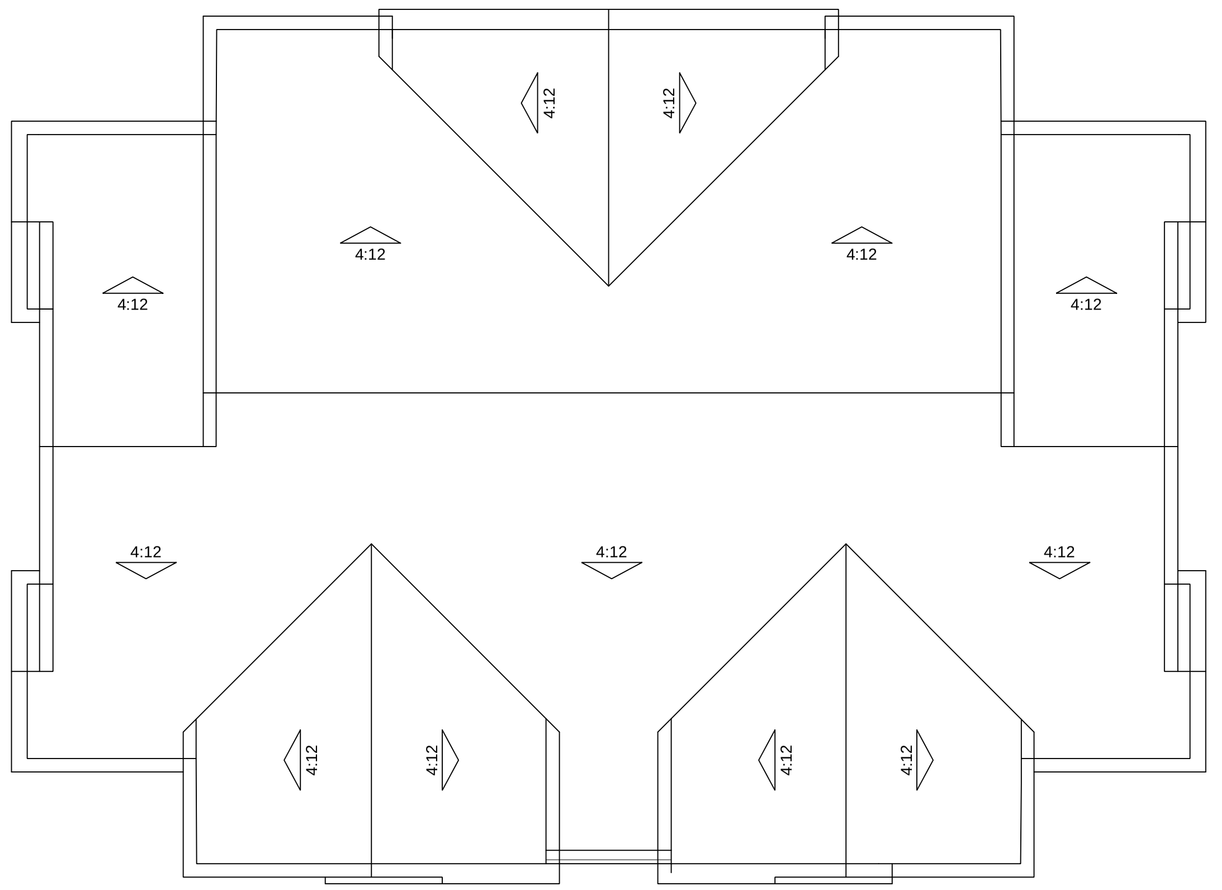
SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

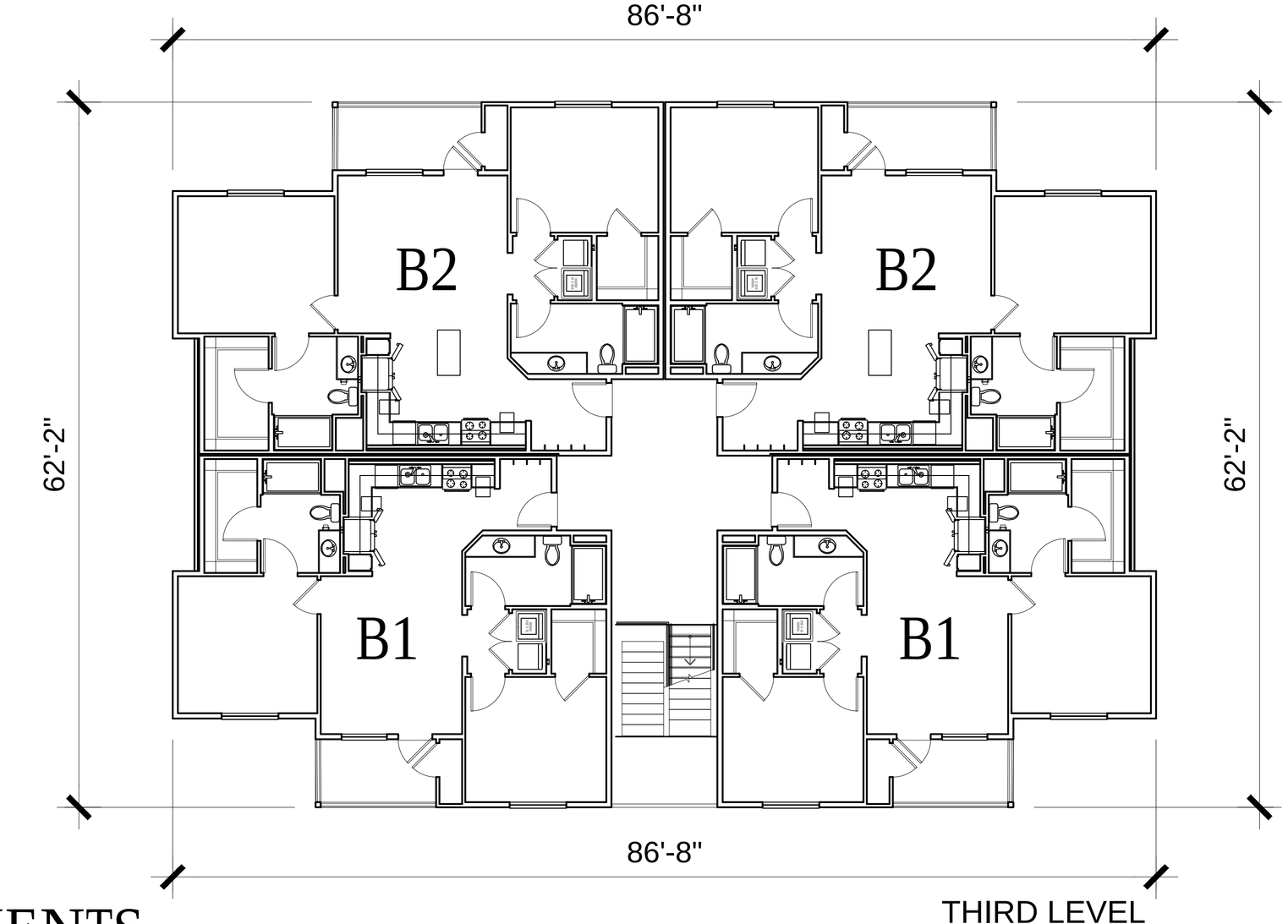
FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.



ROOF LEVEL



THIRD LEVEL

1/8"=1'-0" 0 4' 8' 16' 24'

BUILDING TYPE 2 (RTA-T3)

A3.1

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

AO Architecture. Design. Relationships.

GENERAL NOTES

REFER TO SHEETS A7.0 FOR ENLARGED ELEVATIONS WITH MATERIALS KEYNOTED

LEFT ELEVATION

FRONT ELEVATION

MATERIALS LEGEND

1	STUCCO
2	STUCCO OVER FOAM TRIM
3	STUCCO OVER FOAM TRIM BAND
4	DECORATIVE GABLE VENT
5	VINYL WINDOW
6	GAF TIMBERLINE - BARKWOOD ROOF
7	WOOD FASCIA
8	SOUND BARRIER
9	METAL GUARDRAIL
10	WOOD TRIM

RIGHT ELEVATION

REAR ELEVATION

0 4' 8' 16' 24'
1/8"=1'-0"

BUILDING TYPE 2 (RTA-T3) ELEVATIONS

A3.2

BLOSSOM AVENUE APARTMENTS

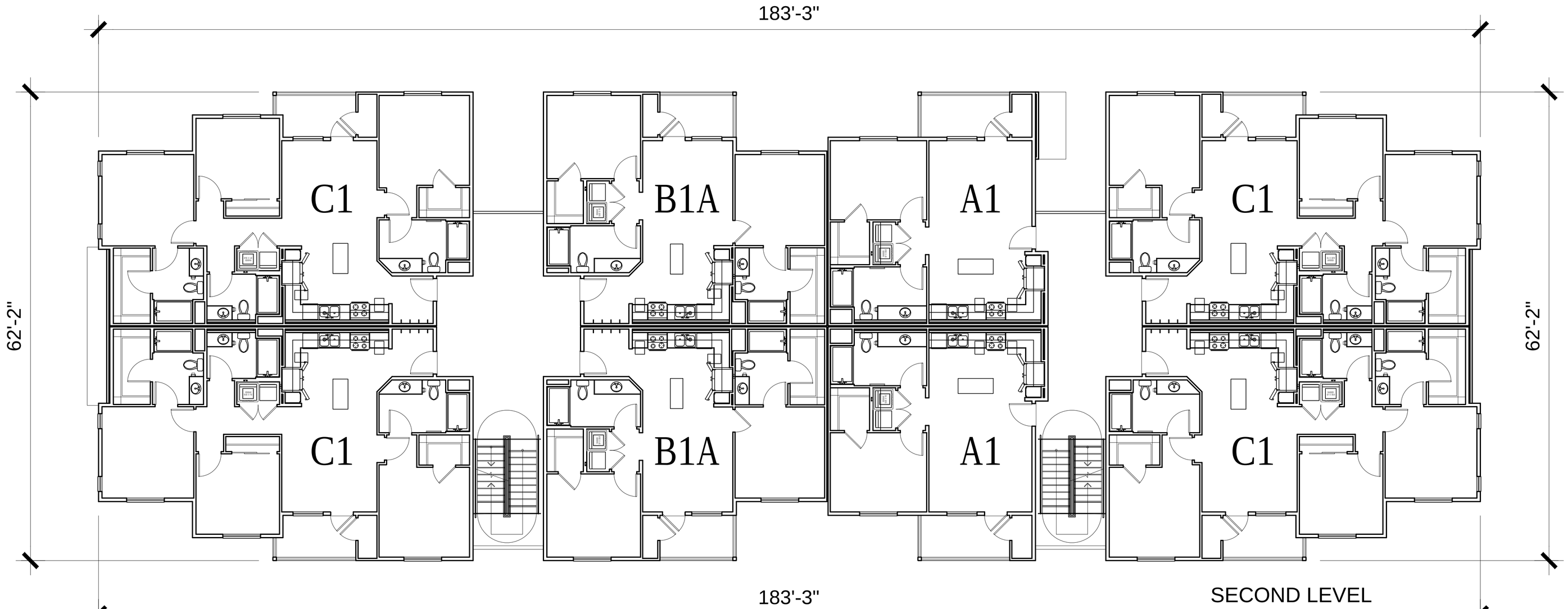
SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.



SECOND LEVEL

BUILDING TYPE 3 (RTA-T5)

1/8"=1'-0" 0 4' 8' 16' 24'

A4.0

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

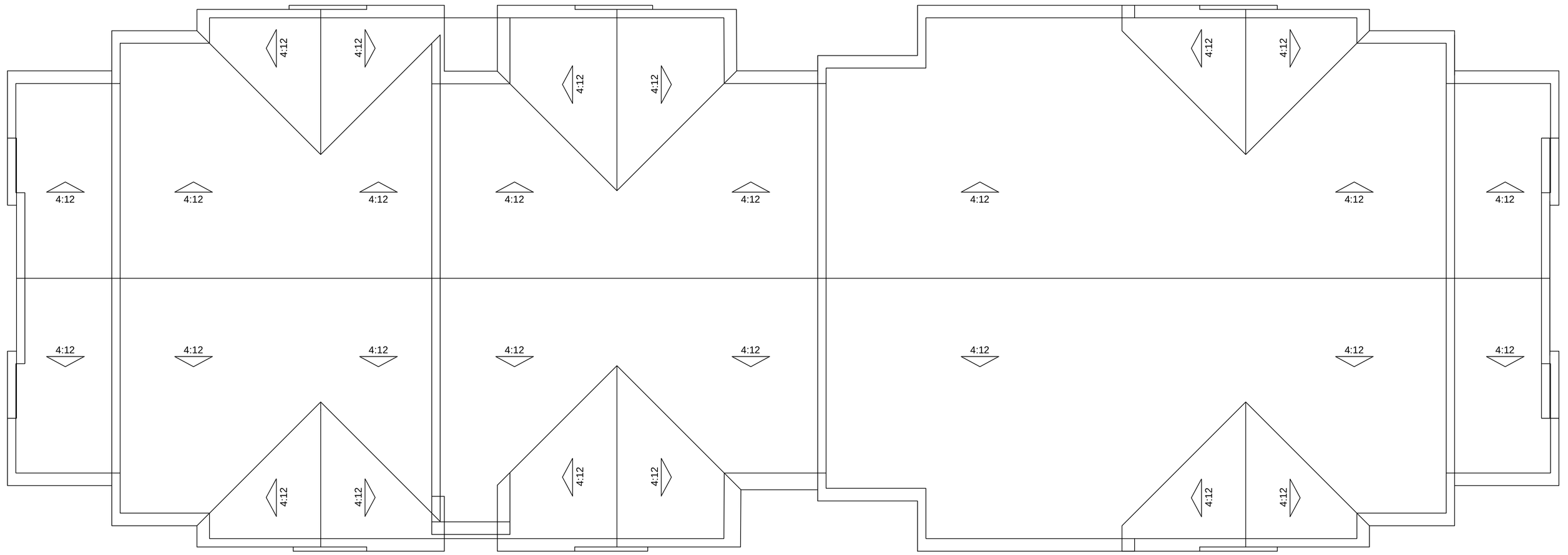
FIRST LEVEL

DATE: 05-24-21
JOB NO.: 2020-182

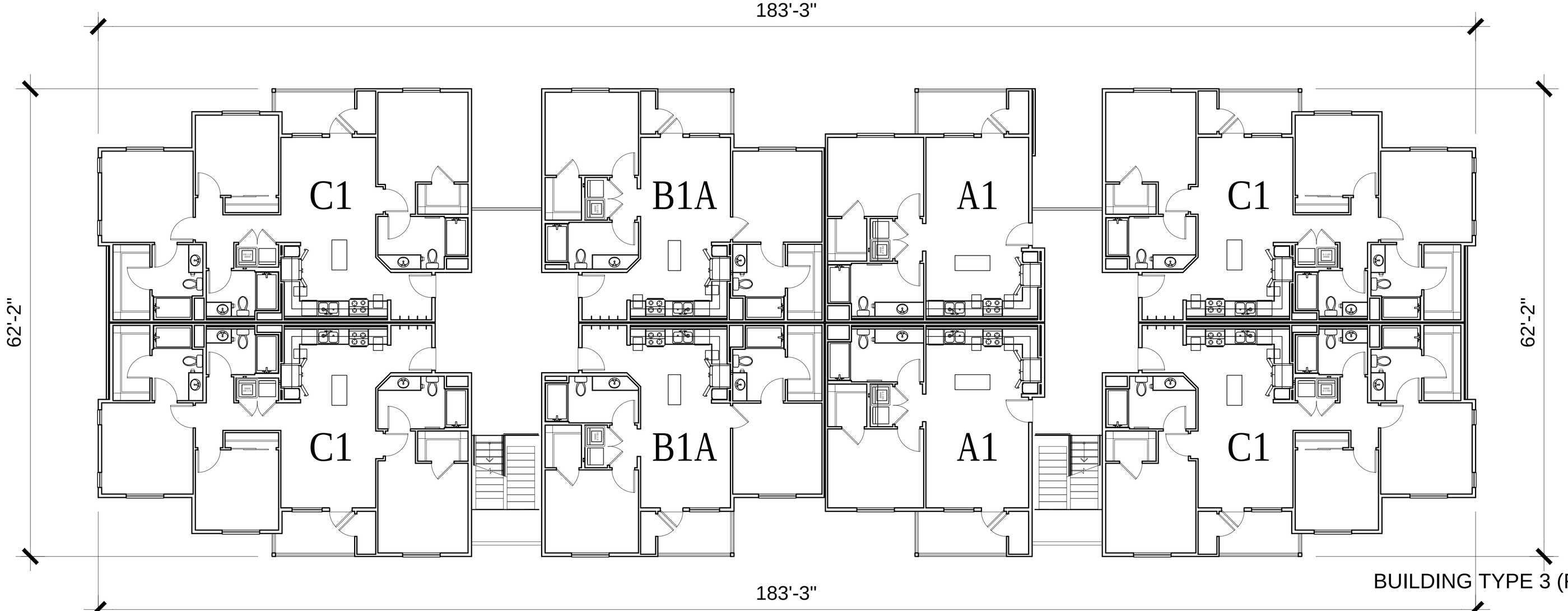
FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.



ROOF LEVEL



BUILDING TYPE 3 (RTA-T5)

THIRD LEVEL

1/8"=1'-0" 0 4' 8' 16' 24'

A4.1

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

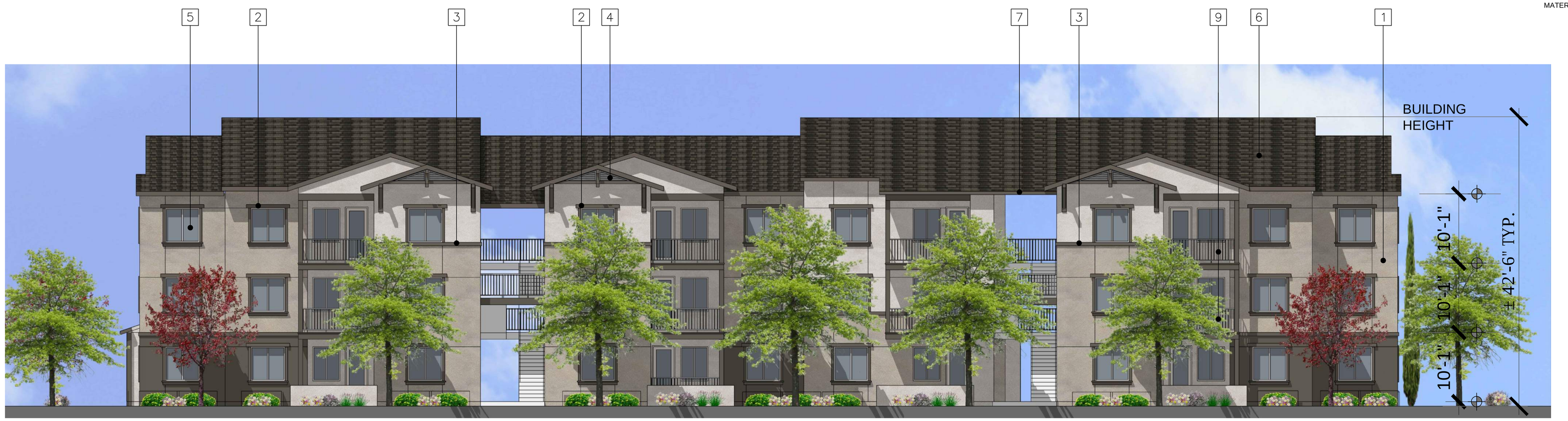
FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

GENERAL NOTES

REFER TO SHEETS A7.0 FOR ENLARGED ELEVATIONS WITH MATERIALS KEYNOTED



FRONT ELEVATION

REAR ELEVATION

MATERIALS LEGEND

1	STUCCO
2	STUCCO OVER FOAM TRIM
3	STUCCO OVER FOAM BAND
4	DECORATIVE GABLE VENT
5	VINYL WINDOW
6	GAF TIMBERLINE - BARKWOOD ROOF
7	WOOD FASCIA
8	SOUND BARRIER
9	METAL GUARDRAIL
10	WOOD TRIM

1/8"=1'-0" 0 4' 8' 16' 24'

BUILDING TYPE 3 (RTA-T5) ELEVATIONS

A4.2

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

AO Architecture. Design. Relationships.

GENERAL NOTES

REFER TO SHEETS A7.0 FOR ENLARGED ELEVATIONS WITH MATERIALS KEYNOTED

LEFT ELEVATION

RIGHT ELEVATION

MATERIALS LEGEND

1. STUCCO
2. STUCCO OVER FOAM TRIM
3. HARDIE PLANK LAP SIDING
4. DECORATIVE GABLE VENT
5. VINYL WINDOW
6. GAF TIMBERLINE - BARKWOOD ROOF
7. WOOD FASCIA
8. SOUND BARRIER
9. METAL GUARDRAIL
10. WOOD TRIM

1/8"=1'-0" 0 4' 8' 16' 24'

BUILDING TYPE 3 (RTA-T5) ELEVATIONS

A4.3

BLOSSOM AVENUE APARTMENTS

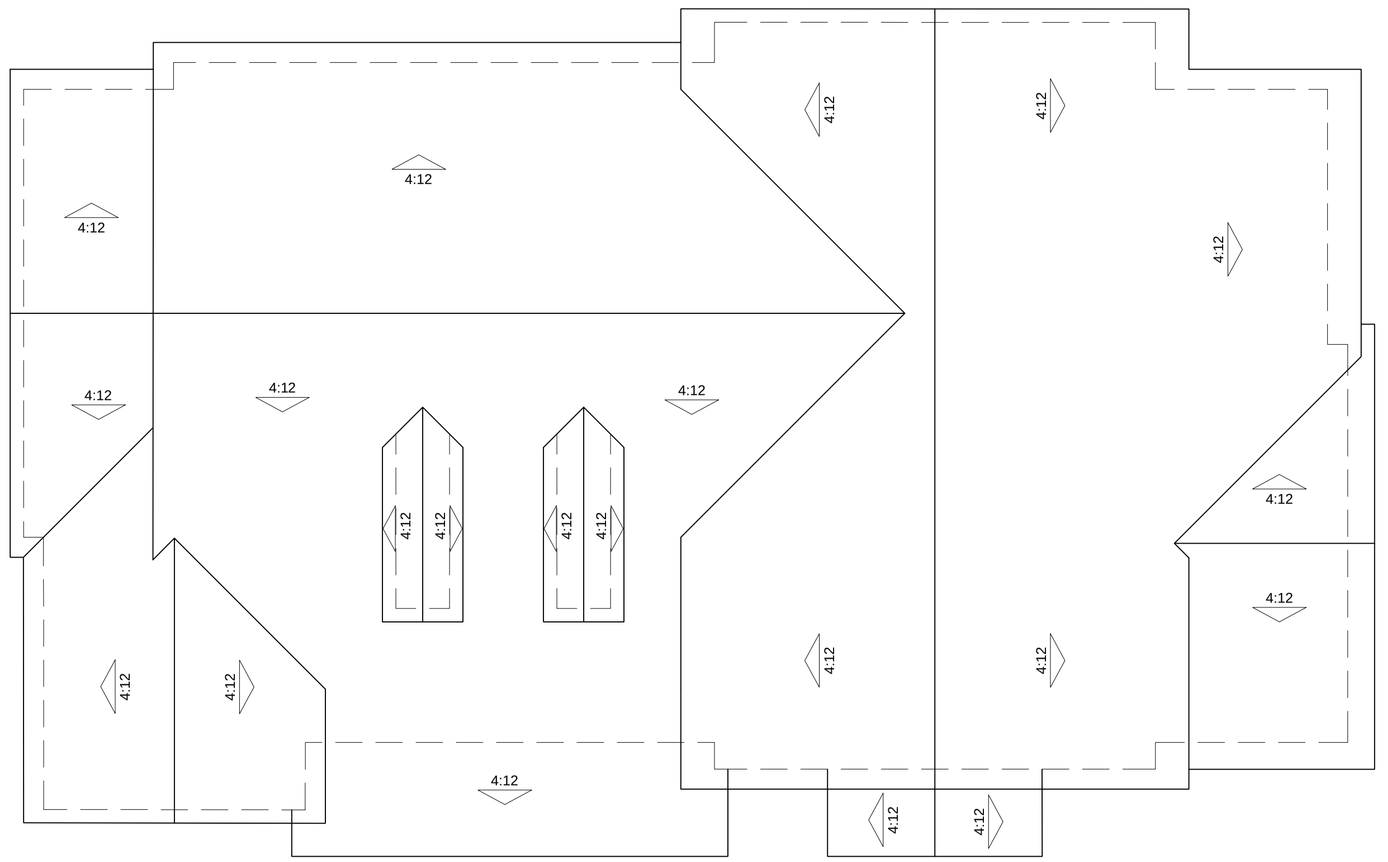
SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

