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DEPARTMENT OF RESOURCE MANAGEMENT

SOLANO COUNTY

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SOLANO COUNTY ZONING ADMINISTRATOR

Staff Report
Minor Revision No. 1 of Use Permit U-18-03

Application No. U-18-03-MR1 (Monroe Ranch) **Project Planner:** Eric Wilberg, Senior Planner	**Meeting: May 4, 2023**
Applicant Gary & Ying Bacon 3389 Pebble Beach Court Fairfield, CA 94534	**Property Owner** same
Action Requested Consideration of Minor Revision No. 1 to Use Permit U-18-03 to increase the size of the permitted special events facility at Monroe Ranch located at 4400 Suisun Valley Road, two miles west of the City of Fairfield, within the Suisun Valley Agriculture "A-SV-20" Zoning District; APN's: 0027-020-030, 080, and 090. The Zoning Administrator will be considering an Addendum to a previously adopted Negative Declaration for the project, pursuant to California Environmental Quality Act Guidelines Section 15164.	
Property Information	
Size: 27.16 ac. (total)	**Location:** 4400 Suisun Valley Road
APN: 0027-020-030, 080, and 090	
Zoning: Suisun Valley Agriculture "A-SV-20"	**Land Use:** Bed & Breakfast and Event Facility
General Plan: Agriculture	**Ag. Contract:** 1109 (4.35 ac in Nonrenewal)
Utilities: Domestic water well and septic system	**Access:** Suisun Valley Road

Adjacent General Plan Designation and Zoning District

	General Plan	Zoning	Existing Land Use
North	Agriculture	A-SV-20	Fallow, planned vineyard
South	Agriculture	A-SV-20	Vineyard
East	Agriculture	A-SV-20	Vineyard
West	Agriculture	A-SV-20	Vineyard

PROJECT DESCRIPTION

On September 19, 2019 the Planning Commission granted Use Permit U-18-03 which authorized a special event facility consisting of a 4,000 square foot barn-styled structure to host special events for up to 250 persons. After allocating square footage for restrooms, commercial kitchen, storage, and office space, applicable fire and building codes limited the occupant load of the event space to less than 100 persons.

The proposal involves increasing the square footage of the event barn up to 7,519 sq. ft. of enclosed space to accommodate events up to 250 guests. The proposed structure also has approximately 600 square feet of unenclosed porches.

The revision also includes reconfiguring the parking for the facility. Initially, parking was proposed in a linear fashion along the eastern edge of the existing vineyard. The current proposal will cluster the parking within a 163' by 212' rectangular area southwest of the event barn. A majority of the lot will be asphalt providing sufficient area for the 61 required parking spaces. The southern portion of the lot is gravel, reserved as an equipment staging area for agricultural operations on-site. Landscaping islands will be provided within the parking lot along with trees around its perimeter.

GENERAL PLAN AND ZONING

The subject site is designated Agriculture by the Solano County General Plan. Table LU-5 of the General Plan provides a description and intent of the Agricultural designation:

The (Agricultural Designation) *provides areas for the practice of agriculture as the primary use, including areas that contribute significantly to the local agricultural economy, and allows for secondary uses that support the economic viability of agriculture. Agricultural land use designations protect these areas from intrusion by nonagricultural uses and other uses that do not directly support the economic viability of agriculture.*

Further the General Plan identifies ten Agricultural Regions throughout the County, the subject site being located within the Suisun Valley Agricultural Region. Table AG-3 of the General Plan highlights the unique characteristics of each region and summarizes desired land uses.

The (Suisun Valley) *provides for agricultural production, agricultural processing facilities, facilities to support the sale of produce, and tourist services that are ancillary to agricultural production.*

The subject site is zoned Suisun Valley Agriculture "A-SV-20" consistent with the General Plan designation. Section 28.23 of the County Zoning Ordinance provides a table of allowed uses and permit requirements applicable to this zoning district. As seen on Table 28.23A, crop production, residential development, bed & breakfast inn, and special events are allowed or conditionally allowed land uses within the A-SV-20 zoning district.

SUISUN VALLEY DESIGN GUIDELINES

The subject property is located within the Suisun Valley Agriculture zoning district and the proposal is subject to the design guideline recommendations provided in the Suisun Valley Strategic Plan "SVSP". Generally, the SVSP sets forth guidelines on site design, building construction, and landscaping. The proposal is consistent with the site design guidelines because the event barn, parking, and driveway will be situated near the edge of existing vineyards and by clustering the development close to the Suisun Valley Inn, therefore preserving vineyard, natural resources, and riparian habitat along Suisun Creek. The proposal is consistent with the building construction guidelines because the barn-styled event facility reflects the rural agricultural character of the Suisun Valley. In addition, variations in building height and eave overhangs of the two-story structure create visual interest and avoid long continuous blank walls. The proposal is consistent with the landscape guidelines in that landscape planters will be integrated within the parking area and trees and shrubs will be maintained along the perimeter to buffer and screen the parking area from the public roadway.