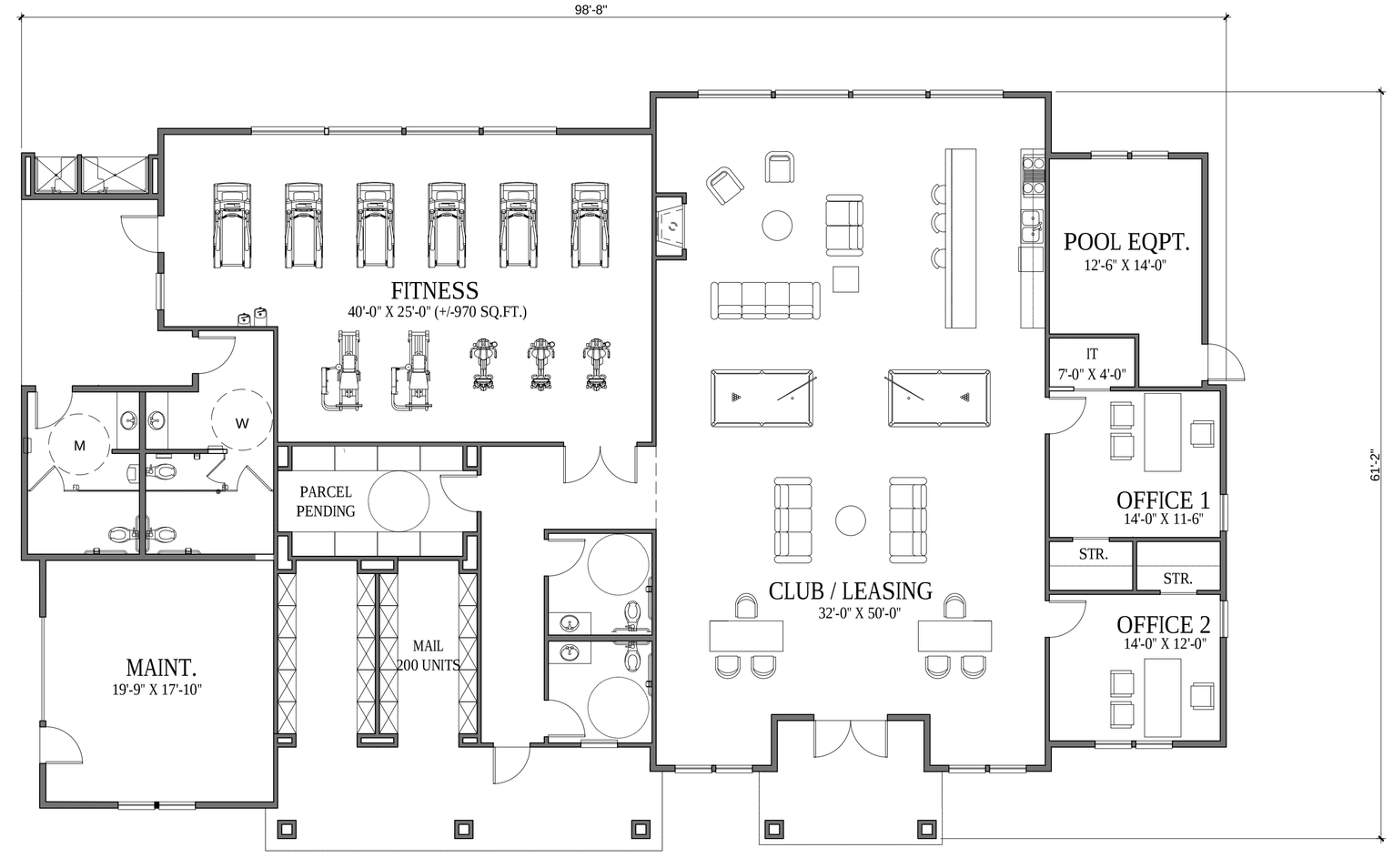
FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.



ROOF PLAN



LEVEL 1

AIR CONDITION SPACE = +/- 4,677 SQ.FT.(EXCLUDED OUTDOOR MAIL AREA)
MAIL AREA = +/- 260 SQ.FT.
GROSS SQ.FT. UNDER ROOF AREA = +/- 5,388 SQ.FT.(INCLUDED OUTDOOR MAIL AREA)

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

1/8"=1'-0" 0 4' 8' 16' 24'

A5.0

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

CLUBHOUSE FLOOR PLAN & ROOF PLAN

DATE: 05-24-21
JOB NO.: 2020-182

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

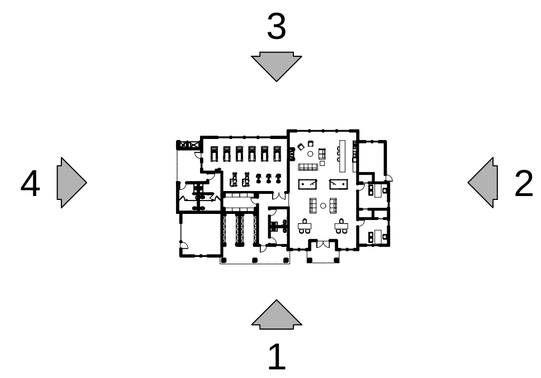
GENERAL NOTES

FRONT 1 (WEST)

RIGHT 2 (SOUTH)

MATERIALS LEGEND

1. STUCCO
2. HORIZONTAL SIDING
3. DECORATIVE COLUMN
4. ASPHALT SHINGLE ROOF
5. GABLE VENT
6. COMPOSITE WOOD RAILING
7. VINYL WINDOW
8. ALUMINUM SECTIONAL GARAGE DOOR
9. DECORATIVE TRIM
10. DECORATIVE SHUTTER
11. METAL RAILING
12. UTILITY DOOR



CLUBHOUSE ELEVATION

A5.1

DATE: 05-24-21
JOB NO.: 2020-182

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

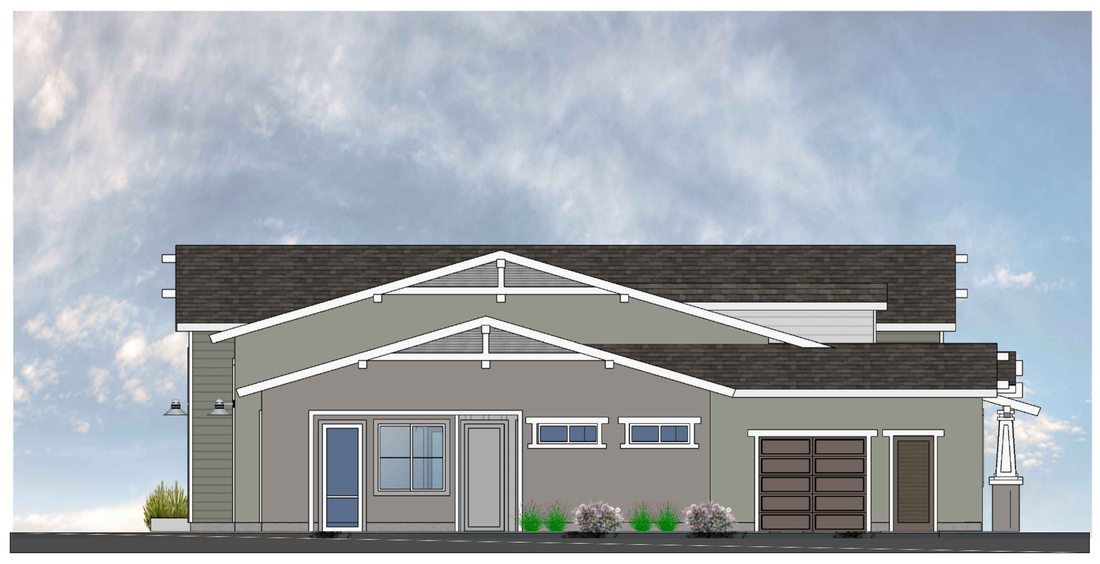
Architecture. Design. Relationships.

GENERAL NOTES

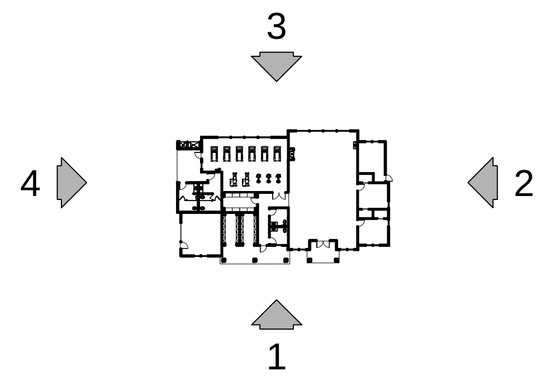
MATERIALS LEGEND

1. STUCCO
2. HORIZONTAL SIDING
3. DECORATIVE COLUMN
4. ASPHALT SHINGLE ROOF
5. GABLE VENT
6. COMPOSITE WOOD RAILING
7. VINYL WINDOW
8. ALUMINUM SECTIONAL GARAGE DOOR
9. DECORATIVE TRIM
10. DECORATIVE SHUTTER
11. METAL RAILING
12. UTILITY DOOR

REAR 3 (EAST)



LEFT 4 (NORTH)



0 4' 8' 16' 24'
1/8"=1'-0"

CLUBHOUSE ELEVATION

A5.2

DATE: 05-24-21
JOB NO.: 2020-182

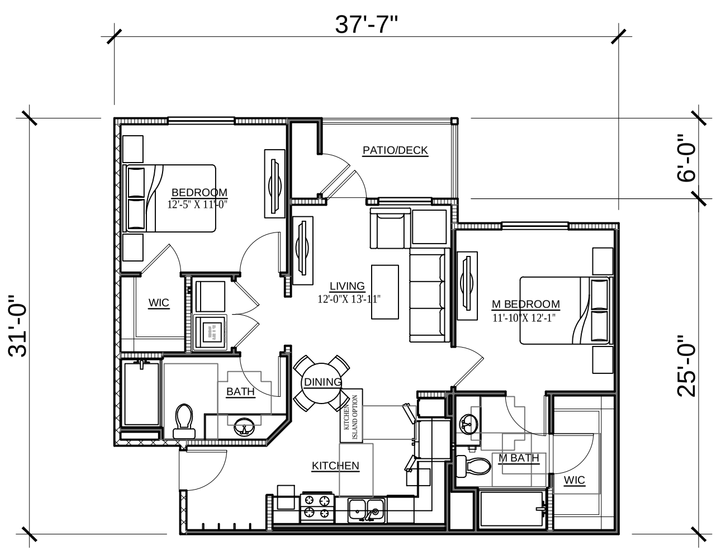
BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

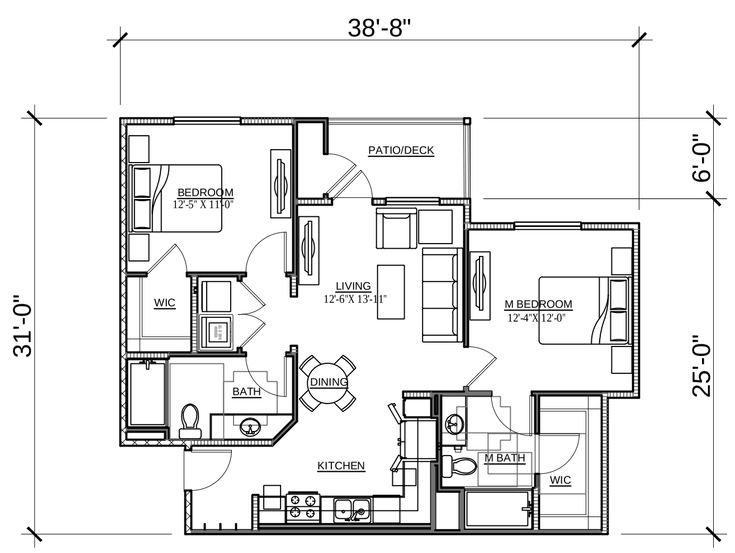
AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.



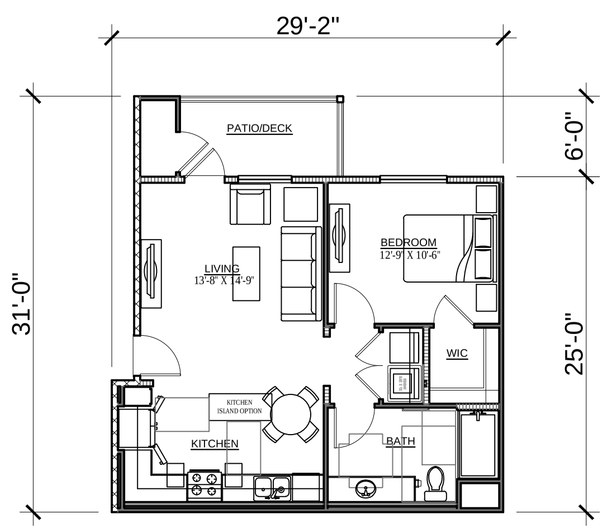
UNIT B1A: 2BR / 2BA

LIVABLE AREA: 978 SQ. FT.
PATIO/BALCONY: 54 SQ. FT.
COUNT: 6 = 5%



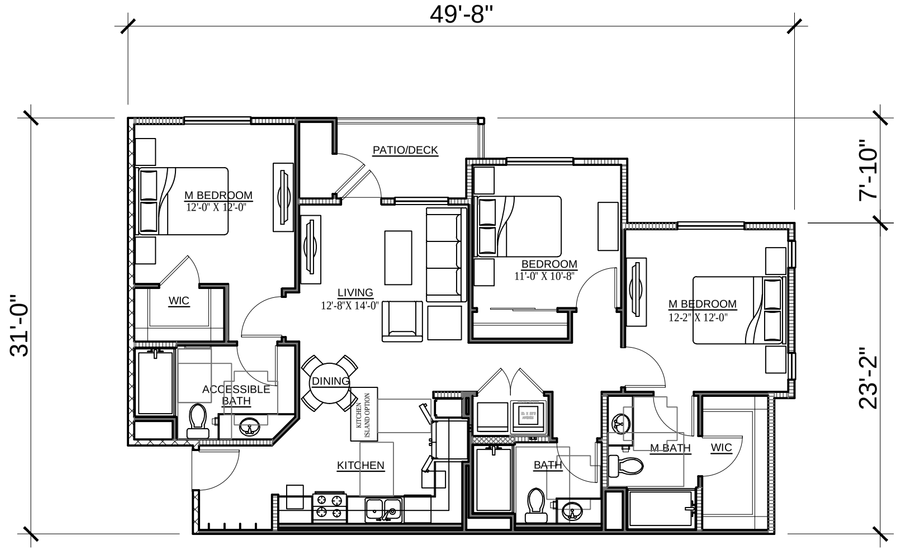
UNIT B1: 2BR / 2BA

LIVABLE AREA: 981 SQ. FT.
PATIO/BALCONY: 56 SQ. FT.
COUNT: 48 = 40%



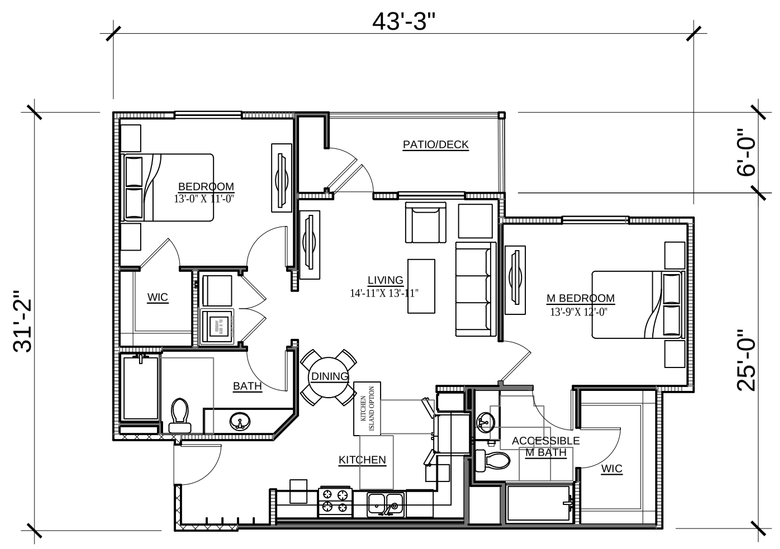
UNIT A1: 1BR / 1BA

LIVABLE AREA: 724 SQ. FT.
PATIO/BALCONY: 65 SQ. FT.
COUNT: 42 = 35%



UNIT C1: 3BR / 3BA

LIVABLE AREA: 1301 SQ. FT.
PATIO/BALCONY: 56 SQ. FT.
COUNT: 12 = 10%



UNIT B2: 2BR / 2BA

LIVABLE AREA: 1099 SQ. FT.
PATIO/BALCONY: 70 SQ. FT.
COUNT: 12 = 10%

1/8"=1'-0" 0 4' 8' 16' 24'

UNIT PLANS

A6.0

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

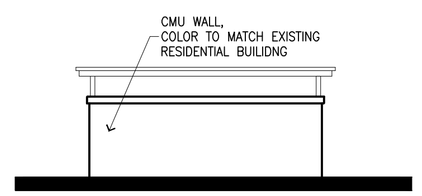
FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

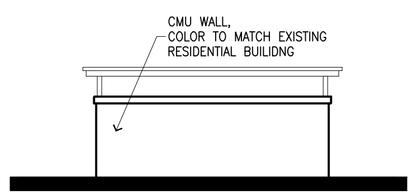
AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

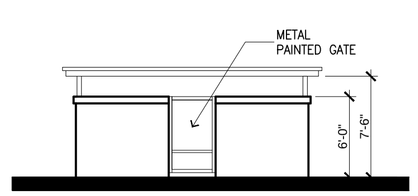
Architecture. Design. Relationships.

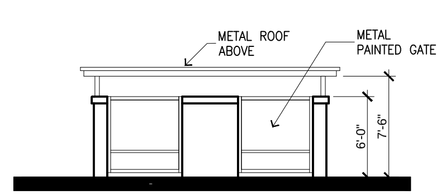
Item 3
Attachment 3

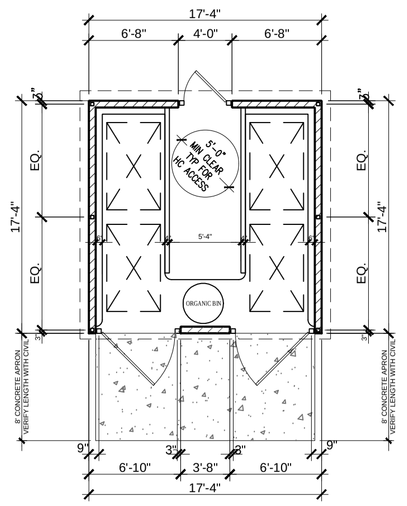
71



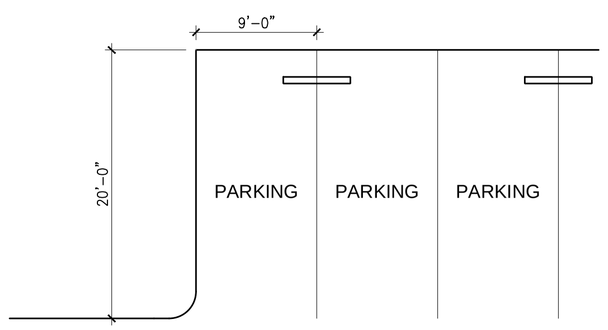




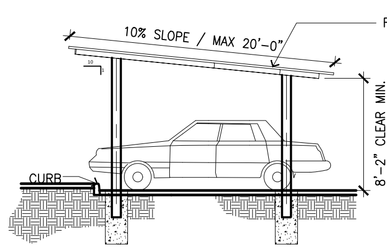


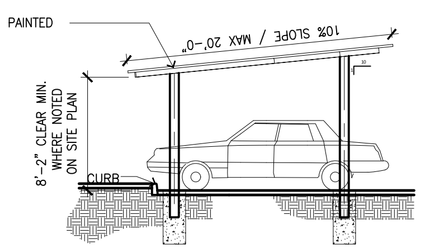


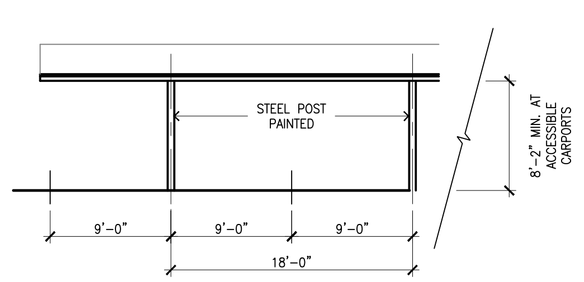
4 BINS TRASH ENCLOSURE

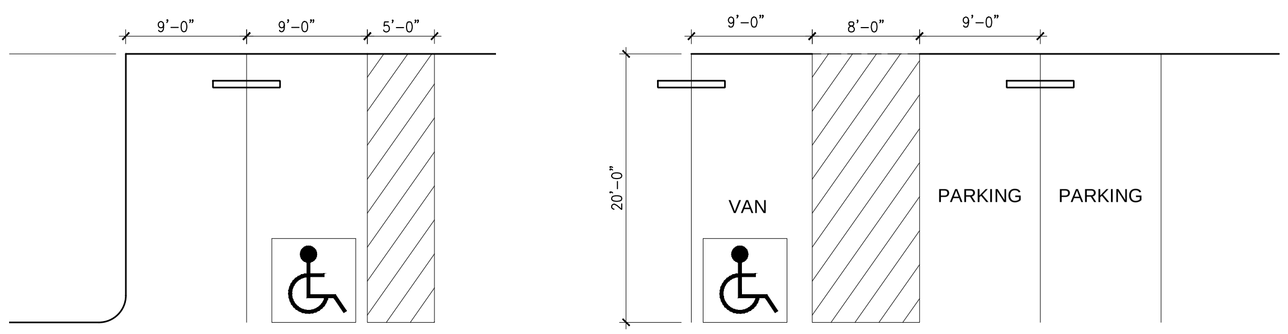


PARKING STALL (TYP.)

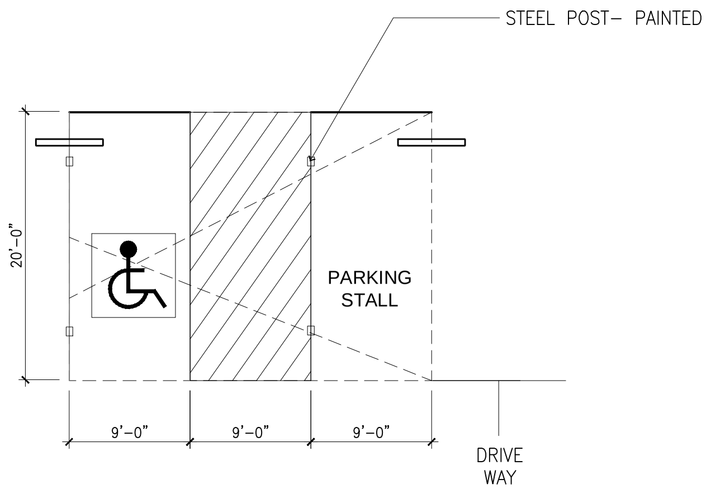




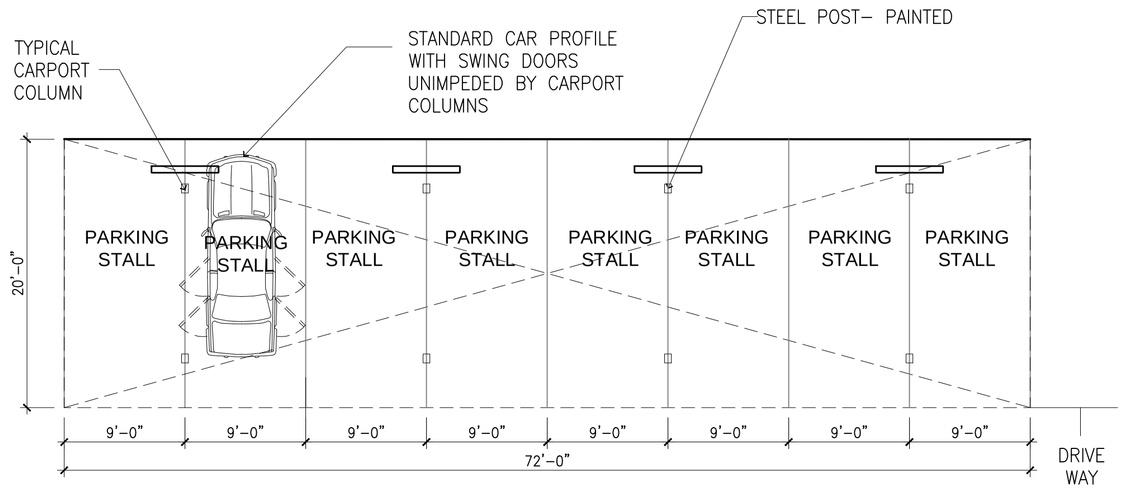




ACCESSIBLE PARKING



CARPORT ACCESSIBLE



CARPORT TYPICAL

1/8"=1'-0" 0 4' 8' 16' 24'

CARPORT, PARKING & TRASH ENCLOSURE

A6.1

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

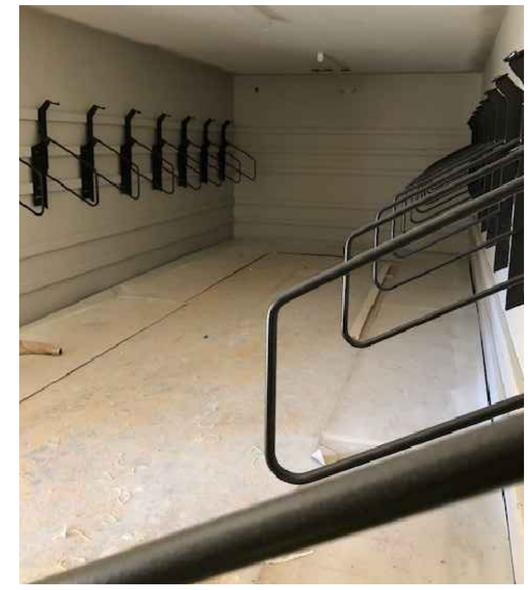
Architecture. Design. Relationships.

DOUBLEUP WALL MOUNT BIKE RACK WITH LOCKING BAR

Bike Rack: Mounting Plate shall be precision cut from 10ga sheet steel. Mounting Tabs are 1/4" thick steel strip. Hooks and Locking Bar shall be formed from 1/2" thick solid steel rod. All electrically MIG welded.

Bike rack Coating: Oven fused functionalized polyethylene copolymer-based thermoplastic. Fluidized bed coating application with superior mechanical performance, impact resistance and UV-stability.

Overall Dimensions: Doubleup Wall Mount rack shall be 8-7/8" Wide x 7-1/4" Deep x 45-1/8" Tall. Height from bottom of the Mounting Plate to the Ground shall be 49-3/4". When multiple racks are used, distance between mounting plates shall be 17-1/2".



BIKE RACKS (TYP)

BIKE RACKS

A6.2

BLOSSOM AVENUE APARTMENTS SUISUN CITY, CALIFORNIA

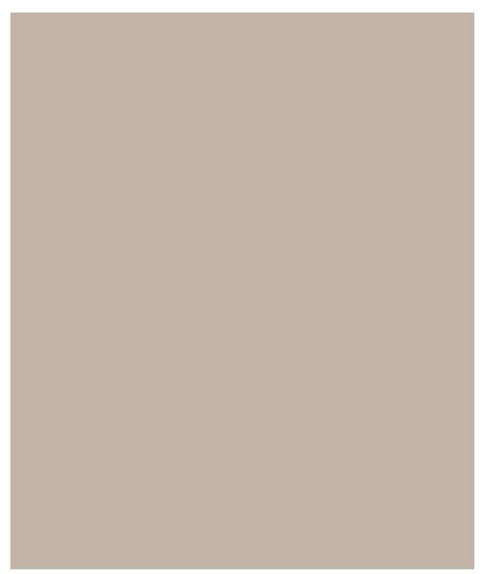
FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

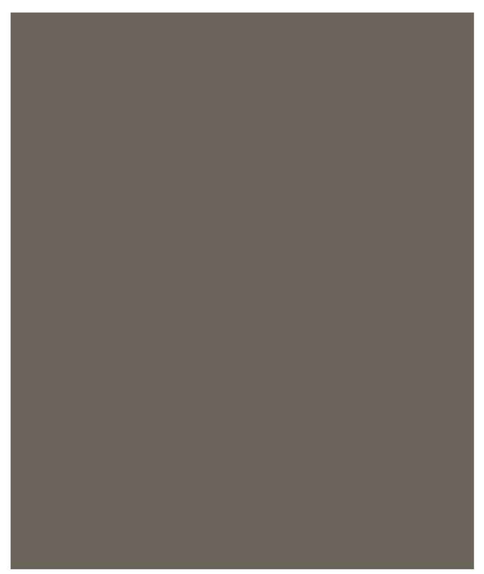
DATE: 05-24-21
JOB NO.: 2020-182

Architecture. Design. Relationships.

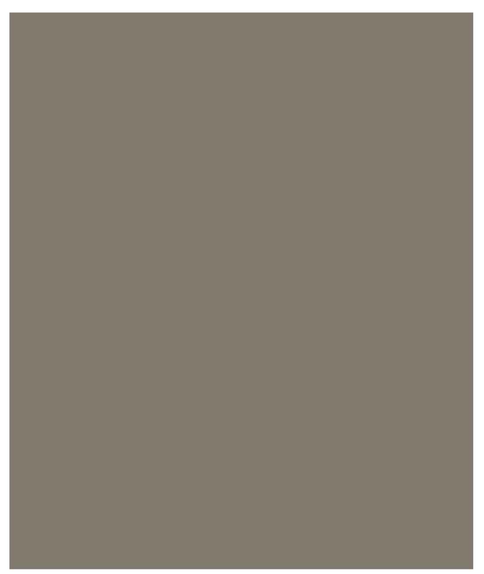
1 SW 6078 REALIST BEIGE STUCCO



2 SW 6079 DIVERSE BEIGE STUCCO



3 SW 7047 PORPOISE STUCCO



4 SW 7046 ANONYMOUS FASCIA/TRIM/RAILINGS

5 GAF TIMBERLINE - BARKWOOD ROOF

COLOR & MATERIALS

A7.0

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

75

① SW 7566
WESTHIGHLAND WHITE
STUCCO

② SW 9519
COUNTRY TWEED
STUCCO

③ SW 9543 LAURISTON
STONE STUCCO

④ SW 7046 ANONYMOUS
FASCIA/TRIM/RAILINGS

⑤ GAF TIMBERLINE
BARKWOOD ROOF

COLOR & MATERIALS

A7.1

BLOSSOM AVENUE APARTMENTS

SUISUN CITY, CALIFORNIA

DATE: 05-24-21
JOB NO.: 2020-182

FPA MULTIFAMILY, LLC
2082 MICHELSON DR. 4TH FLOOR, IRVINE, CA 92612
(559) 683-3764

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture.
Design.
Relationships.

PROPOSED PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	**WUCOL
TREE				
	LIRIODENDRON TULIPIFERA	TULIP TREE	15 GAL.	L
	CELTIS AUSTRALIS	COMMON HACKBERRY	15 GAL.	M
	PISTACHIA KEITH DAVEY	K. DAVEY PISTACHE	15 GAL.	L
	PLATANUS COLUMBIA	LONDON PLANE TREE	15 GAL.	M
	LAGERSTOMIA CATAWBA	LILAC CRAPE MYRTLE	15 GAL.	L
	LAURUS SARATOGA	COLUMNAR LAUREL	15 GAL.	M
	CARPINUS FASTIGATA	COLUMNAR HORNBEAM	15 GAL.	M
	ACER ARMSTRONG RED	COLUMNAR MAPLE	15 GAL.	M
	GINGKO PRINCETON	COLUMNAR GINGKO	15 GAL.	L
	PODOCARPUS MAKI	FERN PINE	24" BOX	M
	PINUS ELDARICA OR CUPRESSUS SEMPERVIRENS	AFGHAN PINE / ITALIAN CYPRESS	15 GAL. / 24" BOX	L / L

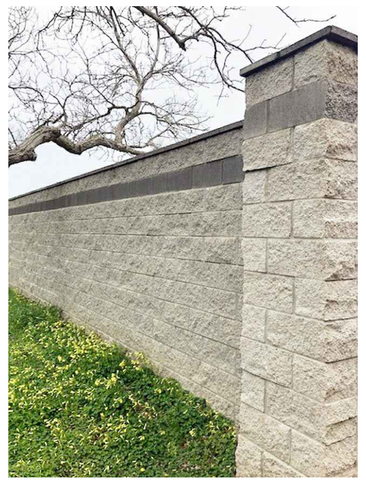
SYMBOL	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	**WUCOL
SHRUBS				
	RAPHIOLEPIS BALLERINA	DWARF INDIA LAUREL	1 GAL.	LOW
	CALLISTEMON LITTLE JOHN	DWARF BOTTLE BRUSH	1 GAL.	LOW
	FEIJOA SELLOWIANA	PINEAPPLE GUAVA	5 GAL	LOW
	CISTUS SNOW WHITE	WHITE ROCK ROSE	1 GAL.	LOW
	LEUCOPHYLLUM FRUTICOSA	TEXAS RANGER	5 GAL	LOW
	ERIOGONUM GIGANTEUM	ST. CATHERINE'S LACE	5 GAL	LOW
	WESTRINGIA F. 'SMOKEY'	GREY COAST ROSEMARY	1 GAL	LOW
PERENNIALS				
	ANIGOZANTHOS BUSH DIAMOND	WHITE KANGAROO PAW	1 GAL.	LOW
	ACHILLEA VINTAGE WHITE	WHITE YARROW	1 GAL.	LOW
	ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GAL.	LOW
	SANTOLINA LEMON QUEEN	NAPOLI LAVENDER	1 GAL.	LOW
	RUELLIA PURPLE SHOWERS	MEXICAN PETUNIA	1 GAL.	LOW
	DIETES LEMON DROP	FORTNIGHT LILY	1 GAL	LOW
GRASSES				
	MUHLENBERGIA CAPILLARIS	PINK MUHLY	1 GAL	LOW
	LOMANDRA LITTLE CON	DWARF MAT RUSH	1 GAL	LOW
	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL	LOW
C.3 PER CIVIL IMPROVEMENT PLANS				
	BIO-RETENTION SEED MIX PLANTING SOIL PER SUISUN CITY C.3 GUIDEBOOK TOTAL: 11,555 S.F. (0.26 AC.)*	MEADOW BARLEY / CREEPING WILD RYE / SLENDER SEDGE	HYDROSEED	LOW

** WUCOLS: WATER USE COEFFICIENT OF LANDSCAPE SPECIES

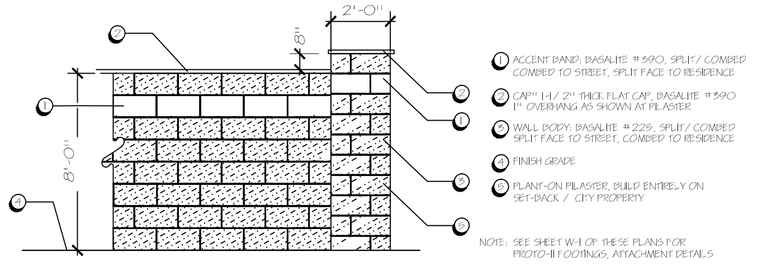
*OPEN SPACE / LANDSCAPE AMENITIES

PATIOS AT RESIDENCES (NOT A PART OF LANDSCAPE TOTAL)	18,720 S.F.
COMMUNITY POOL / SPA	1,185 S.F.
POOL CLUB OUTDOOR SPACE	4,775 S.F.
A. OUTDOOR AMENITIES	5,960 S.F.
PICNIC LAWNS (2)	5,900 S.F.
FURNISHED PICNIC FACILITIES (2)	1,670 S.F.
CHILDREN'S PLAY AREA	600 S.F.
FENCED DOG RUN	8,800 S.F.
PERIMETER AND PARKING LANDSCAPE	109,263 S.F.
B. LANDSCAPE	126,233 S.F.

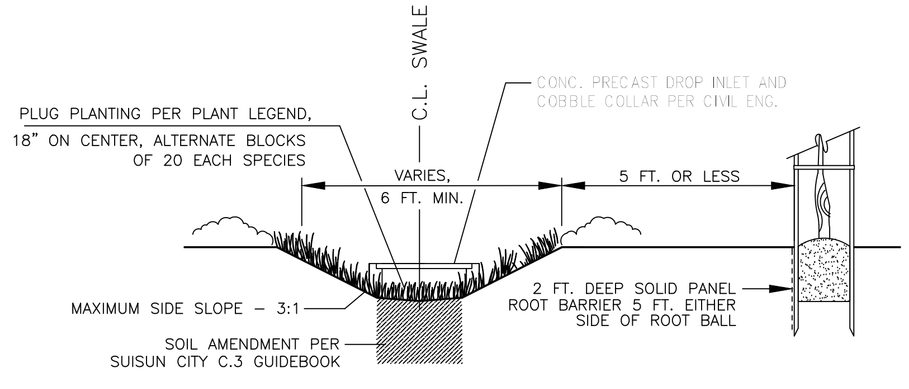
* NOT INCLUDING C.3 STORM WATER BASINS, SEE ABOVE TABLE.



1 EXAMPLE C.M.U WALL



2 ELEVATION: C.M.U WALL AT RAILROAD AVE.
NOT TO SCALE



A BIO-RETENTION FACILITY: SECTION
NOT TO SCALE

SCHEMATIC PLAN: OPEN SPACE AND LANDSCAPE

BLOSSOM AVE. APARTMENTS, SUISUN CITY CA

MAY 24, 2021

0 40 80 160

1 INCH = 40 FT. ON 24" X 36" SHEET

N

FEHR PEERS

Memorandum

Date: May 25, 2021

To: Red Tail Land Development (contact: Russell Shaw)

From: Ellen Poling and Valerie Tan, Fehr & Peers

Subject: Updated Traffic Operations Analysis for the Blossom Avenue Apartments Project in Suisun City, CA

WC21-3804.00

I. Introduction

This memorandum presents the results of a focused traffic analysis for the Blossom Avenue Apartments project in Suisun City, CA. The analysis addresses the project's effect on existing traffic volumes and levels of service (LOS) at the following five intersections:

1. Blossom Avenue/Project Access Driveway
2. Blossom Avenue/Railroad Avenue
3. Sunset Avenue/East Travis Boulevard
4. Sunset Avenue/Railroad Avenue
5. East Tabor Avenue/Railroad Avenue

The analysis presented in this memorandum draws on a prior analysis conducted for the project in 2020, as well as studies conducted in 2019 and 2020 at the Sunset Avenue and East Tabor Avenue intersections, respectively:

Re-evaluation of the Feasibility of Eliminating the General Plan Railroad Avenue Realignment (Fehr & Peers, July 15, 2020)

Evaluation of the Feasibility of Eliminating the General Plan Railroad Avenue Realignment at East Tabor Avenue (Fehr & Peers, June 24, 2020)

II. Methodology

Intersection Level of Service

The operations of roadway facilities are described with the term "level of service" (LOS). LOS is a qualitative description of traffic flow from a vehicle driver's perspective based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels of service are defined ranging from LOS A (free-flow conditions) to LOS F (over capacity conditions). LOS E corresponds to operations "at capacity." When volumes exceed capacity, stop-and-go conditions result, and operations are designated LOS F.

Signalized Intersections

Traffic conditions at signalized intersections were evaluated using methods developed by the Transportation Research Board (TRB), as documented in the 2010 *Highway Capacity Manual* (2010 HCM) for vehicles using the analysis software Synchro 10.0. The HCM method calculates control delay at an intersection based on inputs such as traffic volumes, lane geometry, signal phasing and timing, pedestrian crossing times, and peak hour factors. Control delay is defined as the delay directly associated with the traffic control device (i.e., a stop sign or a traffic signal) and specifically includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The relationship between LOS and control delay for signalized intersections is summarized in **Table 1** on the following page.

Unsignalized Intersections

For unsignalized (all-way stop controlled and side-street stop controlled) intersections, the 2010 HCM method for unsignalized intersections was used. With this method, operations are defined by the average control delay per vehicle (measured in seconds). The control delay incorporates delay associated with deceleration, acceleration, stopping, and moving up in queue. **Table 2** summarizes the relationship between LOS and delay for unsignalized intersections. At side-street stop-controlled intersections, the delay is calculated for each stop-controlled movement, the left turn movement from the major street, as well as the intersection average. The intersection average delay and highest movement/approach delay are reported for side-street stop-controlled intersections.

Table 1: Signalized Intersection LOS Criteria

Level of Service	Description	Delay in Seconds
A	Progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	< 10.0
B	Progression is good, cycle lengths are short, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	> 10.0 to 20.0
C	Higher congestion may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, though many still pass through the intersection without stopping.	> 20.0 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	> 35.0 to 55.0
E	This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0
F	This level is considered unacceptable with oversaturation, which is when arrival flow rates exceed the capacity of the intersection. This level may also occur at high V/C ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to such delay levels.	> 80.0

Source: 2010 Highway Capacity Manual (Transportation Research Board)

Table 2: Unsignalized Intersection LOS Criteria

Level of Service	Description	Delay in Seconds
A	Little or no delays	≤ 10.0
B	Short traffic delays	> 10.0 to 15.0
C	Average traffic delays	> 15.0 to 25.0
D	Long traffic delays	> 25.0 to 35.0
E	Very long traffic delays	> 35.0 to 50.0
F	Extreme traffic, delays where intersection capacity exceeded	> 50.0

Source: 2010 Highway Capacity Manual (Transportation Research Board)

The City of Suisun City maintains an advisory LOS standard of E, which is typically applied to signalized and all-way stop controlled intersections. For side street stop-controlled intersections, both the LOS for the stop-controlled movements as well as the overall intersection LOS, including

uncontrolled movements, may be considered when evaluating whether the intersection meets the standard.

Peak Hour Signal Warrants

The project access driveway on Blossom Road is anticipated to be controlled with a stop sign on the project driveway (a side-street stop). The intersection of Blossom Avenue/Railroad Avenue is a three-way stop. The other three study intersections are controlled with traffic signals.

To assess the need for signalization of stop-controlled intersections, the California Manual of Uniform Traffic Control Devices (MUTCD) (Caltrans, 2014) presents ten signal warrants. The Peak Hour Volume Warrant (Warrant 3B) and the Peak Hour Delay Warrant (Warrant 3A) were used in this study to assess the potential need for a signal at the Project driveway intersection on Railroad Avenue. Warrant 3 studies an intersection where traffic conditions are such that for a minimum of one hour on an average day, the minor street traffic suffers unreasonable delay when entering or crossing the major street. The warrant requires that traffic volumes for the hour selected meet thresholds as described in the warrant.

It should be noted that unsignalized intersection warrant analysis is intended to examine the general correlation between the existing or projected conditions and the need to install new traffic signals. Peak hour volumes are compared against a subset of the standard traffic signal warrants recommended in the MUTCD and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely on the warrants because the installation of signals can lead to certain types of collisions. The City of Suisun City should undertake regular monitoring of actual traffic conditions and accident data and conduct a timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

III. Analysis

Traffic Volume Development

Existing Peak Hour Traffic Volumes

Existing peak hour traffic volumes were taken from the above-mentioned prior studies of intersections on Sunset Avenue and Railroad Avenue, along with new counts on Wednesday, May 12, 2021 at Blossom Avenue/Railroad Avenue. To allow for an adjustment to the Blossom/Railroad counts to correct for potentially lower prevailing traffic due to COVID, Fehr & Peers conducted new counts at Sunset Avenue/Railroad Avenue on the same day, and compared the counts to the 2019 counts from the prior study. The 2021 counts were 32% lower than the

2019 counts (AM peak hour) and virtually the same for the PM peak hour. Therefore, the Blossom Avenue/Railroad Avenue counts were increased by 32 percent for the AM peak hour and were not adjusted for the PM peak hour. The resulting existing peak hour turning movement volumes are shown in **Figure 1**. The peak hours in the study area are generally 7:45 – 8:45 AM and 4:45 – 5:45 PM. The 2021 traffic count data sheets are included in **Attachment 1**.

Project Trip Generation

Trip generation refers to the process of estimating the amount of vehicular traffic a project would add to the surrounding roadway system. In addition to estimates of daily traffic, estimates are also created for the peak one-hour periods during the weekday morning (7:00-9:00 AM) and evening (4:00-6:00 PM) peak hour of adjacent street traffic. The peak hour trip generation evaluates the period when traffic volumes on adjacent streets are typically the at their highest and the project is expected to generate the most traffic. Project trip generation was estimated using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition). Trip generation estimates were compared using land use codes 220 for Multifamily Housing (Low-Rise) and 221 for Multifamily Housing (Mid-Rise). Trip Generation estimates for land use 220 (Multifamily Housing (Low-Rise) were used as a more conservative approach and are presented in **Table 3**. The Project is expected to generate approximately 1,318 daily vehicle trips, including approximately 83 morning peak hour and 101 evening peak hour trips.

Table 3: Project Vehicle Trip Generation

Use	Size	Daily	AM Peak Hour (7-9 AM)			PM Peak Hour (4-6 PM)		
			In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise)	180 DU	1,318	19	64	83	64	37	101

Notes: ITE land use category 220 – Multifamily Housing (Low-Rise) (Adj. Streets, 7-9AM, 4-6PM):
Weekday AM Peak Hour: Average rate of 0.46; Enter = 23%; Exit = 77%
Weekday PM Peak Hour: Average rate of 0.56; Enter = 63%; Exit = 37%
Source: *Trip Generation Manual* (10th Edition), ITE; Fehr & Peers, May 2021.

Project Trip Distribution and Assignment

Project trip distribution refers to the directions of approach and departure that vehicles would take to access and leave the site. Estimates of Project trip distribution were developed based on the prevailing eastbound and westbound volumes on Railroad Avenue, roughly 60% to/from the west and 40% to/from the east. For the purposes of this analysis, all project trips were assigned to Railroad Avenue via Blossom Avenue; in actual practice a small number of trips may use Blossom Avenue to the south of the project site. **Figure 2** shows the project trip assignment.

Existing with Project Traffic Volumes

Figure 3 shows the Existing With Project turning movement volumes at the five study intersections.

Intersection Level of Service Analysis

The Existing and Existing With Project level of service analysis results are presented in **Table 4**. The LOS calculation sheets are included in **Attachment 2**. All intersections except Railroad Avenue/East Tabor Avenue are projected to operate at LOS C or better, and the Project traffic increases delays at these intersections by zero to three seconds. At the intersection of Railroad Avenue/East Tabor Avenue, the existing condition LOS is reported as F for both the overall intersection and the side street stop-controlled approach (Railroad Avenue) in the AM peak hour. In the PM peak hour, the LOS is A for the overall intersection and C for the side street stop-controlled approach. Project traffic would add to delays at this intersection.

It is important to note that this analysis is based on an "isolated intersection" methodology, whereas Fehr & Peers' simulation of the intersection of Railroad Avenue/East Tabor Avenue in the 2020 study referenced in Section I indicated that the AM peak hour LOS is E (41 seconds of delay) for the overall intersection and F for the side street stop-controlled approach. The 2020 LOS analysis is considered more accurate, because it accounts for gaps in the traffic flow along East Tabor Avenue from the traffic signal at Clay Bank Road, and traffic turning between Railroad Avenue and East Tabor Avenue can make use of these gaps to make their movements with less delay than if the signal were not present. Therefore, in Fehr & Peers judgment, the intersection operates at LOS E for the overall intersection in the AM peak hour; the project traffic would increase delays, which could result in the overall intersection LOS remaining at E or falling to F. The AM peak hour project traffic assignment on the Railroad Avenue approach at this intersection is 26 trips, as compared to the existing approach volume of 322 trips.

Table 4: Intersection LOS Summary

Intersection	Control[1]	Peak Hour[2]	Existing		Existing With Project	
			Delay[3]	LOS	Delay[3]	LOS
1. Blossom Avenue/Project Access Driveway	SSSC	AM PM	n/a	n/a	3 (9) 3 (9)	A (A) A (A)
2. Blossom Avenue/Railroad Avenue	AWSC	AM PM	10 10	A A	10 11	B B
3. Sunset Avenue/East Travis Boulevard	Signal	AM PM	19.7 19.2	B B	20 20	C C
4. Sunset Avenue/Railroad Avenue	Signal	AM PM	24 16	C B	27 18	C B
5. East Tabor Avenue/Railroad Avenue[4]	Signal	AM PM	58 (>80) 7 (22)	F (F) A (C)	>80 (>80) 7 (24)	F (F) A (C)

Notes:

1. Existing intersection traffic control type (Signal = Signalized; SSSC = Side-Street Stop-Controlled)
2. AM = Weekday morning peak hour, PM = Weekday evening peak hour
3. Whole intersection average delay reported for signalized intersections. Side-street stop-controlled delay presented as Whole intersection average delay (worst movement delay). Delay calculated per HCM 2010 methodologies. Delay calculations for conditions above the LOS F threshold are unreliable and therefore are reported as simply over-capacity.
4. Note: Isolated intersection results are reported in this table. Simulation analysis indicates better service levels than reported here. See text for further discussion.

Source: Fehr & Peers, May 2021.