WILLIAMSON ACT

The property is predominantly utilized for agricultural purposes, which includes 22.81 acres of land entered into an active Williamson Act contract (No. 1109). 17.81 acres of the site are devoted to seasonal row crop production and five (5) acres are planted in vineyards.

The Suisun Valley Strategic Plan (Page 2-2) recognized that some of the land uses allowed under the County's General Plan and the Suisun Valley Zoning Regulations are not consistent with the Williamson Act. Such activities include, but are not limited to: bed and breakfasts, hotels, resorts, restaurants, bakeries, and cafes. The SVSP recommends that landowners within the Williamson Act seeking to operate such uses need to file for nonrenewal on portions of the property where these activities would take place.

A Notice of Nonrenewal was filed April 7, 2017 on the 4.35-acre balance of the property to accommodate the event facility and parking. The enlarged event barn is still situated within this area of nonrenewal; however, the parking area is sited on land under active contract. Despite the parking area offering twofold use as an equipment staging for agricultural operations, a notice of nonrenewal is necessary for this area, as well as a cancellation petition for all areas of the property not remaining under active contract.

ENVIRONMENTAL ANALYSIS

An Addendum has been prepared pursuant to State CEQA Guidelines Section 15164. An Addendum to a previously adopted Negative Declaration (ND) is appropriate when only minor technical changes or additions to that adopted document are necessary but there are no substantial changes in the project nor substantial changes in circumstances that will require major revisions to the adopted ND, nor any new information of substantial importance showing that the project will have significant effects not discussed in the adopted ND.

On September 19, 2019 the Planning Commission adopted the ND and granted Use Permit U-18-03 which authorized a special events facility consisting of a 4,000 square foot barn-styled structure to host events of up to 250 persons.

RECOMMENDATION

Staff recommends that the Zoning Administrator ADOPT a resolution to APPROVE Minor Revision 1 to Use Permit U-18-03 subject to the enumerated findings and recommended conditions of approval.

ATTACHMENTS:

A – Draft Resolution
B – APN Map
C – Development Plans dated April 5, 2023
D – Addendum and Negative Declaration

SOLANO COUNTY ZONING ADMINISTRATOR
RESOLUTION NO. 23-xx

WHEREAS, the Solano County Zoning Administer has considered Minor Revision No. 1 to Use Permit U-18-03 by Gary and Ying Bacon to increase the size of the permitted special events facility at Monroe Ranch located at 4400 Suisun Valley Road, two miles west of the City of Fairfield, within the Suisun Valley Agriculture "A-SV-20" Zoning District; APN's: 0027-020-030, 080, and 090; and

WHEREAS, the Zoning Administer has reviewed the report of the Department of Resource Management and heard testimony relative to the subject application at the duly noticed public hearing held on May 4, 2023; and

WHEREAS, the Zoning Administrator has considered an Addendum along with the previously adopted Negative Declaration pursuant to State CEQA Guidelines Section 15164; and

WHEREAS, after due consideration, the Zoning Administer has made the following findings in regard to said proposal:

1. The establishment, maintenance, or operation of the proposed use is in conformity with the County General Plan with regard to traffic circulation, population density and distribution and other aspects of the General Plan.

The use is consistent with the General Plan (GP) and the Suisun Valley Strategic Plan (SVSP). The proposal is consistent with the SVSP's vision of Suisun Valley as a tourist destination for those seeking world class wine, by supporting agricultural tourism and economic development. As seen on Table LU-8 of the GP, special event facilities are an allowed use within the Agriculture-Suisun Valley region. The Negative Declaration and subsequent Addendum have found potential impacts on transportation and traffic to be less than significant.

2. Adequate utilities, access roads, drainage and other necessary facilities have been or are being provided.

Suisun Valley Road (County Road No. 83) provides adequate access to the site. The traffic study and subsequent Negative Declaration concludes that the project will not adversely affect traffic operations along Suisun Valley Road. Onsite domestic water supply and wastewater treatment systems will be upgraded as needed to support the project and as conditioned by this permit.

3. The subject 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 County.

The bed and breakfast inn and special event venue will not create a nuisance or cause any detrimental effect to the health, safety, peace, morals, comfort, or general welfare of the community. The environmental review and analysis provided with this application

demonstrate that the land use will not generate potentially significant environmental impacts.

BE IT, THEREFORE, RESOLVED, that the Zoning Administrator does hereby adopt the Addendum along with the previously adopted Negative Declaration prepared for the project. The Zoning Administrator certifies that the Negative Declaration has been completed, reviewed, and considered along with the comments received during the public review process and finds that the Negative Declaration reflects the independent judgement of the Zoning Administrator.