Signal Warrant Analysis

Fehr & Peers evaluated CA-MUTCD Warrant 3, Peak Hour Warrant, for the Existing and Existing with Project scenarios at the intersection of Blossom Avenue/Railroad Avenue and for the Existing With Project scenario at Blossom Avenue/Project Access Driveway. Due to the combination of low primary street volumes and low side street volumes, the intersections do not meet the Warrant 3 criteria for either scenario.

IV. Cumulative Conditions

A cumulative analysis was not completed for this memorandum. However, the studies cited in Section I assess cumulative conditions at the intersections of Railroad Avenue/Sunset Avenue, Railroad Avenue/East Travis Boulevard, and Railroad Avenue/East Tabor Avenue, based on Suisun City General Plan traffic growth projections. These projections include development such as the Blossom Avenue Apartments project; therefore, the prior cumulative analyses effectively assess full cumulative traffic growth with the project. The City is currently considering potential future improvements at the Railroad Avenue/East Tabor Avenue intersection and the surrounding roadway network, to address existing and future travel demands.

V. Findings

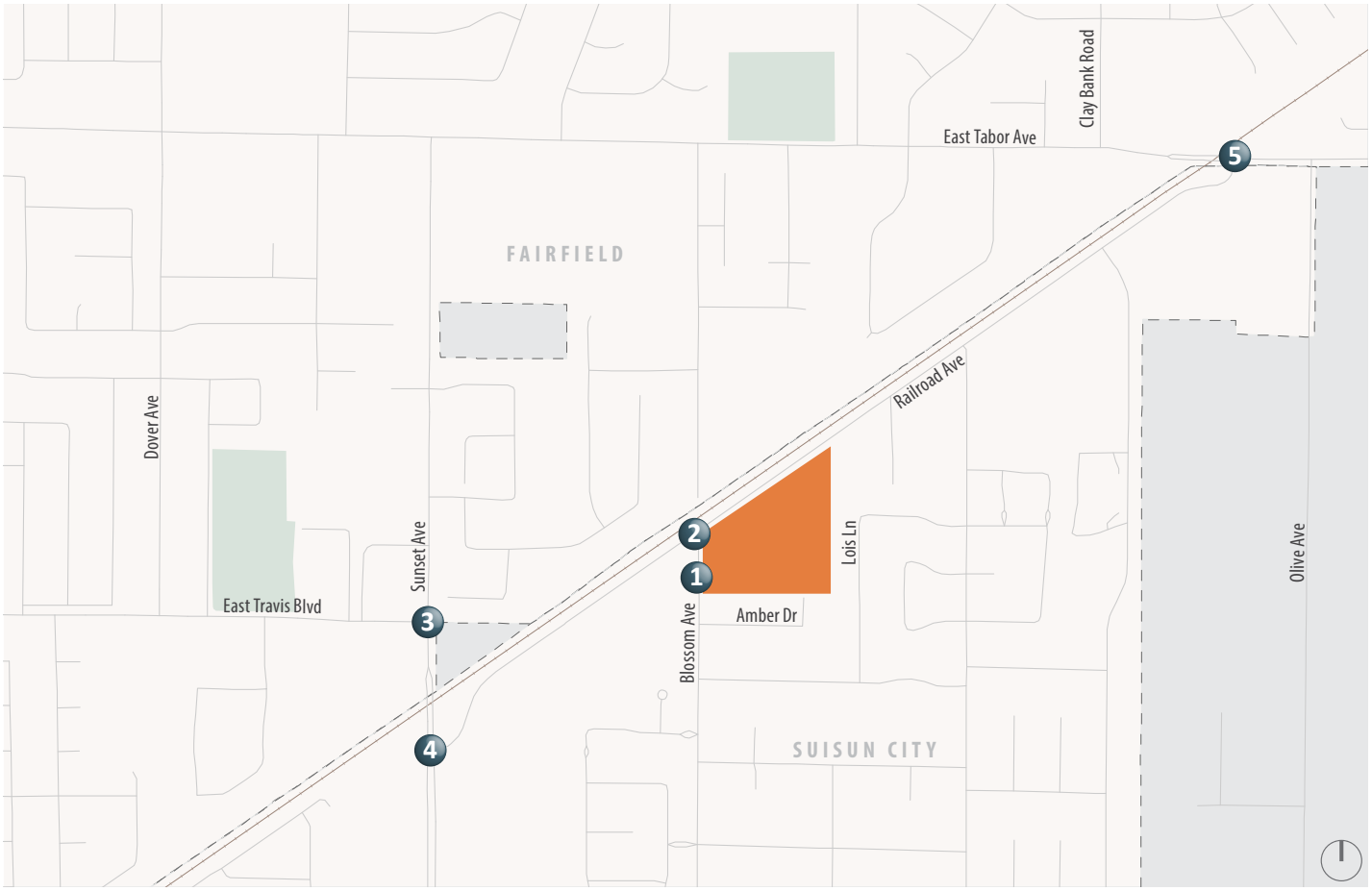
Based on the above analysis, Fehr & Peers has the following findings:

- The project traffic would not cause LOS to fall below the City LOS standard of E at the intersections studied, with the possible exception of Railroad Avenue/East Tabor Avenue.
- At Railroad Avenue/East Tabor Avenue, the overall intersection LOS (using simulation) in the AM peak hour is LOS E, 41 seconds of delay. The project traffic would add delay to this intersection, and could cause the LOS to remain at E or fall to F. (Simulation was not conducted for this memorandum). The project adds a small number of AM peak hour trips to the Railroad Avenue approach at this intersection: 26 trips as compared to the existing count of 322 trips.
- The City is in the process of considering improvements at the intersection of Railroad Avenue/East Tabor Avenue and the surrounding area, to address existing and cumulative traffic. The cumulative analysis that has already been conducted, and pending new analysis, includes traffic projections that incorporate development such as the Blossom Avenue Apartments project.
- The peak hour signal warrants are not met at the Blossom Avenue/Railroad Avenue intersection, nor at the Blossom Avenue/Project Access Driveway intersections.

Please call Ellen Poling if you have any questions about the above analysis and conclusions.

Attachments:

Figure 1: Existing Peak Hour Traffic Volumes, Lane Configurations and Control
Figure 2: Project Trip Assignment
Figure 3: Existing With Project Peak Hour Traffic Volumes
Attachment 1: Traffic Count Sheets
Attachment 2: Intersection Level of Service Calculations



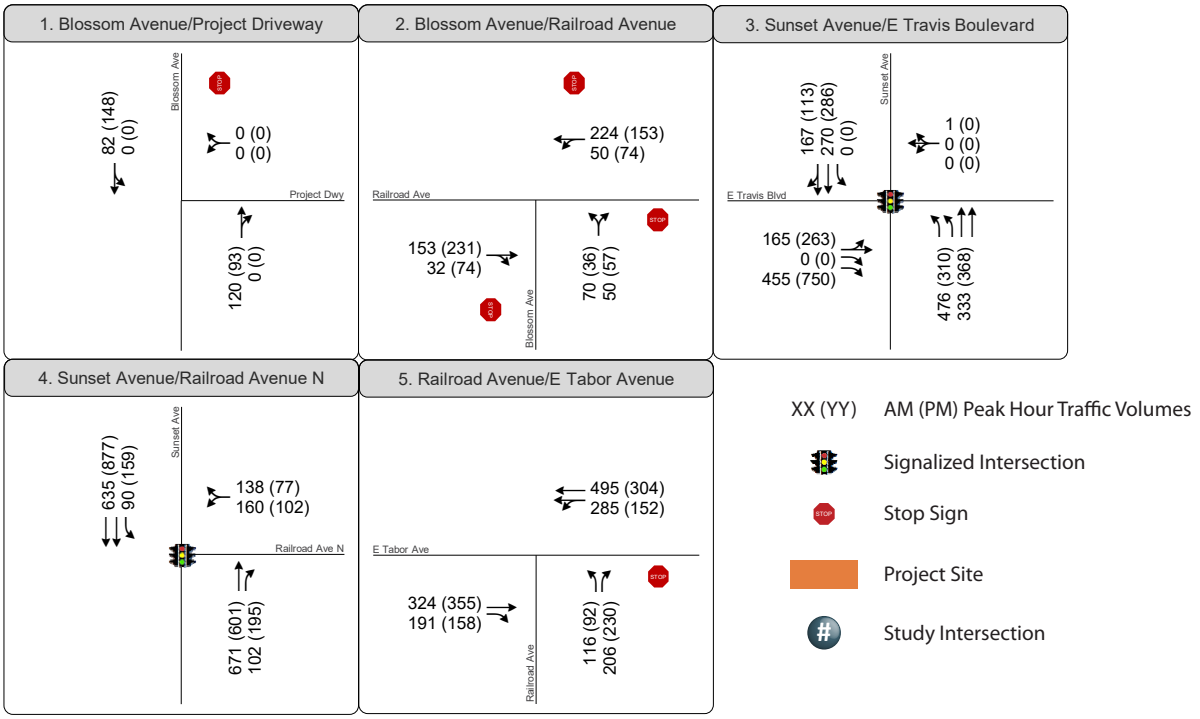
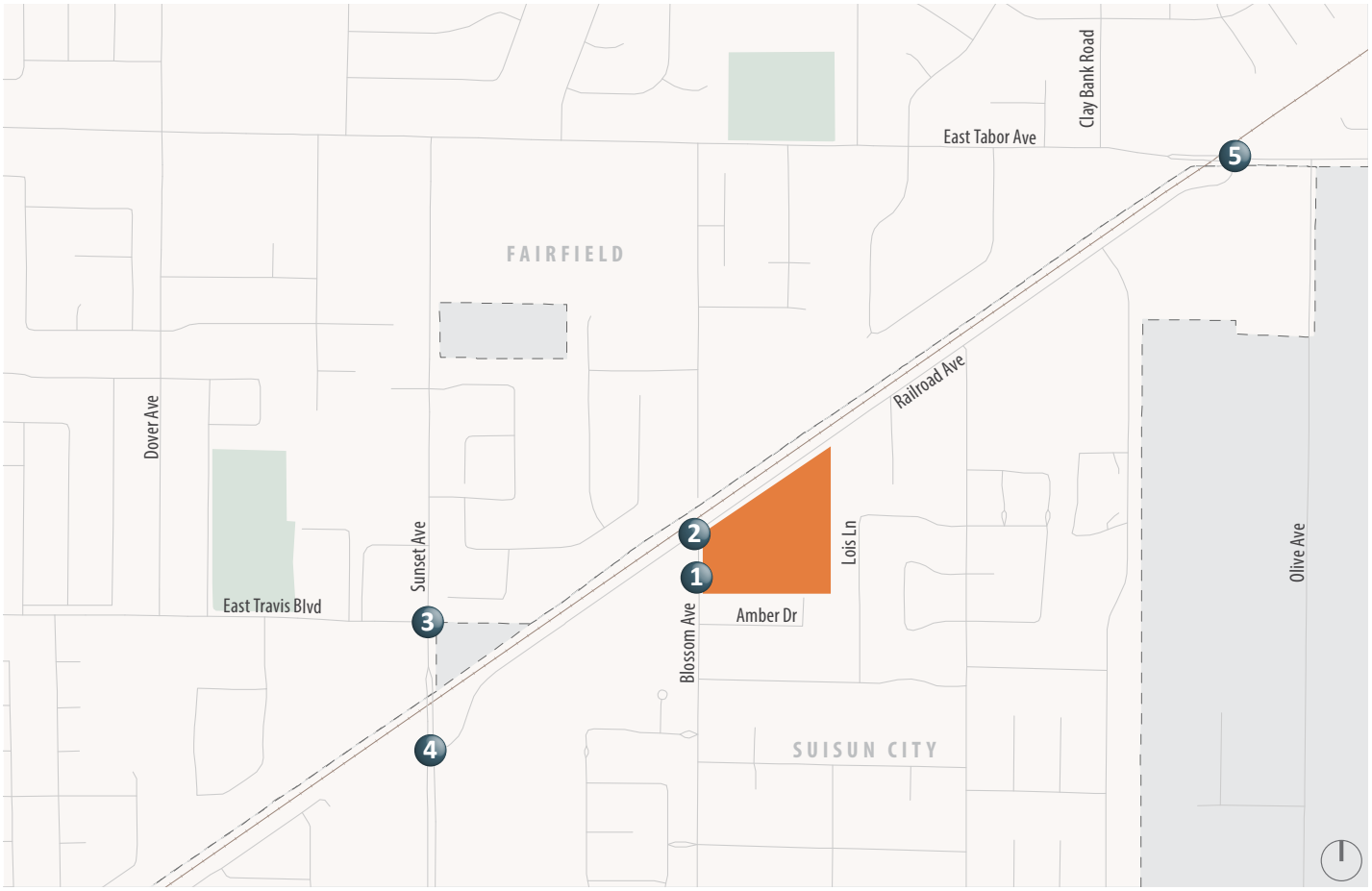


Figure 1

Existing Peak Hour Intersection Traffic Volumes, Lane Configurations and Traffic Controls



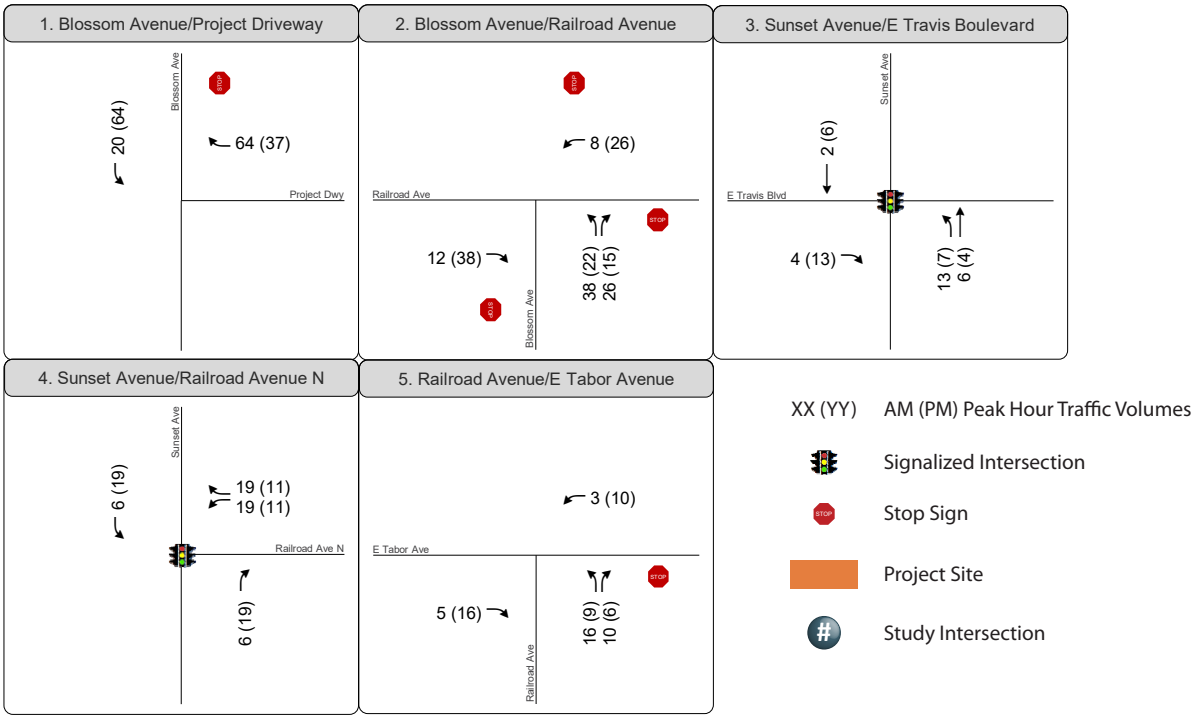
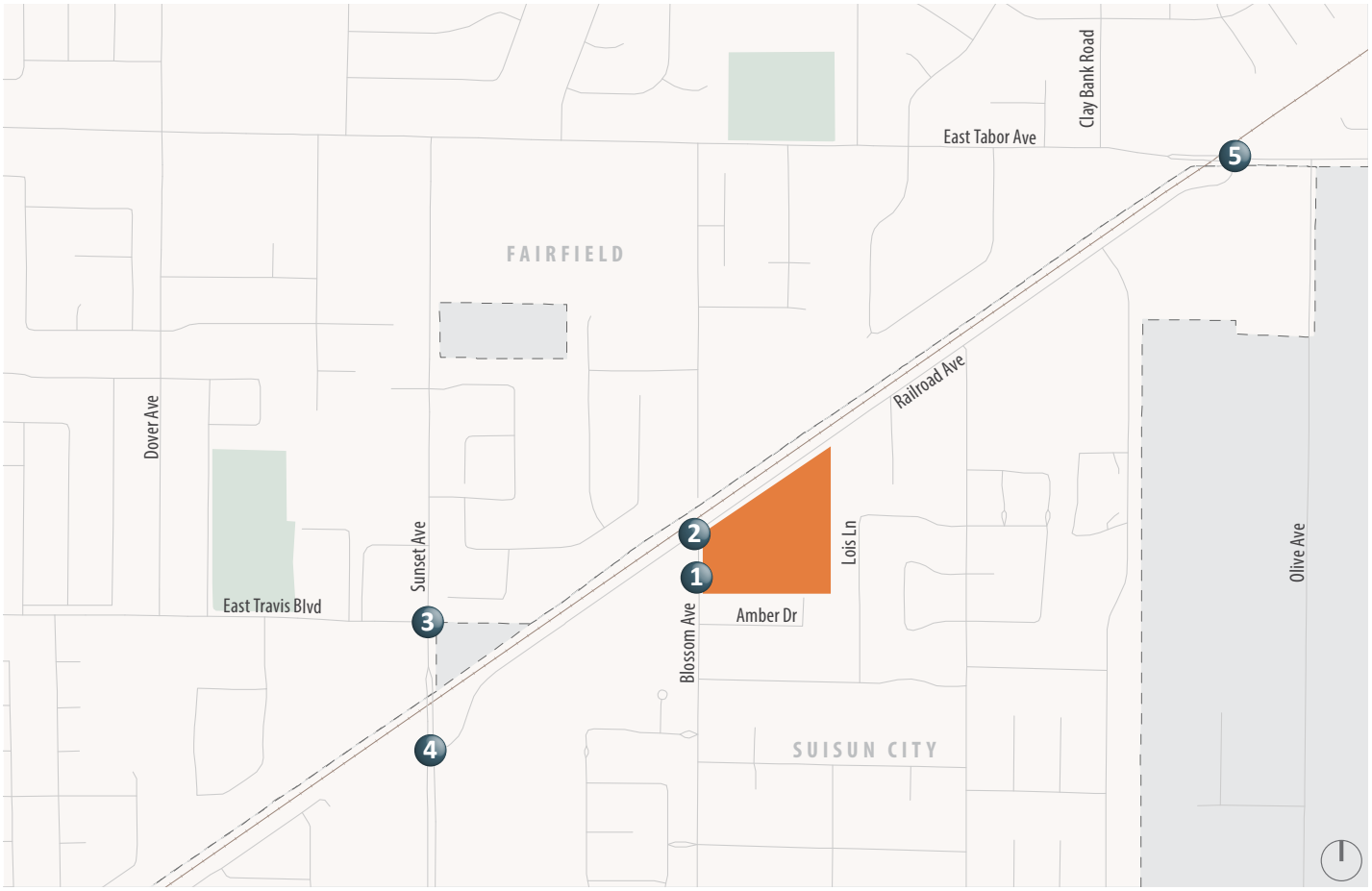


Figure 2

Project Trip Assignment



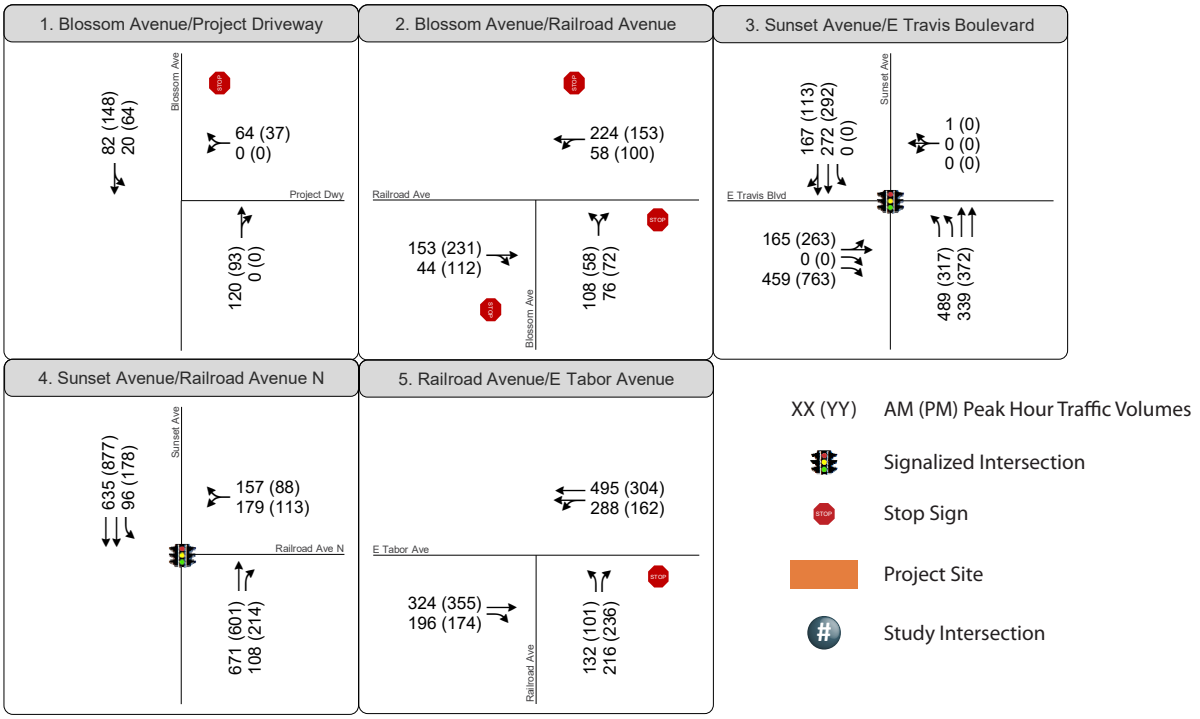


Figure 3

Existing with Project Peak Hour
Intersection Traffic Volumes, Lane Configurations and Traffic Controls