BE IT, THEREFORE, FURTHER RESOLVED, that the Zoning Administrator has approved Minor Revision No. 1 of Use Permit U-18-03, contingent on cancellation of the Williamson Act contract for the portion of the property utilized by the bed and breakfast inn and special event facility and subject to the following recommended conditions of approval:

ADMINISTRATIVE

1. **Land Use.** The proposed land uses shall be established and operated in accord with the application materials and development plans for Minor Revision No. 1 of Use Permit U-18-03, filed January 24, 2023, and as approved by the Solano County Zoning Administrator.

This permit authorizes the construction of a 7,519 square foot barn-styled accessory structure to serve as a special event facility adjunct to the existing eight-room bed and breakfast operating as the Suisun Valley Inn. The project includes new and expanded facilities to accommodate the increased demand for parking, vehicle access, septic capacity, storm water retention, and fire suppression.

2. **Permit Conditions.** Conditions of Approval established through the issuance of this minor revision shall supersede any and all prior conditions established under the original use permit, U-18-03.

3. **Revisions or Modifications in Land Use.** The Zoning Administrator shall determine whether or not any proposed additional land uses, new, or expanded buildings are in substantial compliance with the approved development plans prepared by James George Designs, Inc. revised April 5, 2023. If a determination of substantial compliance cannot be made then, at the discretion of the Zoning Administrator, the permittee shall pursue a minor revision, amendment, or new use permit and subsequent environmental review.

4. **Indemnification.** By acceptance of this permit, the permittee and its successors in interest agree that the County of Solano, its officers and employees shall not be responsible for injuries to property or person arising from the issuance or exercise of this permit. The permittee shall defend, indemnify and hold harmless the County of Solano, its officers and employees from all claims, liabilities, losses or legal actions arising from any such injuries. The permittee shall reimburse the County for all legal costs and attorney's fees related to litigation based on the issuance and /or interpretation of this permit. This agreement is a covenant that runs with the land and shall be binding on all successors in interest of the permittee.

5. The Project shall comply with all applicable Solano County Zoning regulations and Building Code provisions and secure all required local, State, regional and federal permits required to operate.

6. **Failure to Comply.** Failure to comply with any of the conditions of approval or limitation set forth in this permit shall be cause for the revocation of the use permit and cessation of the permitted uses at the Permittee's expense.

SPECIAL EVENTS FACILITY

7. **Access.** The special event facility shall have ingress and egress designed as to avoid traffic congestions and hazards. All connections to County roads shall meet the encroachment permit requirements of the Director of Resource Management, which generally include, but shall not be limited to, paving of the connection within the County road right-of-way.

8. **Food vendors.** The permittee shall be responsible for ensuring the event organizer and any food vendors utilized by the organizer secure food permits with the Environmental Health Division.

9. **Kitchen Facilities.** Any facilities used for the preparation, storage, handling, or service of food, beverages, or related equipment at events shall be permitted as a food facility by the Environmental Health Division.

10. **Overnight Lodging.** As permitted, the special event facility may include overnight lodging at the Suisun Valley Inn.

11. **Hours of Operation.** All events shall start no sooner than 10:00 a.m. and end by 10:00 p.m. each day. Facility setup and cleanup shall be allowed between the hours of 8:00 a.m. and 11:00 p.m. All guests of an event other than those staying in approved overnight lodging facilities shall be off the property by 10:30 p.m.

12. **Fugitive Dust.** A special events facility located on a site with access from unpaved dirt road and with unpaved on-site access roads and parking areas shall control fugitive dust with water trucks, sprinkler system, or other practices acceptable to the applicable air quality management district, in sufficient quantities to prevent airborne dust.

13. **Noise.** Outdoor amplified sound shall not exceed 65 dB when measured at the property lines.

During any event with amplified outdoor music, the sound level shall be monitored and measured by the permittee at the nearest property line to the event. Amplification levels shall be adjusted to ensure noise levels at such property line do not exceed 65 dB.

The permittee or its representative shall take noise measurements using an approved, calibrated sound meter device and keep a record of the readings, including the sound level in dB, and the time and location on the property such readings were taken. The permittee shall submit such records upon request to the County.

Action Required	To	When	Date	Verified
Monitor/provide noise readings	Planning	Ongoing / As needed		

14. **Light and Glare.** Any proposed outdoor lighting used during events shall be downcast and shielded so that neither the lamp nor the reflector interior surface is visible from any off-site location.

15. **Odor.** A special event shall not cause objectionable odors on adjacent properties.

16. **Parking.** The special event facility shall provide parking either on-site or off-site to accommodate all guest. No parking shall be allowed within any road right-of-way for 1,000 feet in either direction of any access point or access located on the site. The permittee shall place signs along the interior access ways and at 300-foot intervals on the applicant's property along the road right-of-way indicating this parking restriction. These signs shall be posted no earlier than the day before the event and shall be removed no later than the day following the event. Parking shall be provided as follows:

On-Site Parking. On-site parking shall be located in an open area with a slope of 10 percent or less, at a minimum ratio of one space per 2.5 attendees, on a lot free of combustible material.