Attachment 1: Traffic Count Sheets

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 5/12/2021
Page No : 1

Groups Printed- Lights - Buses - Trucks

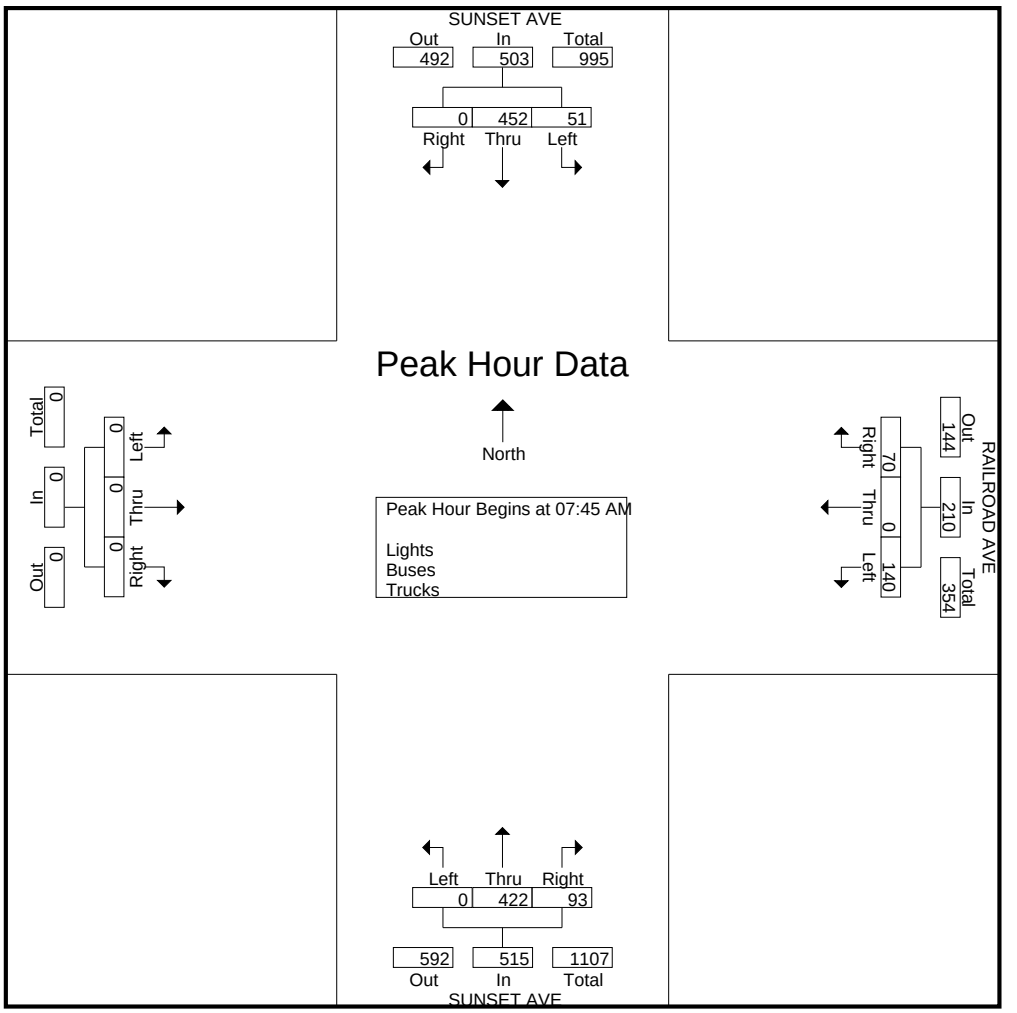
	SUNSET AVE Southbound					RAILROAD AVE Westbound					SUNSET AVE Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	91	7	0	98	13	0	25	0	38	27	71	0	0	98	0	0	0	0	0	234
07:15 AM	0	87	6	0	93	10	0	26	1	37	26	74	0	0	100	0	0	0	0	0	230
07:30 AM	0	101	7	0	108	22	0	37	0	59	21	86	0	0	107	0	0	0	0	0	274
07:45 AM	0	127	12	0	139	23	0	39	1	63	25	124	0	0	149	0	0	0	0	0	351
Total	0	406	32	0	438	68	0	127	2	197	99	355	0	0	454	0	0	0	0	0	1089
08:00 AM	0	115	15	0	130	14	0	39	0	53	18	96	0	0	114	0	0	0	0	0	297
08:15 AM	0	95	16	0	111	16	0	34	1	51	27	110	0	0	137	0	0	0	0	0	299
08:30 AM	0	115	8	0	123	17	0	28	0	45	23	92	0	0	115	0	0	0	0	0	283
08:45 AM	0	95	11	0	106	13	0	33	1	47	16	128	0	0	144	0	0	0	0	0	297
Total	0	420	50	0	470	60	0	134	2	196	84	426	0	0	510	0	0	0	0	0	1176
Grand Total	0	826	82	0	908	128	0	261	4	393	183	781	0	0	964	0	0	0	0	0	2265
Apprch %	0	91	9	0		32.6	0	66.4	1		19	81	0	0		0	0	0	0		
Total %	0	36.5	3.6	0	40.1	5.7	0	11.5	0.2	17.4	8.1	34.5	0	0	42.6	0	0	0	0	0	
Lights	0	808	80	0	888	128	0	258	4	390	181	756	0	0	937	0	0	0	0	0	2215
% Lights	0	97.8	97.6	0	97.8	100	0	98.9	100	99.2	98.9	96.8	0	0	97.2	0	0	0	0	0	97.8
Buses	0	9	2	0	11	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	25
% Buses	0	1.1	2.4	0	1.2	0	0	0	0	0	0	1.8	0	0	1.5	0	0	0	0	0	1.1
Trucks	0	9	0	0	9	0	0	3	0	3	2	11	0	0	13	0	0	0	0	0	25
% Trucks	0	1.1	0	0	1	0	0	1.1	0	0.8	1.1	1.4	0	0	1.3	0	0	0	0	0	1.1

	SUNSET AVE Southbound				RAILROAD AVE Westbound				SUNSET AVE Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**127**	12	**139**	**23**	0	**39**	**62**	25	**124**	0	**149**	0	0	0	0	**350**
08:00 AM	0	115	15	130	14	0	39	53	18	96	0	114	0	0	0	0	297
08:15 AM	0	95	**16**	111	16	0	34	50	**27**	110	0	137	0	0	0	0	298
08:30 AM	0	115	8	123	17	0	28	45	23	92	0	115	0	0	0	0	283
Total Volume	0	452	51	503	70	0	140	210	93	422	0	515	0	0	0	0	1228
% App. Total	0	89.9	10.1		33.3	0	66.7		18.1	81.9	0		0	0	0		
PHF	.000	.890	.797	.905	.761	.000	.897	.847	.861	.851	.000	.864	.000	.000	.000	.000	.877

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 5/12/2021
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 5/12/2021
Page No : 1

Groups Printed- Bikes

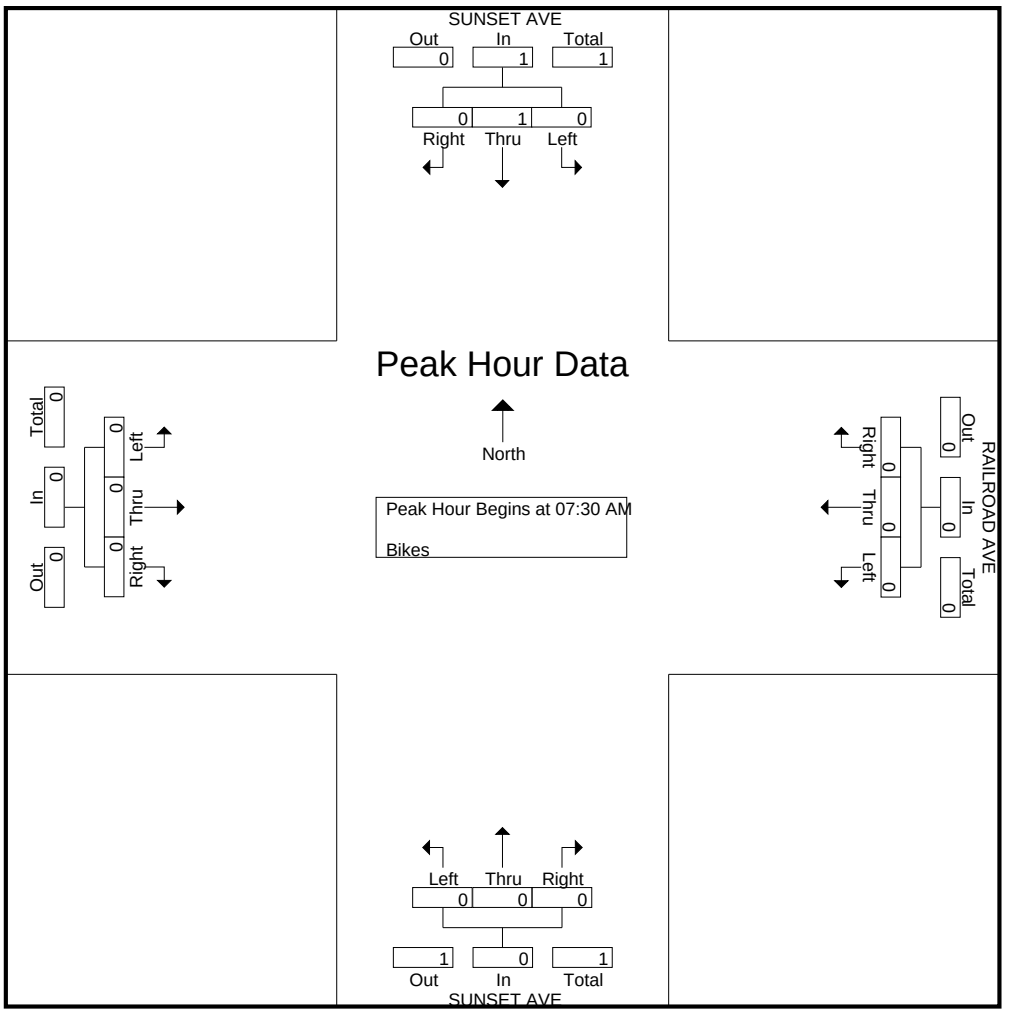
	SUNSET AVE Southbound					RAILROAD AVE Westbound					SUNSET AVE Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	SUNSET AVE Southbound				RAILROAD AVE Westbound				SUNSET AVE Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 5/12/2021
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 5/12/2021
Page No : 1

Groups Printed- Lights - Buses - Trucks

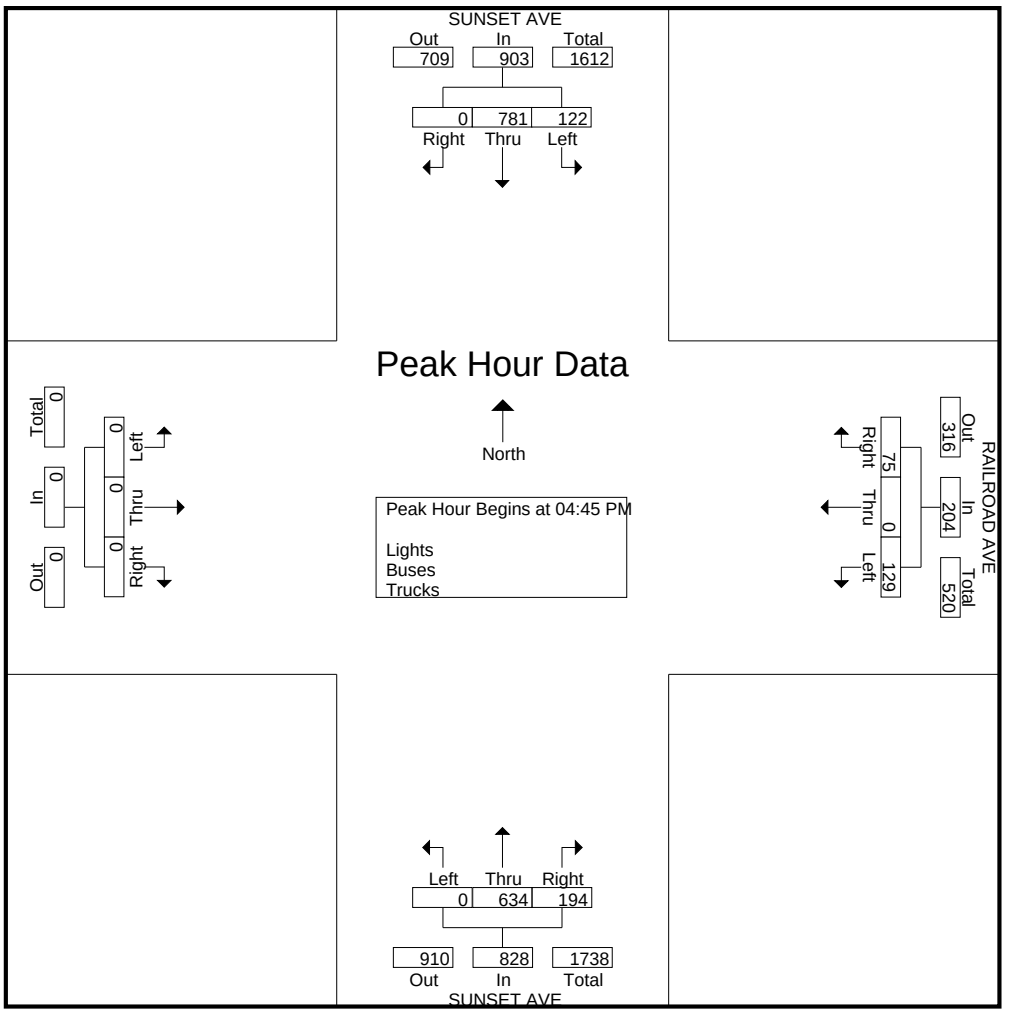
	SUNSET AVE Southbound					RAILROAD AVE Westbound					SUNSET AVE Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	178	28	0	206	14	0	34	2	50	39	139	0	0	178	0	0	0	0	0	434
04:15 PM	0	198	29	0	227	21	0	33	3	57	53	145	0	0	198	0	0	0	0	0	482
04:30 PM	0	156	35	0	191	17	0	38	1	56	51	160	0	0	211	0	0	0	0	0	458
04:45 PM	0	200	31	0	231	20	0	36	2	58	34	145	0	0	179	0	0	0	0	0	468
Total	0	732	123	0	855	72	0	141	8	221	177	589	0	0	766	0	0	0	0	0	1842
05:00 PM	0	196	31	0	227	17	0	35	0	52	54	168	0	0	222	0	0	0	0	0	501
05:15 PM	0	210	33	0	243	15	0	26	0	41	48	159	0	0	207	0	0	0	0	0	491
05:30 PM	0	175	27	0	202	23	0	32	3	58	58	162	0	0	220	0	0	0	0	0	480
05:45 PM	0	152	24	0	176	11	0	25	1	37	45	158	0	0	203	0	0	0	0	0	416
Total	0	733	115	0	848	66	0	118	4	188	205	647	0	0	852	0	0	0	0	0	1888
Grand Total	0	1465	238	0	1703	138	0	259	12	409	382	1236	0	0	1618	0	0	0	0	0	3730
Apprch %	0	86	14	0		33.7	0	63.3	2.9		23.6	76.4	0	0		0	0	0	0		
Total %	0	39.3	6.4	0	45.7	3.7	0	6.9	0.3	11	10.2	33.1	0	0	43.4	0	0	0	0	0	
Lights	0	1456	235	0	1691	136	0	258	12	406	378	1225	0	0	1603	0	0	0	0	0	3700
% Lights	0	99.4	98.7	0	99.3	98.6	0	99.6	100	99.3	99	99.1	0	0	99.1	0	0	0	0	0	99.2
Buses	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Trucks	0	6	3	0	9	2	0	1	0	3	4	8	0	0	12	0	0	0	0	0	24
% Trucks	0	0.4	1.3	0	0.5	1.4	0	0.4	0	0.7	1	0.6	0	0	0.7	0	0	0	0	0	0.6

	SUNSET AVE Southbound				RAILROAD AVE Westbound				SUNSET AVE Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	200	31	231	20	0	**36**	**56**	34	145	0	179	0	0	0	0	466
05:00 PM	0	196	31	227	17	0	35	52	54	**168**	0	**222**	0	0	0	0	**501**
05:15 PM	0	**210**	**33**	**243**	15	0	26	41	48	159	0	207	0	0	0	0	491
05:30 PM	0	175	27	202	**23**	0	32	55	**58**	162	0	220	0	0	0	0	477
Total Volume	0	781	122	903	75	0	129	204	194	634	0	828	0	0	0	0	1935
% App. Total	0	86.5	13.5		36.8	0	63.2		23.4	76.6	0		0	0	0		
PHF	.000	.930	.924	.929	.815	.000	.896	.911	.836	.943	.000	.932	.000	.000	.000	.000	.966

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 5/12/2021
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 5/12/2021
Page No : 1

Groups Printed- Bikes

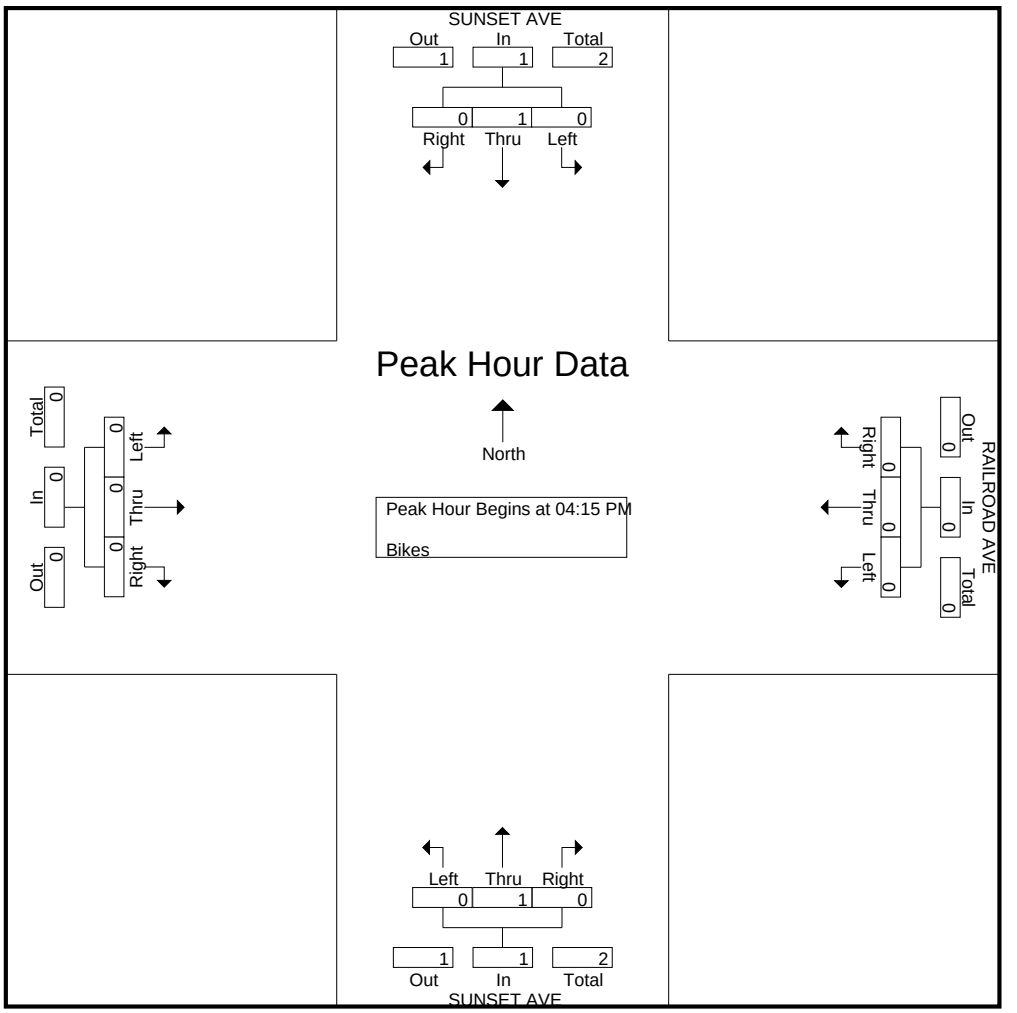
	SUNSET AVE Southbound					RAILROAD AVE Westbound					SUNSET AVE Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Apprch %	0	100	0	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	33.3	0	0	33.3	33.3	0	0	0	33.3	0	33.3	0	0	33.3	0	0	0	0	0	

	SUNSET AVE Southbound				RAILROAD AVE Westbound				SUNSET AVE Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 5/12/2021
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 5/12/2021
Page No : 1

Groups Printed- Lights - Buses - Trucks

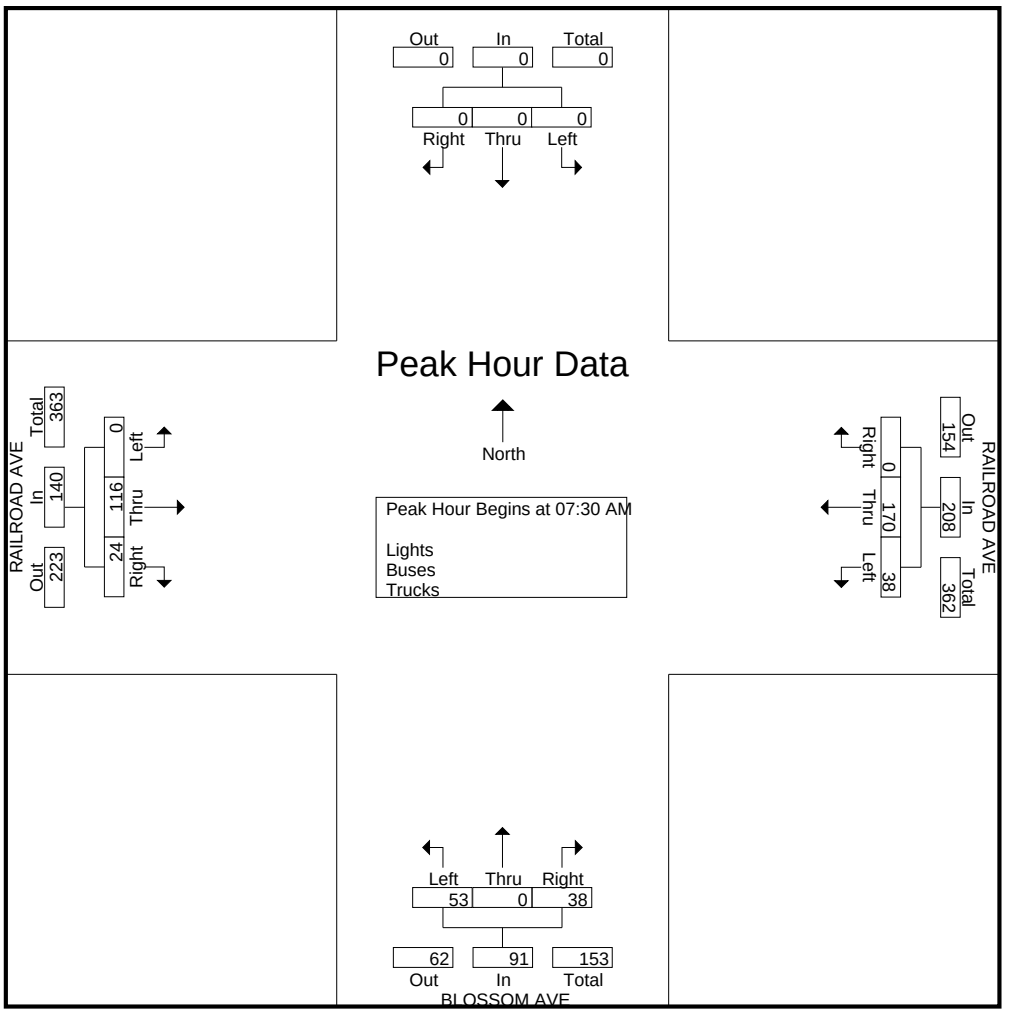
	Southbound					RAILROAD AVE Westbound					BLOSSOM AVE Northbound					RAILROAD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	26	7	0	33	7	0	8	2	17	7	29	0	0	36	86
07:15 AM	0	0	0	0	0	0	31	8	0	39	12	0	7	0	19	1	34	0	0	35	93
07:30 AM	0	0	0	0	0	0	42	5	0	47	11	0	15	0	26	4	25	0	0	29	102
07:45 AM	0	0	0	0	0	0	44	14	0	58	9	0	18	0	27	4	37	0	0	41	126
Total	0	0	0	0	0	0	143	34	0	177	39	0	48	2	89	16	125	0	0	141	407
08:00 AM	0	0	0	0	0	0	42	7	0	49	10	0	13	0	23	8	20	0	0	28	100
08:15 AM	0	0	0	0	0	0	42	12	0	54	8	0	7	0	15	8	34	0	0	42	111
08:30 AM	0	0	0	0	0	0	28	7	0	35	10	0	14	0	24	6	26	0	0	32	91
08:45 AM	0	0	0	0	0	0	39	13	0	52	9	0	5	0	14	4	22	0	0	26	92
Total	0	0	0	0	0	0	151	39	0	190	37	0	39	0	76	26	102	0	0	128	394
Grand Total	0	0	0	0	0	0	294	73	0	367	76	0	87	2	165	42	227	0	0	269	801
Apprch %	0	0	0	0		0	80.1	19.9	0		46.1	0	52.7	1.2		15.6	84.4	0	0		
Total %	0	0	0	0	0	0	36.7	9.1	0	45.8	9.5	0	10.9	0.2	20.6	5.2	28.3	0	0	33.6	
Lights	0	0	0	0	0	0	289	70	0	359	76	0	87	2	165	40	223	0	0	263	787
% Lights	0	0	0	0	0	0	98.3	95.9	0	97.8	100	0	100	100	100	95.2	98.2	0	0	97.8	98.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.4	0.9	0	0	1.1	0.4
Trucks	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	1	2	0	0	3	11
% Trucks	0	0	0	0	0	0	1.7	4.1	0	2.2	0	0	0	0	0	2.4	0.9	0	0	1.1	1.4

	Southbound				RAILROAD AVE Westbound				BLOSSOM AVE Northbound				RAILROAD AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	42	5	47	**11**	0	15	26	4	25	0	29	102
07:45 AM	0	0	0	0	0	**44**	**14**	**58**	9	0	**18**	**27**	4	**37**	0	41	**126**
08:00 AM	0	0	0	0	0	42	7	49	10	0	13	23	**8**	20	0	28	100
08:15 AM	0	0	0	0	0	42	12	54	8	0	7	15	8	34	0	**42**	111
Total Volume	0	0	0	0	0	170	38	208	38	0	53	91	24	116	0	140	439
% App. Total	0	0	0		0	81.7	18.3		41.8	0	58.2		17.1	82.9	0		
PHF	.000	.000	.000	.000	.000	.966	.679	.897	.864	.000	.736	.843	.750	.784	.000	.833	.871

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 5/12/2021
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 5/12/2021
Page No : 1