Off-Site Parking. If off-site parking is utilized, then off-site parking must be located outside of a road right-of-way and within 1,000 walking feet of the event site or shuttles must be provided. Written consent shall be obtained from the owners of all off-site parking areas. A minimum of one parking attendant shall be present at each lot used for off-site parking to assist in parking vehicles. For each off-site parking lot containing 50 or mor vehicles, one parking attendant per each 50 vehicles shall be provided. For temporary parking lots, signs, and directional signs shall be posted no earlier than the day before the event and shall be removed no later than the day following the event. For events that will require off-site parking, monitors shall be provided to direct traffic at all points of ingress, egress, and forks in private access roads and to turn away vehicles when authorized parking capacity is reached.

17. **Sanitation.** The permittee shall provide sanitation facilities approved by the Environmental Health Division of adequate capacity that are accessible to attendees and event staff, including restrooms, refuse disposal receptacles, potable water, and wastewater facilities.

18. **Setbacks.** The special event facility shall be set back 100 feet from any property line and 200 feet from any residence on an adjoining parcel.

19. **Insurance.** The permittee shall maintain commercial property insurance for the use.

20. **Sign Permit.** The permittee shall secure and abide by the conditions of an issued sign permit for all commercial signage onsite.

Action Required	To	When	Date	Verified
Submit sign permit application	Planning	Prior to sign installation		

21. **Business License.** The permittee shall secure and abide by the terms and conditions of a Business License issued by Solano County. This approved Use Permit shall constitute as the "Zoning Clearance" necessary to file for the license.

Action Required	From	When	Date	Verified
Obtain business license	Resource Management	Prior to operation		

22. **Design Review.** Design Review as described in Section 28-103 of the Solano County Zoning Regulations, shall be performed by the Zoning Administrator for all new construction requiring a building permit.

Action Required	To	When	Date	Verified
Submit architectural plans	Planning	Upon filing building permit		

23. **Public Health Orders.** The applicant will be required to strictly adhere to all California Department of Public Health Orders in effect at time of the start and for the duration of project operations. The applicant is advised to routinely check the CDPH website to ensure the most accurate and up to date Health Orders are adhered to.

A link to the CDPH website is included here:
https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/Immunization/nCOV2019.aspx
(California Department of Public Health website).

The applicant shall be required to strictly adhere to protocols to operate a safe event throughout the operational period by preventing the spread of Covid-19. Unannounced Environmental Health spot checks can occur throughout the operational period. If violations are found, the County reserves the right to close the facility until it is deemed to be brought back into compliance with the project's proposed Covid-19 plan.

BED AND BREAKFAST INN

24. Signage on the residence shall be limited to one (1) non-illuminated wall-mounted sign not to exceed four (4) square feet in area.

25. The Bed and Breakfast Inn shall have no more than eight guestrooms.

BUILDING AND SAFETY DIVISION

26. **Building Permit Application:** Prior to any construction or improvements taking place, a Building Permit Application shall first be submitted per Section 105 of the California Building Code.

Action Required	From	When	Date	Verified
Obtain building permit	Building Division	Prior to construction		

27. **Certificate of Occupancy:** No building shall be used or occupied and no change in the existing occupancy classification of a building or structure or portion thereof shall be made until the Building Official has issued a Certificate of Occupancy.

28. **Site Accessibility Requirements:** The site and all facilities shall meet all of the accessibility requirements found in Chapter 11B of the California Building Code. The Designer is required to design for the most restrictive requirements between ADA Federal Law and the California Building Code. The Solano County Building Division will be reviewing the plans for the most restrictive requirements of the two. There shall be a complete site plan, drawn to scale reflecting all site accessibility. The site shall be developed in a manner consistent with State and federal requirements for accessibility for disabled persons, including all parking areas, aisles and paths of travel and structures. The Applicant shall submit accessibility analysis prepared by a Certified Access Specialist (CAS). The analysis must state that the inspected structures and other site features meet both State and federal accessibility requirements or specify what corrections are necessary in order to comply. The permittee shall make any necessary corrections that are necessary to comply. All accessible paths of travel and parking areas shall be a hard-

scaped surface as specified by the CAS specialist and shall meet all of the worst-case requirements between Chapter 11 B of the California Building Code and ADA Federal law.