Groups Printed- Bikes

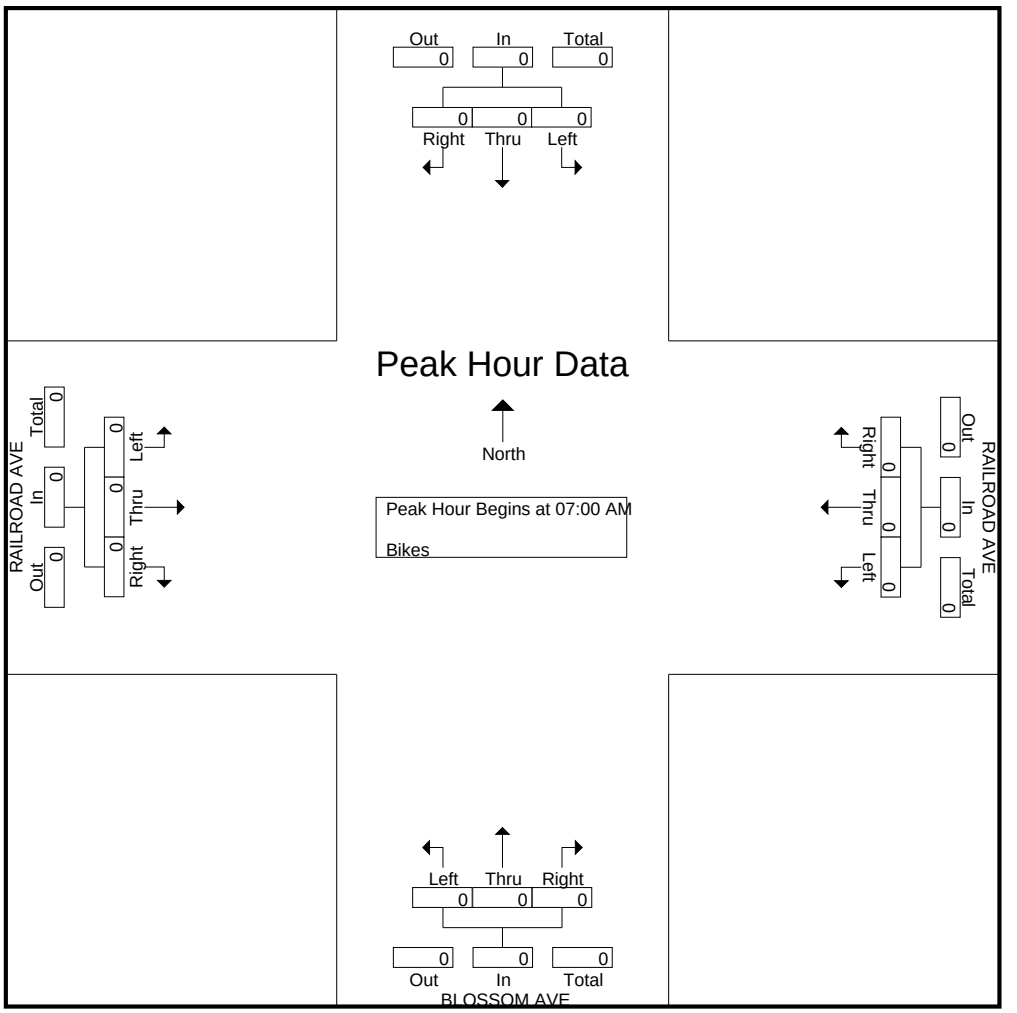
	Southbound					RAILROAD AVE Westbound					BLOSSOM AVE Northbound					RAILROAD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Southbound				RAILROAD AVE Westbound				BLOSSOM AVE Northbound				RAILROAD AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 5/12/2021
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 2PM FINAL
Site Code : 00000002
Start Date : 5/12/2021
Page No : 1

Groups Printed- Lights - Buses - Trucks

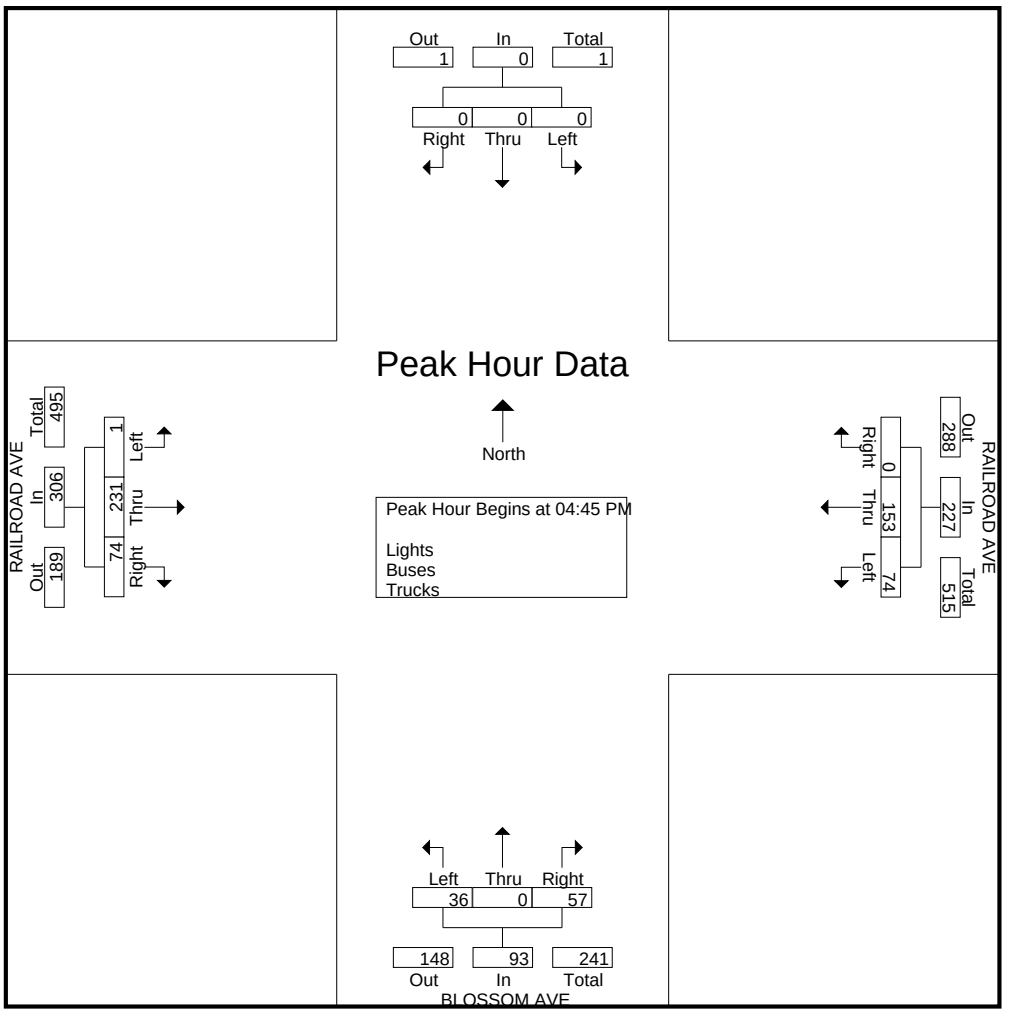
	Southbound					RAILROAD AVE Westbound					BLOSSOM AVE Northbound					RAILROAD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	42	11	0	53	8	0	6	0	14	15	52	0	0	67	134
04:15 PM	0	0	0	0	0	0	41	14	0	55	14	0	8	0	22	15	56	0	0	71	148
04:30 PM	0	0	0	0	0	0	50	15	0	65	10	0	5	0	15	19	60	0	0	79	159
04:45 PM	0	0	0	0	0	0	41	24	0	65	13	0	10	0	23	17	50	1	0	68	156
Total	0	0	0	0	0	0	174	64	0	238	45	0	29	0	74	66	218	1	0	285	597
05:00 PM	0	0	0	0	0	0	38	19	0	57	14	0	5	0	19	15	63	0	0	78	154
05:15 PM	0	0	0	0	0	0	34	12	0	46	16	0	7	0	23	23	59	0	0	82	151
05:30 PM	0	0	0	0	0	0	40	19	0	59	14	0	14	0	28	19	59	0	0	78	165
05:45 PM	0	0	0	0	0	0	29	10	0	39	10	0	9	0	19	17	62	0	0	79	137
Total	0	0	0	0	0	0	141	60	0	201	54	0	35	0	89	74	243	0	0	317	607
Grand Total	0	0	0	0	0	0	315	124	0	439	99	0	64	0	163	140	461	1	0	602	1204
Apprch %	0	0	0	0		0	71.8	28.2	0		60.7	0	39.3	0		23.3	76.6	0.2	0		
Total %	0	0	0	0	0	0	26.2	10.3	0	36.5	8.2	0	5.3	0	13.5	11.6	38.3	0.1	0	50	
Lights	0	0	0	0	0	0	313	124	0	437	99	0	64	0	163	139	457	1	0	597	1197
% Lights	0	0	0	0	0	0	99.4	100	0	99.5	100	0	100	0	100	99.3	99.1	100	0	99.2	99.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	7
% Trucks	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0.7	0.9	0	0	0.8	0.6

	Southbound				RAILROAD AVE Westbound				BLOSSOM AVE Northbound				RAILROAD AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**41**	**24**	**65**	13	0	10	23	17	50	**1**	68	156
05:00 PM	0	0	0	0	0	38	19	57	14	0	5	19	15	**63**	0	78	154
05:15 PM	0	0	0	0	0	34	12	46	**16**	0	7	23	**23**	59	0	**82**	151
05:30 PM	0	0	0	0	0	40	19	59	14	0	**14**	**28**	19	59	0	78	**165**
Total Volume	0	0	0	0	0	153	74	227	57	0	36	93	74	231	1	306	626
% App. Total	0	0	0		0	67.4	32.6		61.3	0	38.7		24.2	75.5	0.3		
PHF	.000	.000	.000	.000	.000	.933	.771	.873	.891	.000	.643	.830	.804	.917	.250	.933	.948

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 2PM FINAL
Site Code : 00000002
Start Date : 5/12/2021
Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 2PM FINAL
Site Code : 00000002
Start Date : 5/12/2021
Page No : 1

Groups Printed- Bikes

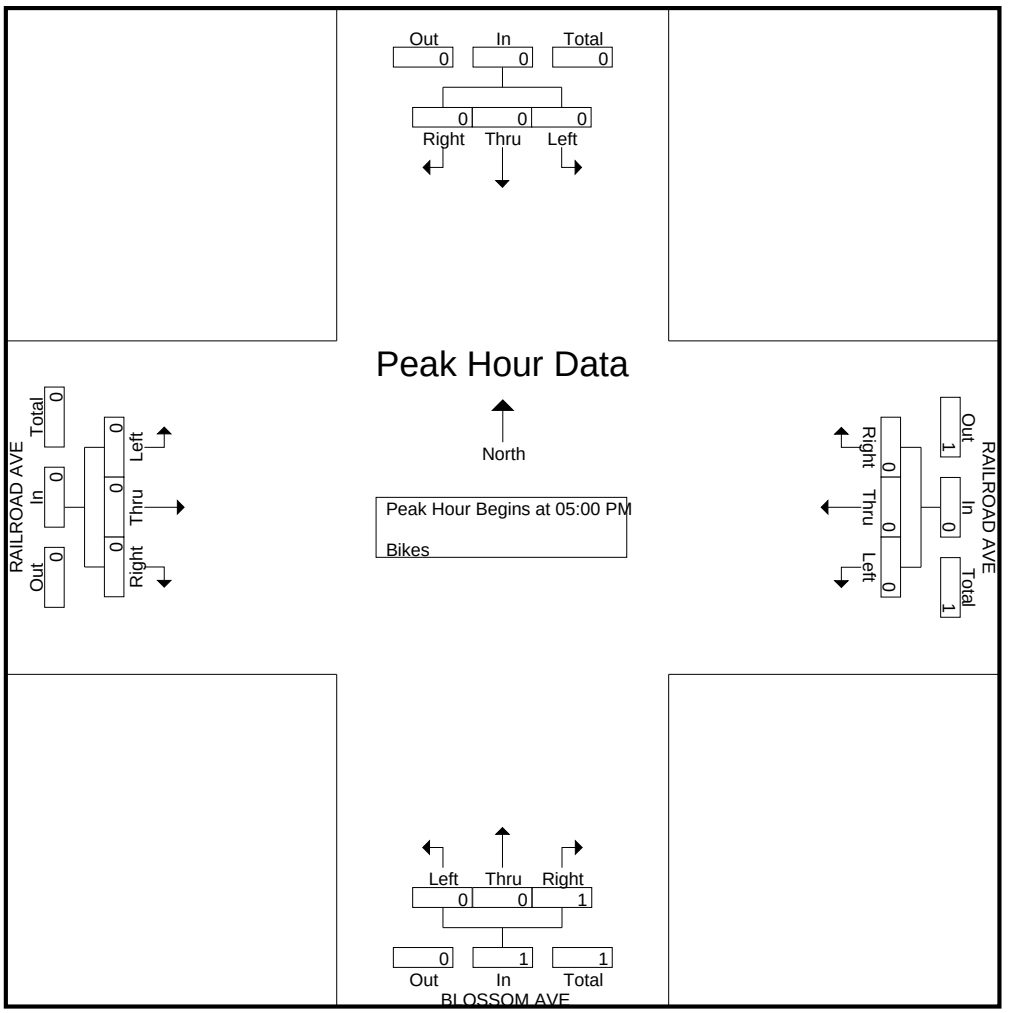
	Southbound					RAILROAD AVE Westbound					BLOSSOM AVE Northbound					RAILROAD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	

	Southbound				RAILROAD AVE Westbound				BLOSSOM AVE Northbound				RAILROAD AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 2PM FINAL
Site Code : 00000002
Start Date : 5/12/2021
Page No : 2



Attachment 2: Level of Service Calculations

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	120	0	0	82
Future Volume (Veh/h)	0	0	120	0	0	82
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	130	0	0	89
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	219	130			130	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	219	130			130	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	769	920			1455	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	130	89
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1455
Volume to Capacity	0.00	0.08	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		9.6%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	153	32	50	224	70	50
Future Volume (vph)	153	32	50	224	70	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	166	35	54	243	76	54

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	201	297	130
Volume Left (vph)	0	54	76
Volume Right (vph)	35	0	54
Hadj (s)	-0.07	0.07	-0.10
Departure Headway (s)	4.5	4.5	4.9
Degree Utilization, x	0.25	0.37	0.18
Capacity (veh/h)	767	763	669
Control Delay (s)	9.0	10.2	9.0
Approach Delay (s)	9.0	10.2	9.0
Approach LOS	A	B	A

Intersection Summary			
Delay	9.6		
Level of Service	A		
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	160	138	671	102	90	635
Future Volume (vph)	160	138	671	102	90	635
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6	5.6	5.2	5.6
Lane Util. Factor	1.00		1.00	1.00	1.00	0.95
Frpb, ped/bikes	1.00		1.00	0.97	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	0.85	1.00	1.00
Flt Protected	0.97		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1701		1863	1533	1770	3539
Flt Permitted	0.97		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1701		1863	1533	1770	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	170	147	714	109	96	676
RTOR Reduction (vph)	27	0	0	24	0	0
Lane Group Flow (vph)	290	0	714	85	96	676
Confl. Peds. (#/hr)				6		
Turn Type	Prot		NA	Perm	Prot	NA
Protected Phases	4 14		2		1 13	6 13
Permitted Phases				2		
Actuated Green, G (s)	22.4		38.4	38.4	10.8	54.4
Effective Green, g (s)	22.4		38.4	38.4	10.8	54.4
Actuated g/C Ratio	0.25		0.44	0.44	0.12	0.62
Clearance Time (s)			5.6	5.6		
Vehicle Extension (s)			2.0	2.0		
Lane Grp Cap (vph)	432		812	668	217	2187
v/s Ratio Prot	c0.17		c0.38		c0.05	0.19
v/s Ratio Perm				0.06		
v/c Ratio	0.67		0.88	0.13	0.44	0.31
Uniform Delay, d1	29.5		22.7	14.8	35.8	7.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.2		13.0	0.4	0.5	0.1
Delay (s)	32.7		35.7	15.2	36.3	8.0
Level of Service	C		D	B	D	A
Approach Delay (s)	32.7		33.0			11.5
Approach LOS	C		C			B

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	27.2
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

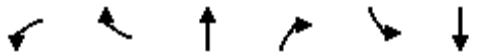
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	324	191	285	495	116	206
Future Volume (Veh/h)	324	191	285	495	116	206
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	368	217	324	563	132	234
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						5
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			592		1304	375
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			592		1304	375
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			67		0	62
cM capacity (veh/h)			973		101	618

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	368	217	512	375	366
Volume Left	0	0	324	0	132
Volume Right	0	217	0	0	234
cSH	1700	1700	973	1700	245
Volume to Capacity	0.22	0.13	0.33	0.22	1.49
Queue Length 95th (ft)	0	0	37	0	538
Control Delay (s)	0.0	0.0	8.1	0.0	280.3
Lane LOS			A		F
Approach Delay (s)	0.0		4.7		280.3
Approach LOS					F

Intersection Summary			
Average Delay	58.1		
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	0	455	0	0	1	476	333	0	0	270	167
Future Volume (vph)	165	0	455	0	0	1	476	333	0	0	270	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.2		4.6		4.2	4.6			4.6	
Lane Util. Factor		1.00	0.88		1.00		0.97	0.95			0.95	
Frpb, ped/bikes		1.00	1.00		0.98		1.00	1.00			0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.86		1.00	1.00			0.94	
Flt Protected		0.95	1.00		1.00		0.95	1.00			1.00	
Satd. Flow (prot)		1770	2787		1586		3433	3539			3319	
Flt Permitted		0.95	1.00		1.00		0.95	1.00			1.00	
Satd. Flow (perm)		1770	2787		1586		3433	3539			3319	
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)	176	0	484	0	0	1	506	354	0	0	287	178
RTOR Reduction (vph)	0	0	253	0	1	0	0	0	0	0	60	0
Lane Group Flow (vph)	0	176	231	0	0	0	506	354	0	0	405	0
Confl. Peds. (#/hr)						5			7			2
Turn Type	Split	NA	pt+ov		NA		Prot	NA		Prot	NA	
Protected Phases	8	8	1 8		4		1	6		5	2	
Permitted Phases				4								
Actuated Green, G (s)		19.3	42.2		3.1		18.3	42.6			20.1	
Effective Green, g (s)		19.3	37.6		3.1		18.3	42.6			20.1	
Actuated g/C Ratio		0.24	0.48		0.04		0.23	0.54			0.26	
Clearance Time (s)		4.6			4.6		4.2	4.6			4.6	
Vehicle Extension (s)		5.0			2.0		2.0	5.0			5.0	
Lane Grp Cap (vph)		433	1329		62		797	1913			846	
v/s Ratio Prot		c0.10	0.08		c0.00		c0.15	0.10			c0.12	
v/s Ratio Perm												
v/c Ratio		0.41	0.17		0.00		0.63	0.19			0.48	
Uniform Delay, d1		24.9	11.7		36.4		27.2	9.2			24.9	
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	
Incremental Delay, d2		1.3	0.0		0.0		1.2	0.1			0.9	
Delay (s)		26.3	11.8		36.4		28.5	9.3			25.8	
Level of Service		C	B		D		C	A			C	
Approach Delay (s)		15.6			36.4			20.6			25.8	
Approach LOS		B			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	78.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	93	0	0	148
Future Volume (Veh/h)	0	0	93	0	0	148
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	101	0	0	161
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	262	101			101	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	262	101			101	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	727	954			1491	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	101	161
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1491
Volume to Capacity	0.00	0.06	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	11.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	231	74	74	153	36	57
Future Volume (vph)	231	74	74	153	36	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	251	80	80	166	39	62

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	331	246	101
Volume Left (vph)	0	80	39
Volume Right (vph)	80	0	62
Hadj (s)	-0.11	0.10	-0.26
Departure Headway (s)	4.3	4.6	4.9
Degree Utilization, x	0.40	0.32	0.14
Capacity (veh/h)	808	749	648
Control Delay (s)	10.2	9.7	8.7
Approach Delay (s)	10.2	9.7	8.7
Approach LOS	B	A	A

Intersection Summary			
Delay	9.8		
Level of Service	A		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	102	77	601	195	159	877
Future Volume (vph)	102	77	601	195	159	877
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6	5.6	5.2	5.6
Lane Util. Factor	1.00		1.00	1.00	1.00	0.95
Frpb, ped/bikes	1.00		1.00	0.97	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	0.85	1.00	1.00
Flt Protected	0.97		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1706		1863	1535	1770	3539
Flt Permitted	0.97		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1706		1863	1535	1770	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	109	82	639	207	169	933
RTOR Reduction (vph)	25	0	0	47	0	0
Lane Group Flow (vph)	166	0	639	160	169	933
Confl. Peds. (#/hr)				6		
Turn Type	Prot		NA	Perm	Prot	NA
Protected Phases	4 14		2		1 13	6 13
Permitted Phases				2		
Actuated Green, G (s)	14.8		38.8	38.8	10.5	54.5
Effective Green, g (s)	14.8		38.8	38.8	10.5	54.5
Actuated g/C Ratio	0.18		0.48	0.48	0.13	0.68
Clearance Time (s)			5.6	5.6		
Vehicle Extension (s)			2.0	2.0		
Lane Grp Cap (vph)	313		897	739	230	2395
v/s Ratio Prot	c0.10		c0.34		c0.10	0.26
v/s Ratio Perm				0.10		
v/c Ratio	0.53		0.71	0.22	0.73	0.39
Uniform Delay, d1	29.7		16.4	12.1	33.7	5.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7		4.8	0.7	9.7	0.1
Delay (s)	30.4		21.2	12.7	43.3	5.8
Level of Service	C		C	B	D	A
Approach Delay (s)	30.4		19.2			11.6
Approach LOS	C		B			B

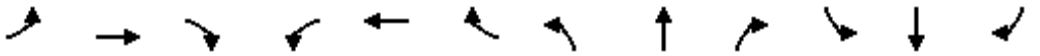
Intersection Summary			
HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	80.5	Sum of lost time (s)	27.2
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
4: Railroad Avenue & E Tabor Avenue

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	355	158	152	304	92	230
Future Volume (Veh/h)	355	158	152	304	92	230
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	403	180	173	345	105	261
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						5
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			590		928	410
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			590		928	410
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			82		52	56
cM capacity (veh/h)			975		218	587

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	403	180	288	230	366
Volume Left	0	0	173	0	105
Volume Right	0	180	0	0	261
cSH	1700	1700	975	1700	759
Volume to Capacity	0.24	0.11	0.18	0.14	0.48
Queue Length 95th (ft)	0	0	16	0	66
Control Delay (s)	0.0	0.0	6.4	0.0	21.7
Lane LOS			A		C
Approach Delay (s)	0.0		3.6		21.7
Approach LOS					C

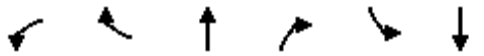
Intersection Summary			
Average Delay	6.7		
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	263	0	750	0	0	0	310	368	0	0	286	113
Future Volume (vph)	263	0	750	0	0	0	310	368	0	0	286	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.2				4.2	4.6			4.6	
Lane Util. Factor		1.00	0.88				0.97	0.95			0.95	
Frpb, ped/bikes		1.00	1.00				1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00				1.00	1.00			1.00	
Frt		1.00	0.85				1.00	1.00			0.96	
Flt Protected		0.95	1.00				0.95	1.00			1.00	
Satd. Flow (prot)		1770	2787				3433	3539			3376	
Flt Permitted		0.95	1.00				0.95	1.00			1.00	
Satd. Flow (perm)		1770	2787				3433	3539			3376	
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)	280	0	798	0	0	0	330	391	0	0	304	120
RTOR Reduction (vph)	0	0	343	0	0	0	0	0	0	0	28	0
Lane Group Flow (vph)	0	280	455	0	0	0	330	391	0	0	396	0
Confl. Peds. (#/hr)						5			7			2
Turn Type	Split	NA	pt+ov				Prot	NA		Prot	NA	
Protected Phases	8	8	1 8		4		1	6		5	2	
Permitted Phases				4								
Actuated Green, G (s)		28.1	46.4				13.7	37.0			19.1	
Effective Green, g (s)		28.1	41.8				13.7	37.0			19.1	
Actuated g/C Ratio		0.34	0.51				0.17	0.45			0.23	
Clearance Time (s)		4.6					4.2	4.6			4.6	
Vehicle Extension (s)		5.0					2.0	5.0			5.0	
Lane Grp Cap (vph)		603	1413				570	1589			782	
v/s Ratio Prot		c0.16	0.16				c0.10	0.11			c0.12	
v/s Ratio Perm												
v/c Ratio		0.46	0.32				0.58	0.25			0.51	
Uniform Delay, d1		21.3	12.0				31.7	14.1			27.6	
Progression Factor		1.00	1.00				1.00	1.00			1.00	
Incremental Delay, d2		1.2	0.0				0.9	0.2			1.1	
Delay (s)		22.4	12.0				32.6	14.2			28.6	
Level of Service		C	B				C	B			C	
Approach Delay (s)		14.7			0.0			22.6			28.6	
Approach LOS		B			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	82.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
1: Blossom Avenue & Project Driveway