29. **Building Permit Plans:** The Building Permit plans shall include a code analysis as listed below and the design shall be under the current California Codes and all current rules, regulations, laws and ordinances of local, State and federal requirements. Upon Building Permit submittal, the licensed architect shall provide the following Code Analysis:

a. Occupancy Classification
b. Type of Construction
c. Seismic Zone
d. Location on Property
e. Height of all buildings and structures
f. Occupant Load
g. Allowable Floor Area
h. Height and Number of Stories

Plans and Specifications shall meet the requirements as per section 105 of the current California Building Code. "Construction documents, statement of special inspections and other data shall be submitted in one or more sets with each permit application. The construction documents shall be prepared by a registered design professional where required by the statutes of the jurisdiction in which the project is to be constructed. Where special conditions exist, the Building Official is authorized to require additional construction documents to be prepared by a registered design professional." Electronic media documents are permitted when approved by the Building Official. Construction documents shall be of sufficient clarity to indicate the location, nature, and extent of work proposed, and show in detail that it will conform to the provisions of this code and relevant laws, ordinance, rules and regulations, as determined by the building official."

CORDELIA FIRE PROTECTION DISTRICT

32. The event barn shall require a commercial fire sprinkler system.

33. The event barn shall require a monitored alarm system.

34. The facility shall meet emergency vehicle access requirements as determined by the District.

ENVIRONMENTAL HEALTH DIVISION

35. **Food Service.** The California Retail Food Code requires all food facilities to obtain a food permit from Environmental Health to operate. Accordingly, the event barn catering kitchen, commercial kitchen, and associated service areas are considered food facilities and require food permits. Contact the Consumer Protection Program at (707) 784-6765 for the plan submittal application and guidelines for construction.

Action Required	From	When	Date	Verified
Obtain food facility permit	Environmental Health	Prior to operation		

36. **Potable Water Requirement.** If the site does not exceed the threshold of providing water service to 25 people or more, for 60 or more days of the year, and does not require a PWS

permit from the Division of Drinking water, the permittee shall obtain a State Small Water System (SSWS) permit from the Environmental Health – Technical Program.

If the site exceeds the threshold of providing water service to 25 people or more, for 60 or more days of the year, the facility shall obtain a Public Water System (PWS) permit from the Division of Drinking Water.

The permittee may contact Marco Pacheco, Sanitary Engineer with the California Division of Drinking Water at (510) 620-3474, or marco.pacheco@waterboards,ca.gov for additional information.

Action Required	From	When	Date	Verified
Obtain appropriate water system permit	EH / State	Prior to operation		

37. **Sewage Disposal Requirement.** The permittee shall submit an application, plans, and application fee to install an on-site wastewater treatment system (OWTS) that is adequately sized to handle the anticipated maximum wastewater generation by all structures associated with the special events facility, as specified under Solano County Code Chapter 6.4.

The facility shall remain in compliance with all operation, maintenance, and reporting requirements of Environmental Health regarding the OWTS system for the duration of the use permit.

Action Required	From	When	Date	Verified
Obtain septic permit	Environmental Health	Prior to operation		

PUBLIC WORKS – ENGINEERING DIVISION

38. The permittee shall apply for, secure, and abide by the conditions of a grading permit prior to any onsite grading. The permittee shall submit improvement plans to Public Works Engineering for review and approval by the appropriate official. The review of plans and inspection of the construction is subject to fees to cover the cost to Public Works Engineering.

Action Required	From	When	Date	Verified
Obtain grading permit	Public Works - Engineering	Prior to construction		

39. The permittee shall apply for, secure, and abide by the conditions of an encroachment permit for any planned or any existing driveway connections to Suisun Valley Road that do not have an existing encroachment permit issued by Solano County. All driveway connections to public roads shall meet Solano County Road Improvement Standards and Land Development Requirements.

Action Required	From	When	Date	Verified
Obtain encroachment permit	Public Works - Engineering	Prior to construction		

SOLANO IRRIGATION DISTRICT

40. The property is currently provided with agricultural irrigation water between April and October through an existing agricultural service; however, the District does not provide any potable water.

41. If the permittee would like to use the agricultural irrigation water for landscape irrigation, they will need to install a new service which will be billed at a higher rate.

If a new service is desired, the landowner must sign and pay for a District work order. The work order is the mechanism to which all fees and charges associated with District staff time and/or materials will be charged for reimbursement from the landowner.

PERMIT TERM

42. This use permit is subject to renewal pursuant to Section 28.106(N) of the Solano County Code. Renewal may be granted if said application is received prior to **May 4, 2028** and the use remains in compliance with these Conditions of Approval.

Action Required	From	When	Date	Verified
Submit renewal application	Planning	Prior to permit expiration		

* *

I hereby certify that the foregoing resolution was adopted at the regular meeting of the Solano County Zoning Administrator on May 4, 2023.

TERRY SCHMIDTBAUER, DIRECTOR
RESOURCE MANAGEMENT

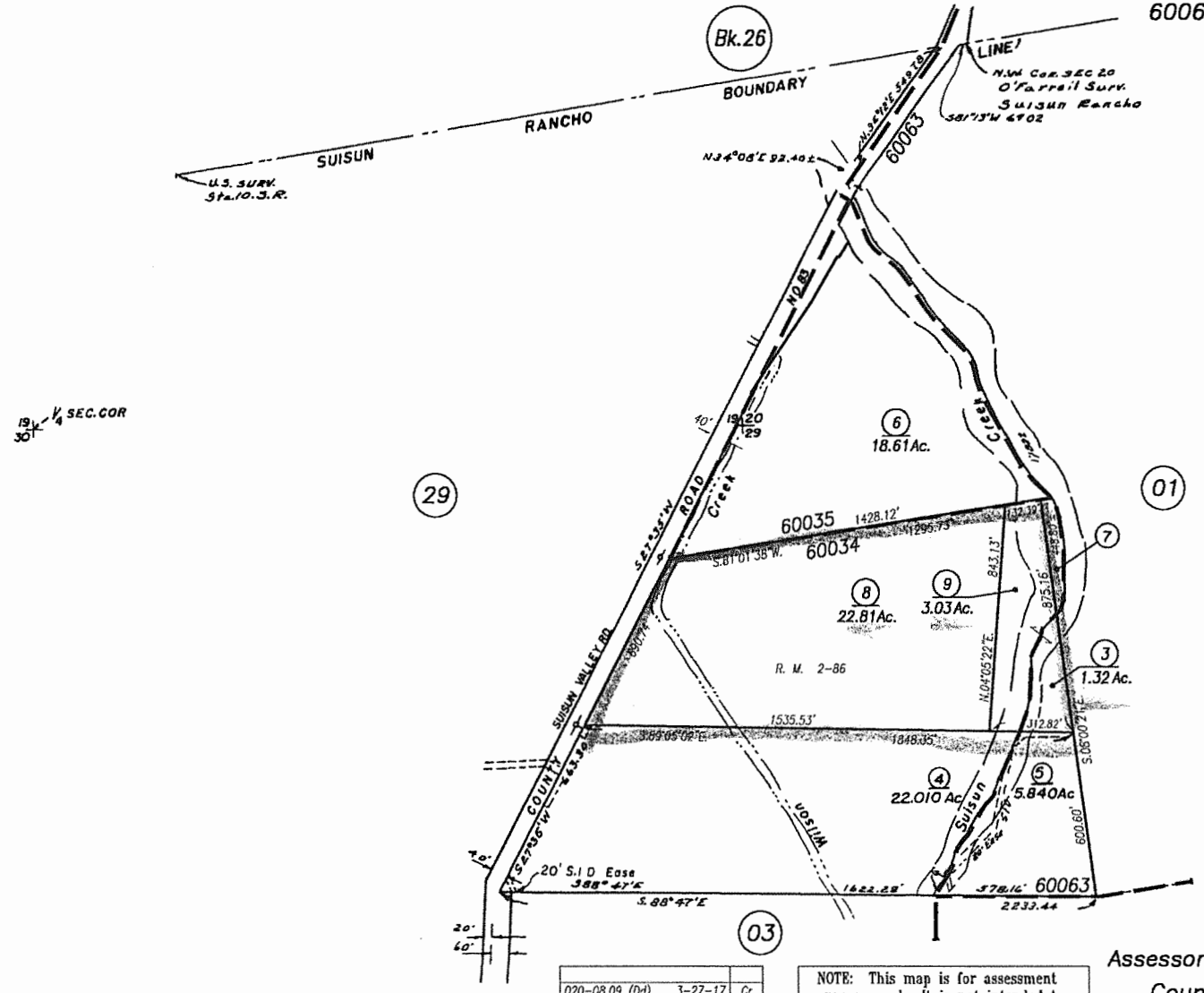
_____

Allan M. Calder, Planning Services Manager
Department of Resource Management

POR. LOT 37 SUISUN RANCHO
POR. SEC.'S 20, 29, 30, T.5N., R.2W., M.D.B.& M. EXT.

Tax Area Code
60034
60035
60063

27–02



REVISION	DATE	BY
020-08,09 (Dd)	3-27-17	Cr
Map Maint.	7-31-08	Cr
020-06 Chg. (Dd)	5-29-03	SE

NOTE: This map is for assessment purposes only. It is not intended to define legal boundary rights or imply compliance with land division laws.