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	64	120	0	20	82
Future Volume (Veh/h)	0	64	120	0	20	82
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	70	130	0	22	89
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	263	130			130	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	263	130			130	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	92			98	
cM capacity (veh/h)	715	920			1455	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	70	130	111
Volume Left	0	0	22
Volume Right	70	0	0
cSH	920	1700	1455
Volume to Capacity	0.08	0.08	0.02
Queue Length 95th (ft)	6	0	1
Control Delay (s)	9.2	0.0	1.6
Lane LOS	A		A
Approach Delay (s)	9.2	0.0	1.6
Approach LOS	A		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	22.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
2: Blossom Avenue & Railroad Avenue

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	153	44	58	224	108	76
Future Volume (vph)	153	44	58	224	108	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	166	48	63	243	117	83

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	214	306	200
Volume Left (vph)	0	63	117
Volume Right (vph)	48	0	83
Hadj (s)	-0.10	0.08	-0.10
Departure Headway (s)	4.7	4.8	5.0
Degree Utilization, x	0.28	0.41	0.28
Capacity (veh/h)	717	720	661
Control Delay (s)	9.6	11.0	10.0
Approach Delay (s)	9.6	11.0	10.0
Approach LOS	A	B	A

Intersection Summary			
Delay	10.3		
Level of Service	B		
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	179	157	671	108	96	635
Future Volume (vph)	179	157	671	108	96	635
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6	5.6	5.2	5.6
Lane Util. Factor	1.00		1.00	1.00	1.00	0.95
Frpb, ped/bikes	1.00		1.00	0.97	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	0.85	1.00	1.00
Flt Protected	0.97		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1700		1863	1533	1770	3539
Flt Permitted	0.97		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1700		1863	1533	1770	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	190	167	714	115	102	676
RTOR Reduction (vph)	26	0	0	26	0	0
Lane Group Flow (vph)	331	0	714	89	102	676
Confl. Peds. (#/hr)				6		
Turn Type	Prot		NA	Perm	Prot	NA
Protected Phases	4 14		2		1 13	6 13
Permitted Phases				2		
Actuated Green, G (s)	24.4		38.4	38.4	10.8	54.4
Effective Green, g (s)	24.4		38.4	38.4	10.8	54.4
Actuated g/C Ratio	0.27		0.43	0.43	0.12	0.60
Clearance Time (s)			5.6	5.6		
Vehicle Extension (s)			2.0	2.0		
Lane Grp Cap (vph)	460		794	654	212	2139
v/s Ratio Prot	c0.19		c0.38		c0.06	0.19
v/s Ratio Perm				0.06		
v/c Ratio	0.72		0.90	0.14	0.48	0.32
Uniform Delay, d1	29.7		24.0	15.7	37.0	8.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	4.5		15.2	0.4	0.6	0.1
Delay (s)	34.1		39.2	16.1	37.6	8.8
Level of Service	C		D	B	D	A
Approach Delay (s)	34.1		36.0			12.6
Approach LOS	C		D			B

Intersection Summary			
HCM 2000 Control Delay	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	27.2
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

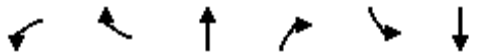
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	324	196	288	495	132	216
Future Volume (Veh/h)	324	196	288	495	132	216
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	368	223	327	563	150	245
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						5
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			598		1310	375
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			598		1310	375
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			66		0	60
cM capacity (veh/h)			968		99	618

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	368	223	515	375	395
Volume Left	0	0	327	0	150
Volume Right	0	223	0	0	245
cSH	1700	1700	968	1700	223
Volume to Capacity	0.22	0.13	0.34	0.22	1.77
Queue Length 95th (ft)	0	0	38	0	673
Control Delay (s)	0.0	0.0	8.2	0.0	400.3
Lane LOS			A		F
Approach Delay (s)	0.0		4.7		400.3
Approach LOS					F

Intersection Summary			
Average Delay	86.5		
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	0	459	0	0	1	489	339	0	0	272	167
Future Volume (vph)	165	0	459	0	0	1	489	339	0	0	272	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.2		4.6		4.2	4.6			4.6	
Lane Util. Factor		1.00	0.88		1.00		0.97	0.95			0.95	
Frpb, ped/bikes		1.00	1.00		0.98		1.00	1.00			0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.86		1.00	1.00			0.94	
Flt Protected		0.95	1.00		1.00		0.95	1.00			1.00	
Satd. Flow (prot)		1770	2787		1585		3433	3539			3320	
Flt Permitted		0.95	1.00		1.00		0.95	1.00			1.00	
Satd. Flow (perm)		1770	2787		1585		3433	3539			3320	
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)	176	0	488	0	0	1	520	361	0	0	289	178
RTOR Reduction (vph)	0	0	255	0	1	0	0	0	0	0	60	0
Lane Group Flow (vph)	0	176	233	0	0	0	520	361	0	0	407	0
Confl. Peds. (#/hr)						5			7			2
Turn Type	Split	NA	pt+ov		NA		Prot	NA		Prot	NA	
Protected Phases	8	8	1 8		4		1	6		5	2	
Permitted Phases				4								
Actuated Green, G (s)		19.3	42.6		3.2		18.7	43.2			20.3	
Effective Green, g (s)		19.3	38.0		3.2		18.7	43.2			20.3	
Actuated g/C Ratio		0.24	0.48		0.04		0.24	0.54			0.26	
Clearance Time (s)		4.6			4.6		4.2	4.6			4.6	
Vehicle Extension (s)		5.0			2.0		2.0	5.0			5.0	
Lane Grp Cap (vph)		429	1332		63		807	1923			847	
v/s Ratio Prot		c0.10	0.08		c0.00		c0.15	0.10			c0.12	
v/s Ratio Perm												
v/c Ratio		0.41	0.18		0.00		0.64	0.19			0.48	
Uniform Delay, d1		25.3	11.8		36.6		27.4	9.2			25.1	
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	
Incremental Delay, d2		1.3	0.0		0.0		1.3	0.1			0.9	
Delay (s)		26.6	11.8		36.6		28.7	9.3			26.0	
Level of Service		C	B		D		C	A			C	
Approach Delay (s)		15.8			36.6			20.8			26.0	
Approach LOS		B			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	79.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	37	93	0	64	148
Future Volume (Veh/h)	0	37	93	0	64	148
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	40	101	0	70	161
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	402	101			101	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	402	101			101	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			95	
cM capacity (veh/h)	576	954			1491	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	40	101	231
Volume Left	0	0	70
Volume Right	40	0	0
cSH	954	1700	1491
Volume to Capacity	0.04	0.06	0.05
Queue Length 95th (ft)	3	0	4
Control Delay (s)	8.9	0.0	2.6
Lane LOS	A		A
Approach Delay (s)	8.9	0.0	2.6
Approach LOS	A		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	28.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	231	112	100	153	58	72
Future Volume (vph)	231	112	100	153	58	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	251	122	109	166	63	78

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	373	275	141
Volume Left (vph)	0	109	63
Volume Right (vph)	122	0	78
Hadj (s)	-0.16	0.11	-0.21
Departure Headway (s)	4.5	4.8	5.2
Degree Utilization, x	0.46	0.37	0.20
Capacity (veh/h)	773	715	618
Control Delay (s)	11.2	10.6	9.5
Approach Delay (s)	11.2	10.6	9.5
Approach LOS	B	B	A

Intersection Summary			
Delay	10.7		
Level of Service	B		
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
3: Sunset Ave & Railroad Ave N

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	113	88	601	214	178	877
Future Volume (vph)	113	88	601	214	178	877
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6	5.6	5.2	5.6
Lane Util. Factor	1.00		1.00	1.00	1.00	0.95
Frpb, ped/bikes	1.00		1.00	0.97	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	0.85	1.00	1.00
Flt Protected	0.97		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1704		1863	1534	1770	3539
Flt Permitted	0.97		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1704		1863	1534	1770	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	120	94	639	228	189	933
RTOR Reduction (vph)	26	0	0	53	0	0
Lane Group Flow (vph)	188	0	639	175	189	933
Confl. Peds. (#/hr)				6		
Turn Type	Prot		NA	Perm	Prot	NA
Protected Phases	4 14		2		1 13	6 13
Permitted Phases				2		
Actuated Green, G (s)	16.1		38.5	38.5	10.8	54.5
Effective Green, g (s)	16.1		38.5	38.5	10.8	54.5
Actuated g/C Ratio	0.20		0.47	0.47	0.13	0.67
Clearance Time (s)			5.6	5.6		
Vehicle Extension (s)			2.0	2.0		
Lane Grp Cap (vph)	335		876	721	233	2357
v/s Ratio Prot	c0.11		c0.34		c0.11	0.26
v/s Ratio Perm				0.11		
v/c Ratio	0.56		0.73	0.24	0.81	0.40
Uniform Delay, d1	29.7		17.5	12.9	34.5	6.2
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3		5.3	0.8	17.5	0.1
Delay (s)	31.0		22.8	13.7	52.0	6.3
Level of Service	C		C	B	D	A
Approach Delay (s)	31.0		20.4			14.0
Approach LOS	C		C			B

Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	81.8	Sum of lost time (s)	27.2
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
4: Railroad Avenue & E Tabor Avenue

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	355	174	162	304	101	236
Future Volume (Veh/h)	355	174	162	304	101	236
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	403	198	184	345	115	268
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						5
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			608		950	410
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			608		950	410
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			81		45	54
cM capacity (veh/h)			960		207	587

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	403	198	299	230	383
Volume Left	0	0	184	0	115
Volume Right	0	198	0	0	268
cSH	1700	1700	960	1700	690
Volume to Capacity	0.24	0.12	0.19	0.14	0.55
Queue Length 95th (ft)	0	0	18	0	86
Control Delay (s)	0.0	0.0	6.7	0.0	24.0
Lane LOS			A		C
Approach Delay (s)	0.0		3.8		24.0
Approach LOS					C

Intersection Summary			
Average Delay	7.4		
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	263	0	763	0	0	0	317	372	0	0	292	113
Future Volume (vph)	263	0	763	0	0	0	317	372	0	0	292	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.2				4.2	4.6			4.6	
Lane Util. Factor		1.00	0.88				0.97	0.95			0.95	
Frpb, ped/bikes		1.00	1.00				1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00				1.00	1.00			1.00	
Frt		1.00	0.85				1.00	1.00			0.96	
Flt Protected		0.95	1.00				0.95	1.00			1.00	
Satd. Flow (prot)		1770	2787				3433	3539			3379	
Flt Permitted		0.95	1.00				0.95	1.00			1.00	
Satd. Flow (perm)		1770	2787				3433	3539			3379	
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)	280	0	812	0	0	0	337	396	0	0	311	120
RTOR Reduction (vph)	0	0	339	0	0	0	0	0	0	0	26	0
Lane Group Flow (vph)	0	280	473	0	0	0	337	396	0	0	405	0
Confl. Peds. (#/hr)						5			7			2
Turn Type	Split	NA	pt+ov				Prot	NA		Prot	NA	
Protected Phases	8	8	1 8		4		1	6		5	2	
Permitted Phases				4								
Actuated Green, G (s)		28.1	46.6				13.9	37.6			19.5	
Effective Green, g (s)		28.1	42.0				13.9	37.6			19.5	
Actuated g/C Ratio		0.34	0.51				0.17	0.45			0.23	
Clearance Time (s)		4.6					4.2	4.6			4.6	
Vehicle Extension (s)		5.0					2.0	5.0			5.0	
Lane Grp Cap (vph)		599	1410				574	1603			793	
v/s Ratio Prot		c0.16	0.17				c0.10	0.11			c0.12	
v/s Ratio Perm												
v/c Ratio		0.47	0.34				0.59	0.25			0.51	
Uniform Delay, d1		21.6	12.2				31.9	14.0			27.6	
Progression Factor		1.00	1.00				1.00	1.00			1.00	
Incremental Delay, d2		1.2	0.1				1.0	0.2			1.1	
Delay (s)		22.8	12.2				32.9	14.2			28.7	
Level of Service		C	B				C	B			C	
Approach Delay (s)		14.9			0.0			22.8			28.7	
Approach LOS		B			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	20.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	83.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

THIS PAGE INTENTIONALLY LEFT BLANK

From: bellamia1011@aol.com
To: John Kearns
Subject: Re: proposed apartment complex
Date: Saturday, April 24, 2021 10:41:22 AM

Thank you so much for your quick response. I do appreciate that. I can come to City Hall on Monday from 8am to 10:30 am or on Tuesday any time from 8am until 1:30pm. Please let me know what will work for you and I will look forward to meeting you. I am also concerned about the amount of traffic congestion this will cause on our surrounding street with the impact of these drivers. The area of Blossom, Worley Rd. and Railroad Ave. are all single lane, both directions and the is also a bit concern. Thank you for listening and please let me know if either of these days work for you----Respectfully Gail Forte

-----Original Message-----
From: John Kearns <jkearns@suisun.com>
To: 'bellamia1011@aol.com' <bellamia1011@aol.com>
Sent: Fri, Apr 23, 2021 4:17 pm
Subject: RE: proposed apartment complex

Good Afternoon Ms. Forte.

Thanks for the email comments for the proposed project at the southeast corner of Railroad Avenue and Blossom Avenue. As you probably noticed, the project is scheduled for a public hearing at the May 25 Planning Commission meeting at 6:30PM in the Suisun City Council Chambers at 701 Civic Center Boulevard. I am glad to discuss the proposed project, at your convenience. Please let me know when a good time would be for you next week and I can give you a call. Alternatively, you may come into City Hall to meet with me to discuss the proposed project.

Have a nice weekend.

John Kearns
Senior Planner
City of Suisun City

From: bellamia1011@aol.com <bellamia1011@aol.com>
Sent: Friday, April 23, 2021 3:14 PM
To: John Kearns <jkearns@suisun.com>
Subject: proposed apartment complex

Gail Forte
1312 Lois Lane
Suisun City, CA 94585

(707) 422-3056

bellamia1011@aol.com

John Kearns, Senior Planer
City of Suisun City

Mr. Kearns: I received the letter today that you sent out over the proposed apartment complex, play area,

swimming pool, dog park, ect. you are planning in a single family area of Suisun. I have lived at my address since these homes were built, I bought my house brand new and love my neighbors and street I have lived on all of these years. First you assaulted us with the building of large 2 story structures right in our back yards a few years ago, and now this. Just so you realize what I am talking about when the 2 stories went in I and many of my neighbors had to deal with kids and adults looking right into our back sliding doors, and children yelling hello and so on. A total loss of any privacy we had. I was forced to put a curtain up to obstruct their view directly into my living room, and this caused me to also not to be able to enjoy looking out at my own back yard. We were forced to live with this and now you totally assault us with the notion of (your words) a 180 multiple family structure complete with common space area, internal walk ways and sitting areas, a pool and spa, barbeque and picnic area, a dog park and a tot-lot play area. WOW what a mouth full that is. Now mind you I would not give this a second thought if is was proposed in an open field, but to put this directly into our back yards is just insane.

So you and other members of the city staff think that all of us who live in our homes should be forced to listen day and night to children scream and yelling in the swimming pool and adults who drink, or love to just party hardy every day and night, to the constant noise this would create constantly. I am also sure that those of you who think this is a great idea do NOT live any where near this proposed site so you would not be impacted by this proposal. I am just amazed by the total disregard that city staff working on this have for the people who live on Lois Lane and what a dramatic impact this would cause to all of us if this goes forward. This is just not an apartment complex this is so much more even a dog park, really. To have so little regard for our peace and quiet and enjoyment of our homes is so disrespectful to all of us. I can assure you this will be remembered at re-election time for many of you if you approve this.

I really do not know what else to say other than stop and think for just one minute about those of us who have to live with the decisions you make that directly effect our daily lives and well being.

Respectfully

Gail M. Forte

From: Deana Morad
To: Development Services
Subject: Railroad and Blossom Aves prjct
Date: Sunday, April 25, 2021 2:02:22 PM

Hi, I received notification regarding new development at the site stated above.

Please let me know:
1. Will your meeting be open for attendance in person?
2. How many units of this development will be low income units?
Thanks.

From: bellamia1011@aol.com
To: John Kearns
Subject: proposed apartment complex
Date: Monday, May 3, 2021 10:54:28 AM

Gail Forte
1312 Lois Lane
Suisun City, CA 94585
707-422-3056

Good Morning Mr. Kearns:

At our meeting on 4/27/2021 we discussed several issues those of us on Lois Lane who's back fence runs along the parcel of land the apartments are being build on. You told me at that time to expect a post card from the builder to let us know when we would be able to meet with them with questions about the project. I just wanted to let you know that as of Saturday, May 1, after mail delivery we still have not received any postcard from the builder about a meeting. Several neighbors on the street, after seeing the shape of the plot are still in the belief that this will continue from my house down. I went and looked at the fenced off area and it appears that from the end of the 2 story it is not a strait line down to Railroad, but it is shaped more like a piece of pie coming from the corner of my fence and the 2 story behind me ending at Railroad. This had made these home owners believe the new project will still be behind their fence. Nothing I say will change that for them, and frankly at this point I am not sure how much of it will impact me as well.

Other issues coming from this project that are a concern of all of us on the street:

1. NOISE what about a sound wall being built along our fence lines, this would be a big help

2. Rodents, snakes, skunks and other animals that have lived in this field for years all coming, in mass into our back yards from digging up this field. We lived through this when we bought our houses new as they were still building while we were moving in.

3. Disruption of traffic in our neighborhood for a long time, and so much more

4. Need a stop light at Railroad and East Tabor due to an already impossible situation now trying to get across East Tabor

We need a meeting with this builder and also the city to address all of these issues that are a great concern to all of us. You also told me that if the meeting with builder did not happen then there would not be a meeting, with the city, on May 25. Please let me know if you can find out when the meeting with the builder will take place so I can let people know

John Kearns, Senior Planner

Phone: 707-421-7337

Email: jkearns@suisun.com

Re.: Public Review & Comments to the Blossom Ave Apartments Project – ISMND – Your Notice dated 4/21/21

Subject: Neighborhood Concerns – Perceived Safety/Environmental and Privacy Impacts

We've received notice that the City is planning a multi-family apartment complex on the 9.09 acre lot bordering Blossom Ave to the West and Railroad Ave to the North. This complex is to consist of nine THREE-STORY buildings to provide 180 Multi-Family Units.

Please review and consider the concerns of neighborhood residents below:

1. **Safety Concerns**
    a. Substantial increase in traffic on residential streets and Railroad Ave East (on average 2 cars per family = 360 more vehicles to congest the area)
    b. Higher foot and bike traffic but no sidewalks and/or bike lanes on Railroad Ave East (no change for the last 30+ years)
    c. No Railroad Overcrossing – kids are forced to either take the long way around railroad tracks on a road that is unsafe for foot or bike traffic or unlawfully cross the railroad tracks to get to school! (again, no change for the last 30+ years but a number of accidents to show for)
    d. Planned dispensary to the East of the proposed project will result in even more traffic, unfavorable conditions for families as well as increase in crime! (It is our understanding that additional two (2) dispensaries are planned along East Railroad Ave.) This road is being used by children and youth walking to and from schools, i.e. Tolenas and Grange.

Question:

Will the East side of Railroad Ave be widened/altered prior to commencing with this project to accommodate the influx of cars and pedestrians? Who guarantees the safety of the residents and children walking/biking to and from school? What is the justification to add **3** dispensaries to Railroad Ave East within a quarter mile of each other?

2. **Environmental Concerns**
    a. Increase in noise level, waste and pollution.
    b. Exposing 180 families to potentially harmful, hazardous materials right across from your project on the other side of Blossom Ave (an extensive junk yard behind boarded fences).
    c. Further down towards Sunset, a Dumpsite is developing right next to a thriving homeless encampment. Anyone's old furniture, tires, and who knows what else is being dumped there, creating unsanitary health conditions.

Question:

Who is in charge of conducting environmental research on above mentioned properties to ensure the safety of the immediate residents? City, County, Railroad? Which one of these three jurisdictions is responsible for cleaning up dumpsites along Railroad Ave?

3. **Privacy, Property Values and Quality of Life**
    a. Your project is surrounded by single-family homes. The ones bordering the South sold for $500,000 in 2008. The ones bordering the East are one-story homes were families enjoyed their private back yard for the last 30+ years. Numerous homes are still occupied by the original owners. Allowing the construction of NINE THREE-STORY Apartment units right behind them negatively impacts our right to privacy and decreases the value of our properties.

Question:

Are there no building codes or ordinances that require consistency/conformity within one neighborhood? What are you doing to protect the privacy and living conditions of the adjacent neighbors? We foresee negative impacts on privacy, sunlight, increase in noise levels and waste.

General Notes:

The streets in this part of Suisun City, between Sunset/Railroad and past Pintail, are already neglected and covered with spalls, potholes and mediocre fixes. Increase in traffic will just speed up decay … The fact that nothing has been done about these surface streets in decades, fosters the notion of purposeful intent to promote re-zoning.

We are looking forward to your reply and comments. You may reply via return email to epbartlow@comcast.net.

Thank you for considering our concerns.

Philip & Elfi Bartlow

and numerous concerned neighbors on Lois Lane in Suisun City

707-429-8495

From: PK
To: John Kearns
Subject: Letter of Objection: Blossom Ave. Apartment Project.
Date: Wednesday, May 5, 2021 11:06:23 AM

May 5, 2021

John Kearns, Senior Planner
701 Civic Center Blvd.
Suisun City, CA 94585
jkerns@suisun.com

Re: SP/AR 20/1-001 Blossom Avenue Apartment Project Proposal

Dear Mr. Kerns,

I am a homeowner at 500 Sarah Way in Suisun City. Please consider this letter my objection to the Blossom Avenue Apartment Project Proposal to be considered on May 25, 2021.

I strongly object to this high density, 180 unit project as currently proposed. In my opinion, this project will cause an unwelcome distress to city services such as Police, Fire, sanitary and other city services. It will cause traffic problems on city streets and overwhelm the local schools.

In theory, there could be an average of 4 people in each unit which equates to approx. 720 persons living in the complex. It is common with such a large concentrated population, there are always going to be a certain number of people who commit minor to violent crimes, vandalism and willfully disregard other people's rights and peaceful living.

Although vacant land attracts the unlawful dumping of garbage and homeless, some type development on this land would benefit the area. I would encourage the city to seek a small industrial park or business office which could bring in city tax dollars, employment opportunities and limit traffic and crimes in the area.

To that end, please submit this letter of objection to the planning department and I plan to attend your meeting on May 25, 2021

Thank you in advance for your time and consideration of this letter.

Best to you,

Phil Brown

500 Sarah Way
Suisun City 94585

707-344-5284

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Bay Delta Region
2825 Cordelia Road, Suite 100
Fairfield, CA 94534
(707) 428-2002
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

May 13, 2021

Mr. John Kearns
City of Suisun City
701 Civic Center Boulevard
Suisun City, CA 94585
jkearns@suisun.com

Subject: Blossom Avenue Apartments Project, Mitigated Negative Declaration, SCH No. 2021040479, City of Suisun City, Solano County

Dear Mr. Kearns:

The California Department of Fish and Wildlife (CDFW) received a Notice of Intent to Adopt a Mitigated Negative Declaration (MND) from the City of Suisun City (City) for the Blossom Avenue Apartments Project (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

CDFW is submitting comments on the MND to inform the City, as the Lead Agency, of our concerns regarding potentially significant impacts to sensitive resources associated with the Project.

CDFW ROLE

CDFW is a **Trustee Agency** with responsibility under CEQA pursuant to CEQA Guidelines section 15386 for commenting on projects that could impact fish, plant, and wildlife resources. CDFW is also considered a **Responsible Agency** if a project would require discretionary approval, such as permits issued under the California Endangered Species Act (CESA) or Native Plant Protection Act, a Lake and Streambed Alteration (LSA) Agreement, or other provisions of the Fish and Game Code that afford protection to the state's fish and wildlife trust resources.

PROJECT DESCRIPTION SUMMARY

Proponent: FPA Multifamily, LLC

Objective: The Project will construct an apartment complex consisting of nine separate three-story buildings, a one-story community building, internal pathways and picnic areas, a dog park, a children's park, parking lot, and associated infrastructure. Primary

[1] CEQA is codified in the California Public Resources Code in Section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with Section 15000.

Project activities include grading, excavation, trenching, building construction, concrete pouring, and landscaping.

Location: The Project is located south of Railroad Avenue and east of Blossom Avenue in the City of Suisun City, adjacent to and southwest of Railroad Avenue Self Storage located at 515 Railroad Avenue. The Project will occur on Assessor's Parcel Number 0037-130-010. The approximate Project centroid is Latitude 38.25949°N, Longitude 122.01381°W.

Timeframe: The Project is anticipated to take 18 months to complete with a tentative start date of September 2021 and completion by May 2023.

ENVIRONMENTAL SETTING

The Project site is located on a 9.09-acre undeveloped lot dominated by non-native annual grassland. One horticultural tree is present in the northeast corner of the lot and coyote bushes (*Baccharis pilularis*) are present on the southern edge of the lot. The site contains six seasonal wetlands covering 0.38 acres. California ground squirrel (*Otospermophilus beecheyi*) burrows are present. The site is immediately surrounded by residential housing, the Union Pacific Railroad, and a self-storage facility. Special-status species with the potential to occur in or near the Project site include, but are not limited to, Swainson's hawk (*Buteo swainsoni*), listed as threatened pursuant to CESA, California tiger salamander (*Ambystoma californiense*), listed as threatened pursuant to CESA; the Central California population is also listed as threatened pursuant to the federal Endangered Species Act (ESA), burrowing owl (*Athene cunicularia*), a California Species of Special Concern, white-tailed kite (*Elanus leucurus*), a Fully Protected Species, and dwarf downingia (*Downingia pusilla*), a California Rare Plant Rank 2B.2 species.

REGULATORY REQUIREMENTS

California Endangered Species Act

Please be advised that a CESA Incidental Take Permit (ITP) must be obtained if the Project has the potential to result in "take" of plants or animals listed under CESA, such as Swainson's hawk or California tiger salamander, either during construction or over the life of the Project. Issuance of an ITP is subject to CEQA documentation; the CEQA document must specify impacts, mitigation measures, and a mitigation monitoring and reporting program. If the Project will impact CESA listed species, early consultation is encouraged, as significant modification to the Project and mitigation measures may be required in order to obtain an ITP.

CEQA requires a Mandatory Finding of Significance if a project is likely to substantially restrict the range or reduce the population of a threatened or endangered species. (Pub.

Resources Code, §§ 21001, subd. (c), 21083; CEQA Guidelines, §§ 15380, 15064, and 15065). Impacts must be avoided or mitigated to less-than-significant levels unless the CEQA Lead Agency makes and supports Findings of Overriding Consideration (FOC). The CEQA Lead Agency's FOC does not eliminate the Project proponent's obligation to comply with CESA.

Lake and Streambed Alteration Agreement

CDFW requires an LSA Notification, pursuant to Fish and Game Code section 1600 et seq., for Project activities affecting lakes or streams and associated riparian habitat. Notification is required for any activity that may substantially divert or obstruct the natural flow; change or use material from the bed, channel, or bank including associated riparian or wetland resources; or deposit or dispose of material where it may pass into a river, lake or stream. Work within ephemeral streams, washes, watercourses with a subsurface flow, and floodplains are subject to notification requirements. In these cases, CDFW will consider the CEQA document for the Project and may issue an LSA Agreement. CDFW may not execute the final LSA Agreement until it has complied with CEQA as a Responsible Agency.

Raptors and Other Nesting Birds

CDFW also has jurisdiction over actions that may result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections protecting birds, their eggs, and nests include sections 3503 (regarding unlawful take, possession or needless destruction of the nests or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird). Migratory birds are also protected under the federal Migratory Bird Treaty Act.

Fully Protected Species

Fully Protected species, such as white-tailed kite, may not be taken or possessed at any time (Fish and Game Code, §§ 3511, 4700, 5050, and 5515).

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

Swainson's Hawk:

The MND identifies that Swainson's hawk, listed as threatened pursuant to CESA, may occur within the Project site, which provides suitable foraging habitat (page 3-37,

Appendix D). Potentially suitable nesting trees exist in the vicinity of the Project site. In addition, the MND notes there are California Natural Diversity Database (CNDDB) occurrences of nesting Swainson's hawk within five miles of the Project (page 3-37, Appendix D), and the California Wildlife Habitat Relationships Predicted Habitat Suitability for the site is High Suitability. The MND does not require Swainson's hawk protocol surveys prior to Project activities, relying instead on pre-construction nesting bird surveys identified in Mitigation Measure (MM) BIO-3. MM BIO-3 specifies that surveys for Swainson's hawk nests will occur within a 0.5-mile radius no more than 14 days prior to the start of construction activities. MM BIO-3 does not provide adequate survey techniques to effectively identify nesting Swainson's hawk in and near the Project area.

The breeding population of Swainson's hawks in California has declined by an estimated 91% since 1900 and the species continues to be threatened by on-going and cumulative loss of foraging habitat (CDFW 2016). Swainson's hawks could be disturbed by Project activities, resulting in potentially significant impact to Swainson's hawk through nest abandonment or reduced health and vigor of young. In addition, the MND does not propose compensatory mitigation for removal of Swainson's hawk foraging habitat. To reduce impacts to less-than-significant, CDFW recommends including the following Mitigation Measures.

Mitigation Measure BIO-6: Swainson's Hawk Surveys

If Project activities are scheduled during the nesting season for Swainson's hawks (March 1 to September 15), prior to beginning work on this Project, a qualified biologist shall survey for Swainson's hawk nesting activity. The qualified biologist shall conduct surveys according to the *Recommended timing and methodology for Swainson's Hawk Nesting Surveys in California's Central Valley.*[2] Survey methods should be closely followed by starting early in the nesting season (late March to early April) to maximize the likelihood of detecting an active nest (nests, adults, and chicks are more difficult to detect later in the growing season because trees become less transparent as vegetation increases). Surveys shall be conducted: 1) within a minimum 0.25-mile radius of the project site or a larger area if needed to identify potentially impacted active nests, and 2) for at least the two survey periods immediately prior to initiating Project-related construction activities. Surveys shall occur annually for the duration of the Project. The qualified biologist should have a minimum of two years of experience implementing the survey methodology resulting in detections. If active Swainson's hawk nests are detected, the Project shall implement a 0.25-mile construction avoidance buffer around the nest until the nest is no longer active as determined by a qualified biologist. If take of Swainson's hawk cannot be avoided, the Project shall consult with CDFW pursuant to

[2] Swainson's Hawk Technical Advisory Committee, 2000.
https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83990&inline

CESA and obtain an ITP. CDFW Bay Delta Region staff is available to provide guidance on the ITP application process.

Mitigation Measure BIO-6A: Swainson's Hawk Habitat Mitigation

Loss of foraging habitat shall be mitigated at the appropriate ratio following CDFW's (then Fish and Game) *Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California*[3] prior to Project construction. The Project shall be assumed to be within one mile of an active nest tree and mitigate at a 1:1 mitigation to impact ratio, unless protocol-level Swainson's hawk surveys are conducted demonstrating that Swainson's hawks are not nesting within one mile of the Project. Habitat mitigation shall include permanent preservation of foraging habitat through a conservation easement and implementing and funding a long-term management plan in perpetuity. Please be advised that the draft Solano Multispecies Habitat Conservation Plan, Section 6.4.8 and Figure 4-21, identifies 1:1 Swainson's hawk foraging habitat mitigation for the Project site (see: https://www.scwa2.com/solano-multispecies-habitat-conservation-plan/).

California Tiger Salamander:

The MND identifies that the Project is within the range of California tiger salamander (CTS), listed as threatened pursuant to CESA; the Central California population is also listed as threatened pursuant to the ESA (Appendix D). However, CTS is presumed absent (Appendix D, Table 1). The Project site is surrounded by suburban and urban development and consists of potential upland and breeding habitat. The seasonal wetlands on-site and north of the railroad tracks may provide breeding habitat during above-average rain years; however, the MND does not include hydroperiod information for these wetlands (page 3-36).

CTS in central California face continuing threats from development projects such as urban development (U.S. Fish and Wildlife Service (USFWS) 2017). The Project has the potential to impact a remnant CTS population through grading, excavating, and removing burrow refugia, possibly crushing CTS, a potentially significant impact. To reduce impacts to less-than-significant, CDFW recommends including the following Mitigation Measure.

Mitigation Measure BIO-8: California Tiger Salamander Biological Monitor and CESA ITP

During initial ground disturbing activities, a qualified biologist shall be on-site to monitor for presence of CTS. If CTS are observed on or near the Project site, all work shall cease, and the qualified biologist shall immediately contact CDFW and USFWS). Work

[3] CDFW, 1994. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83992&inline

shall not proceed until the Project has applied for and received a CESA ITP and authorization from USFWS.

Burrowing Owl:

The MND identifies that burrowing owl, a California Species of Special Concern, may occur within the Project site, which provides potentially suitable foraging habitat and potential refuge via ground squirrel burrows (page 3-37, Appendix D). The MND notes documented occurrences of burrowing owl within two miles of the Project site according to the CNDDB (Appendix D). A burrowing owl nesting season survey was conducted on June 12, 2020 and no burrowing owls or their sign were observed. Given the potentially suitable habitat, the MND requires, in MM BIO-4, an updated habitat assessment the same year that project impacts will occur and protocol-level surveys following CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFW 2012 Staff Report), if habitat is present.[4] In addition, MM BIO-4 requires that if nonbreeding burrowing owls are present, CDFW will be consulted on a burrowing owl exclusion plan.

The Project would result in a permanent reduction of potential burrowing owl habitat in Solano County. Burrowing owls are a California Species of Special Concern due to population decline and breeding range retraction. Based on the above, the Project may potentially significantly impact burrowing owls.

CDFW appreciates the inclusion of the habitat assessment and protocol surveys for burrowing owl in the MND. To reduce impacts to less-than-significant and clarify habitat assessment and surveys requirements, CDFW recommends: 1) revising Mitigation Measures MM BIO-4 as follows, and 2) adding the below mitigation measure to mitigate habitat impacts.

Mitigation Measure BIO-4: Burrowing Owl Habitat Assessment, Surveys, and Avoidance

Prior to Project activities, a habitat assessment shall be performed following Appendix C: Habitat Assessment and Reporting Details of the CDFW 2012 Staff Report. The habitat assessment shall extend at least 150 meters (492 feet) from the Project site boundary and include burrows and burrow surrogates. If the habitat assessment identifies potentially suitable burrowing owl habitat, then a qualified biologist shall conduct surveys following the CDFW 2012 Staff Report on Burrowing Owl Mitigation survey methodology. Surveys shall encompass the Project site and a sufficient buffer zone to detect owls nearby that may be impacted commensurate with the type of disturbance anticipated, as outlined in the CDFW 2012 Staff Report, and include burrow surrogates such as culverts, piles of concrete or rubble, and other non-natural features, in addition to burrows and mounds. Time lapses between surveys or project activities

[4] Department of Fish and Wildlife (then Fish and Game), 2012. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843&inline

shall trigger subsequent surveys, as determined by a qualified biologist, including but not limited to a final survey within 24 hours prior to ground disturbance. The qualified biologist shall have a minimum of two years of experience implementing the CDFW 2012 Staff Report survey methodology resulting in detections. Detected nesting burrowing owls shall be avoided pursuant to the buffer zone prescribed in the CDFW 2012 Staff Report and any passive relocation plan for non-nesting owls shall be subject to CDFW review.

Please be advised that **CDFW does not consider exclusion of burrowing owls (i.e., passive removal of an owl from its burrow or other shelter) as a "take" avoidance, minimization, or mitigation measure** for the reasons outlined below. Therefore, to mitigate the impacts of potentially evicting burrowing owls to less-than-significant, MM BIO-10 outlined below should require habitat compensation with the acreage amount identified in any eviction plan. The long-term demographic consequences of exclusion techniques have not been thoroughly evaluated, and the survival rate of excluded owls is unknown. Burrowing owls are dependent on burrows at all times of the year for survival or reproduction, therefore eviction from nesting, roosting, overwintering, and satellite burrows or other sheltering features may lead to indirect impacts or "take" which is prohibited under Fish and Game Code section 3503.5. All possible avoidance and minimization measures should be considered before temporary or permanent exclusion and closure of burrows is implemented to avoid "take."

Mitigation Measure BIO-4A: Burrowing Owl Habitat Mitigation

If the Project would impact an unoccupied nesting burrowing owl burrow or burrow surrogate (i.e., a burrow known to have been used in the past three years for nesting), or an occupied burrow (where a non-nesting owl would be evicted as described above), the following habitat mitigation shall be implemented prior to Project construction:

Impacts to each nesting site shall be mitigated by permanent preservation of two occupied nesting sites with appropriate foraging habitat within Solano County, unless otherwise approved by CDFW, through a conservation easement and implementing and funding a long-term management plan in perpetuity. The same requirements shall apply for impacts to non-nesting evicted owl sites.

Impacts to burrowing owl foraging habitat shall be mitigated by permanent preservation of foraging habitat at a 1:1 mitigation to impact ratio, in the same manner described above. The CDFW 2012 Staff Report states, "current scientific literature supports the conclusion that mitigation for permanent habitat loss necessitates replacement with an equivalent or greater habitat area for breeding, foraging, wintering, dispersal…" Please be advised that the draft Solano Multispecies Habitat Conservation Plan, Section 6.4.9 and Figure 4-22, identifies 1:1 burrowing owl foraging habitat mitigation for the project site (see: https://www.scwa2.com/solano-multispecies-habitat-conservation-plan/).

The Project may implement alternative methods for preserving habitat with written acceptance from CDFW.

GENERAL SUGGESTIONS

In addition to the above recommendations, CDFW encourages landscaping using native trees and shrubs to benefit native wildlife such as nesting birds and insect pollinators. The removal of habitat for birds from human activities has contributed to the loss of a significant proportion of birds in the United States and Canada since the 1970s (Rosenburg et al. 2019). Similarly, insect pollinators such as monarch butterflies and native bees have declined drastically relative to 1990 levels (Xerces Society Western Monarch Thanksgiving Count 2021, Xerces Society et al. 2018, Forister et al. 2011). Planting native trees, shrubs, and flowering species, is an opportunity to improve conditions for native birds and insects. It is unclear in the MND what plant species are proposed for the landscaping of the Project site (page 2-9, figure 2.1-4), and CDFW recommends native species such as valley oaks (*Quercus lobata*), western redbud (*Cercis occidentalis*), and narrow leaf milkweed (*Asclepias fascicularis*) where possible.[5]

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special-status species and natural communities detected during Project surveys to CNDDB. The CNNDB field survey form, online field survey form, and contact information for CNDDB staff can be found at the following link: https://wildlife.ca.gov/data/CNDDB/submitting-data.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required for the underlying Project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish and Game Code, § 711.4; Pub. Resources Code, § 21089).

[5] For further native species recommendations and planting tips, review the Willis L. Jepson Chapter of the California Native Plant Society document *Native Landscape Planting Guide*: https://jepson.cnps.org/images/horticulture/plans/willis_jepson-planting_guide.pdf and the Xerces Society document *Pollinator Plants: California*: https://xerces.org/sites/default/files/2018-05/17-045_02_XercesSoc_Pollinator-Plants_California_web-3page.pdf

CONCLUSION

CDFW appreciates the opportunity to comment on the MND to assist the City in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Ms. Amanda Culpepper, Environmental Scientist, at amanda.culpepper@wildlife.ca.gov; or Ms. Melanie Day, Senior Environmental Scientist (Supervisory), at melanie.day@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Gregg Erickson
BE74D4C93C604EA...

Gregg Erickson
Regional Manager
Bay Delta Region

cc: Office of Planning and Research, State Clearinghouse (SCH No. 2021040479)

REFERENCES

CDFW. 2016. Status Review: Swainson's Hawk (*Buteo swainsoni*) in California, Reported to the California Fish and Game Commission, Five-year Status Report. State of California Natural Resources Agency, Sacramento, CA. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=133622&inline

Forister, Matthew L.; Jahner, Joshua P.; Casner, Kayce L.; Wilson, Joseph S.; and Shapiro, Arthur M. 2011. The race is not to the swift: Long-term data reveal pervasive declines in California's low-elevation butterfly fauna. *Ecology*: 92 (12): 2222-2235.

Rosenburg, Kenneth V.; Dokter, Adriaan M.; Blancher, Peter J.; Sauer, John R.; Smith, Adam C.; Smith, Paul A.; Stanton, Jessica C.; Panjabi, Avrind; Helft, Laura; Parr, Michael; and Marra, Peter P. 2019. Decline of the North American Avifauna. *Science*: 120-124.

U.S. Fish and Wildlife Service. 2017. Recovery Plan for the Central California Distinct Population Segment of the California Tiger Salamander (*Ambystoma californiense*). U.S. Fish and Wildlife Service, Pacific Southwest Region, Sacramento, California. V + 69pp. Available at https://www.fws.gov/sacramento/outreach/2017/06-14/docs/Signed_Central_CTS_Recovery_Plan.pdf

Xerces Society, Defenders of Wildlife, and Center for Food Safety. 2018. A petition to the State of California Fish and Game Commission to list the Crotch bumble bee (*Bombus crotchii*), Franklin's bumble bee (*Bombus franklini*), Suckley cuckoo bumble bee (*Bombus suckleyi*), and western bumble bee (*Bombus occidentalis occidentalis*) as endangered under the California Endangered Species Act. Available at https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=161902&inline

Xerces Society Western Monarch Thanksgiving County. 2021. Western Monarch Thanksgiving County Data, 1997-2020. Available at www.westernmonarchcount.org.

From: bellamia1011@aol.com
To: John Kearns
Subject: Zoom meeting on 5/12
Date: Saturday, May 15, 2021 3:13:13 PM

Gail Forte
1312 Lois Lane
Suisun City, CA 94585

Hi Mr. Kearns:

I was at a neighbor's house and saw the zoom meeting and also spoke. I and some neighbors had a couple of questions

1. Can I get a copy of the planes for the proposed apartment complex---it was difficult to see and comprehend the vision on the zoom

2. Are we the taxpayers going to be taxed for any part of the building, maintaining, or road improvements or anything associated with this project

3. Who is paying for this complex to be built, the City or the builder

Please let me know if I would be able to pick up a copy of the plans and I will share them with neighbors

Thanks again for all of your help

Respectfully Gail Forte

From: rayandshirl@aol.com
To: John Kearns
Subject: Blossom Avenue Apartments Project
Date: Monday, May 17, 2021 11:25:29 AM

Tomorrow the Mayor is asking the citizens of Suisun to give input on the new budget which is in the red before we begin the new fiscal year.

How can building 180 multi-family units at this time even be considered when we don't have the funds to take care of the city's existing needs.

Driving down Merganser to the post office on a regular basis and avoiding the pot holes so the transmission in my car won't have to be replaced is exhausting.

Blossom Avenue is already a road that has constant traffic on it at speeds that don't reflect housing on both sides.

Our fire and police department don't have adequate staffing for the current population.

Placing the entry way and exit onto Blossom Avenue is nothing short of a nightmare. That intersection is already inadequate to handle existing traffic.

I can't imagine anyone wanting to live across the street from a junk yard full of containers, tires, and other toxic material.

That open field is not appropriate for this project.

From: Caroline Castillo
To: John Kearns
Subject: New apartment complex
Date: Monday, May 17, 2021 6:54:19 PM

I am concerned in hearing of this proposed complex in blossom and railroad. There seems to be so many issues that need to be addressed inthe city before adding such a large complex and influx of residents.

Sent from my iPhone

From: Michelle A. Chavez
To: John Kearns
Subject: Mitigated Negative Declaration for Blossom Apartments Comments
Date: Wednesday, May 26, 2021 1:29:12 PM

Dear Mr. Kearns,

I am resident on Humphrey Drive, but I have grave concerns regarding the intent to build apartments at the corner of Railroad and Blossom.

The following are the issues I see for building in that location, based on my personal experience, knowledge of the area, and for the past year have been picking up garbage, contacting Public Works for illegal dumping, and Suisun City Code Enforcement for issues on Humphrey, Railroad, Worley, *and* Blossom.

1. The unsightly and most likely illegal junk yard is right across the street (have you seen a recent Google Earth aerial picture of that property?)
2. Residents will live next to the train traffic and necessary train horn blowing as they pass over Sunset and East Tabor
3. Foot traffic over the train tracks going toward the strip mall on the corner of E. Travis Blvd. and Sunset, also the foot traffic I see on a regular basis going towards East Tabor in the direct of Major Market. I've seen individuals going through the chain link fence between the sound walls. There have been a fair amount of fatalities along the railroad between Sunset and E. Tabor. In the past, I have called the City of Fairfield regarding damage to the chain link fences that act as a short cut to East Tabor
4. Increased garbage/littering and illegal dumping in that area. Hot spots: end of, and along the streets Humphrey, Worley and Blossom, and especially the corner of Railroad and Sunset.
5. Lack of public transit on Railroad. Where is there going to a bus stop going West from E. Tabor towards Sunset? It's mostly a drainage ditch on that side of the Railroad. Even if there were public transit in that area, it's likely not to be used because of cost and/or wait times for a bus. Which goes back to foot traffic. If residents are unwilling/unable to pay for public transit, they are going to walk to either get to somewhere where they can get transit, or they are just going to walk or bicycle to the nearest store

I question putting low income apartments in this area. I have been told by a real estate agent having apartment buildings on the my street hurts my property value. After cleaning the garbage, reporting and cleaning illegal dumpling – that also is thrown into the Humphrey Canal that can't be removed without expensive permits and evaluations only maybe once or twice a year, and the number of service calls by not so much the fire department, but the police to the Autumn Oaks and Humphrey Place Apartments, I maybe see why.

The area around Humphrey, Worley, Railroad, and Blossom seem lower income, and less unkept than the most of Suisun City. Adding more of the same isn't going to make it better in this area. I can't imagine living on that corner looking at the junk yard, the train tracks are so bad, but there will be the noise and vibrations of the train passing relatively close.

If this was a apartment complex considered “luxury,” do think residents would consider paying premium prices – and wanting/expecting premium living conditions would rent there? So the answer to that is to put residents who can’t afford better living conditions and stick them there, and charge exorbitant amount of rent because it a new complex during the current rental/real estate market?

I have lived in rough and considered bad neighborhoods most of my life, including Monument Boulevard in Concord, cities of Oakland, Vallejo and Martinez to name a few. I didn’t own a car until I was 33, and purchased my first home at 51 years old on Humphrey Drive because it was what I could afford even working in San Francisco in 2015. I have used public transit the majority of my life to get around the Bay Area, and commute to San Francisco for work for over 26 years.

The proposed apartments on Blossom is another reminder of the income challenged be relegated to live in harder, uglier places usually with higher crime rates that are sometimes more difficult to access transportation or stores.

Best regards,

Michelle

Michelle A. Chavez
1014 Humphrey Drive
Suisun City
(925) 787-0374 (cell)

Sent from Mail for Windows 10

From: PHILIP&ELFI BARTLOW
To: John Kearns
Subject: Fwd: Blossom Ave Apartments - some additional concerns
Date: Friday, May 28, 2021 12:51:38 PM

Good afternoon, John.
I just emailed the developer with a couple of additional concerns and questions that came up after the zoom meeting (see below).
Feel free to provide your feedback if you can.
Thank you for all your help!
Elfi Bartlow

---------- Original Message ----------
From: PHILIP&ELFI BARTLOW <epbartlow@comcast.net>
To: "tkihm@rtacq.com" <tkihm@rtacq.com>
Date: 05/28/2021 12:48 PM
Subject: Blossom Ave Apartments - some additional concerns
Dear Mr. Kihm,
Thank you for giving the neighborhood an opportunity to voice their opinions and concerns during the online Zoom Meetings regarding the Blossom Ave Apartment Project. I concur with the concerns of all Participants, especially during the 3rd meeting.
However, there are a few more questions that came to mind:
1. Regarding the Junk Yard on the Corner of Blossom and Railroad:

1. Has there ever been an environmental research done on this property with regard to the impact of hazardous waste contaminating the ground and water?
2. Suisun police code enforcement does not allow hazardous vehicles on City Streets & private property nor abandoned or stored vehicles, trash & debris on public/private property. Yet, I have not seen any actions taken. Is this because it is considered light industrial or belongs to the County? Regardless, I learned that stored vehicles must be drained of their fluids to prevent Hazmat conditions. I doubt this is happening here.
3. Construction vehicles loaded with debris and rusty parts are generally parked haphazardly along Blossom, partially obstructing the traffic and debris flowing into the street.
4. Is there a potential liability to expose 180 families to conditions which are capable of posing a risk to health, safety or property?

2. Sidewalk/Road Improvement on Railroad Ave:

1. Adding 180 families means more children walking or biking to and from schools on a daily basis (Tolenas Elementary; Grange Middle School).
2. As I understand it, your sidewalk will only provide safety along

the parameters of the apartment complex. For the remaining 1.5 miles the kids are on their own without any division from speeding cars.

3. Are there any plans by the City/Developer to extent sidewalks beyond this property?
4. Should the dispensaries be committed to do their part? Keep in mind that traffic (and crime) will only increase with the 3 planned dispensaries along this stretch of Railroad Ave.

3. Affordable Housing?

1. I seem to remember from the 1st zoom meeting that a certain percentage of apartments would be allocated to affordable housing. The 2nd meeting contradicts this notion.
2. I believe the City allows for Density Bonus when certain percentages of units are committed to low-income households. Please clarify whether or not you are participating in these density bonus provisions.

Feel free to pass any comments on to the City's Planning Dept. I am looking forward to your reply.
Sincerely,
Elfi Bartlow