Assessor's Block Numbers Shown in Ellipses, Assessor's Parcel Numbers Shown in Circles

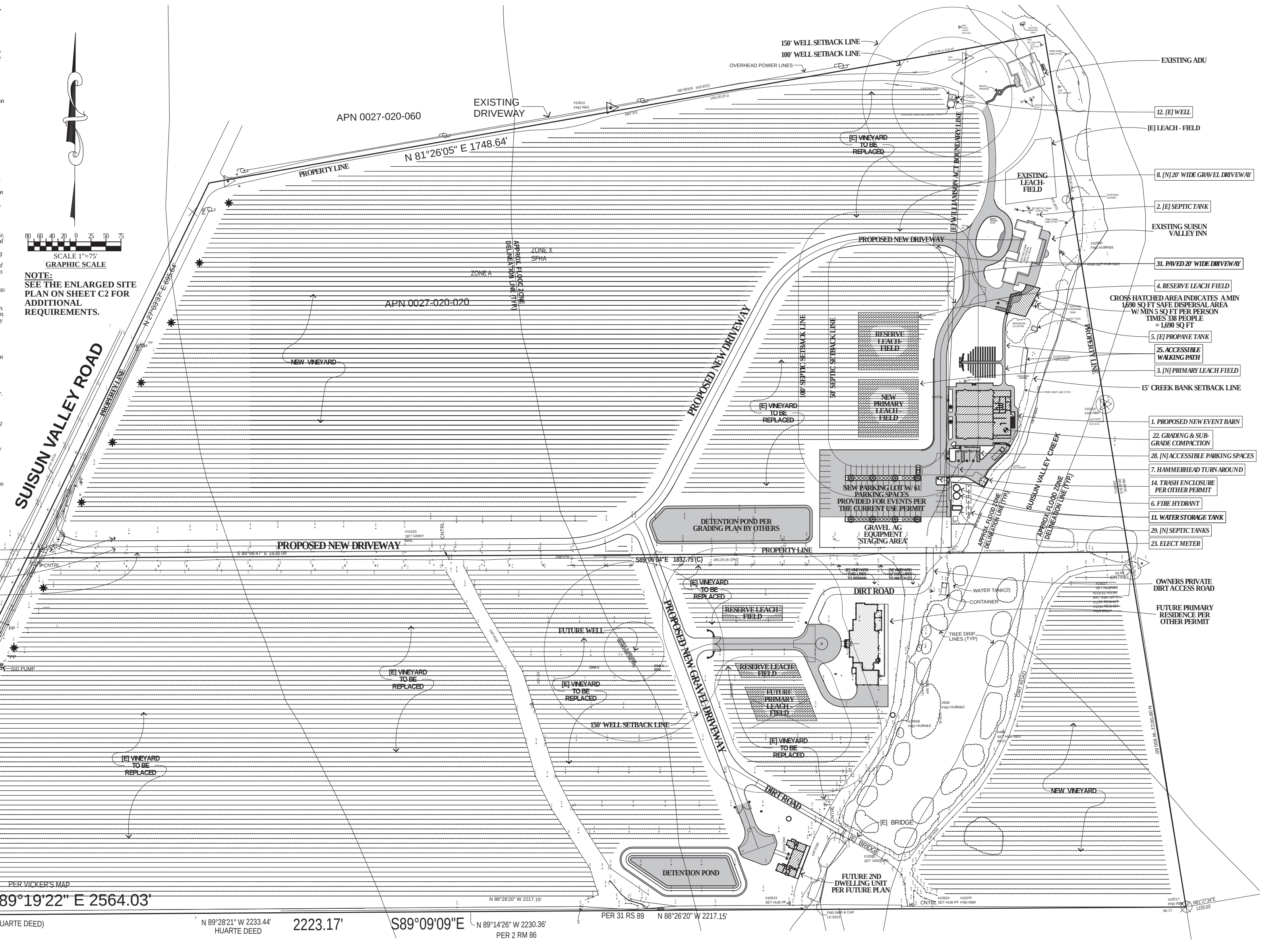
Assessor's Map Bk. 27 Pg. 02
County of Solano, Calif.

18–19

ATTACHMENT C

SITE PLAN KEY NOTES:

1. **Proposed New Event Barn:** *Indicates the proposed Event Barn per the enclosed plans.*
2. **Septic Tanks:** *Indicates the approx location of the existing septic tanks with the plans by others. Confirm the septic tanks are min 5' away from the building foundation(s) typical.*
3. **Primary Leach Field:** *Indicates the approx location of the new leach field with leach field plans by others. Confirm the new leach lines are located min 10' away from the existing & new building foundations typical*
4. **Reserve Leach Field:** *Indicated the approx. location of the reserve leach field per plans by others. Allow an adequate space for a reserve leach field that is equal to or larger than the existing leach field. The reserve leach field shall be located min 10' away from a building foundation, 10' away from property lines, and 100' away from a well pond, or creek.*
5. **Existing Propane Tank:** *Indicates the approx location of the existing propane tank. The existing propane tank shall serve both the existing Inn and new event barn. The propane tank shall be located min 10' away from any buildings. Some insurance companies may require a 30' setback.*
6. **Fire Hydrant:** *Provide a fire dedicated hydrant as required per the Cordelia Fire Protection District. The fire protection plans are by others.*
7. **Hammer Head Turnaround:** *Provide an approved hammerhead fire engine turn-around located on asphalt. The hammer head turnaround shall be located with in 150' of all portions of the new building typical.*
8. **New 20' Wide Gravel Driveway:** *New 20' wide gravel driveway per the grading plans by others. The driveway shall comply w/ the Cordelia Fire Protection Dist & Solano Co. requirements on sheet C2 note #5.*
9. **Address Signage:** *Provide approved address signage on a corresponding background per the Cordelia Fire Protection Dist & Solano Co. requirements on sheet C2 note #4.*
10. **Optional Future Gated Entry:** *If a gate entrance is installed it shall be on a separate permit. The gated entrance would need to be min 22' wide 2' wider then the driveway and located min 30' away from the county road easement. The gates if electronic would be required to have a Cordelia Fire Protection District approved Knox key and or a knox key box per Cordelia Fire Protection Dist & Solano Co. requirements on sheet C2 note #7.*
11. **[N] Water Storage Tanks:** *Provide 2~new 10,000 gal water storage tanks for fire protection per the fire protection / sprinkler plans by others.*
12. **Well:** *Indicates the location of the existing domestic well to be used for the new event barn.*
13. **Not Used**
14. **Trash Enclosure Per Other Permit:** *Provide a trash enclosure per other permit.*
15. **Not Used**
16. **Trash / Recycle Storage And Sorting On Site Note:** *Haul material such as trash and recycled items shall be placed in a dump trailer and not stored on the ground when possible. If trash and recyclable items are stored on the ground a straw wattle shall be placed around the said items typical. Said items shall have the straw wattle and tarp secured over them 24hours before and after the weather report calls for more then a 20% chance of rain using weather.gov*
17. **(RD) Roof Drain:** *Roof drain down spouts shall be tied into a min 4"Ø solid drain line and ran at min 2% slope to the drainage system per the grading plan by others and per the soils report and the soils engineer in the field.*
18. **(SD) Storm Drain Line:** *Indicated a min 4"Ø schedule 40 PVC or ABS solid drain line or sized per the Grading / Erosion Control Plan. Drain lines shall be sloped at min 2% slope to the drainage system per the grading plan by others and per the soils report and the soils engineer in the field.*
19. **(CO) Clean-Outs:** *Provide a clean-out at grade @ max 100' O.C. for storm drains and San. Swr. building drain lines. At storm drain lines locate a clean out at each branch end. At San. Swr. lines provide a clean out where the line exits the building. Locate cleanouts where they will not be susceptible to damage from being run over by a lawn mower or other hazards. Locate the clean-outs in the field. Not all clean-outs are shown on this plan.*
20. **Solid arrows** *indicate the required finish slope around the building foundation. Slope the finish grade away from the building construction @ min (5% slope) for the first 10' to an approved swale or location. Slope paved surfaces away from the building at min 2% slope for the first 10' to an approved swale or location. See detail 5/C4 and the site plan notes on sheet C2 for additional requirements.*
21. **Open arrows** *indicate the existing and required drainage slope to remain U.O.N.*
22. **Grading & Sub-Grade Compaction:** *All grading and sub grade compaction and preparation shall be performed per the soils report and the on-site soils engineer's requirements.*
23. **Solar Equipped Electrical Meter:** *Indicates the approx location of the new electrical meter. Tie into the existing utility lines as required per PG&E & code. See the enclosed electrical plans by others for additional.*
24. **Under ground Electrical Line:** *Provide a new underground electrical line located in conduit per the enclosed plans by others.*
25. **New Accessible Walking Path:** *Provide a concrete accessible walking path that meets the following requirements. The path shall be min 48" wide clear with a slope not to exceed 5% [1:20] slope in the direction of travel. The cross slope shall not exceed 2% [1/4" per ft]. Abrupt changes in level shall not exceed 1/2" tall with a combined max 1/4" vertical offset and a 1:50 slope offset. The concrete slab shall have an approved slip resistant finish*
26. **Parking Tow Away Sign:** *Provide an approved tow away sign on a 4"x4" PTDF post that is visible to vehicles entering the parking area w/ accessible parking spaces per detail 4/C4.*
27. **Accessible Curb Ramp:** *Provide new accessible curb ramp per detail 7/C4*
28. **Accessible Parking Spaces:** *Provide new accessible parking spaces per detail 8/C4*
29. **New Septic Tanks:** *Indicates the approx location of the new septic tanks with the plans by others. Confirm the new septic tank is min 5' away from the building foundation typical.*
30. **Detectable Warning:** *Provide new min 3' wide detectable warning / truncated dome tile strip across the entire width of the accessible walking path per detail 3/C4.*
31. **[N] 20' Wide Paved Driveway:** *New min 20' wide paved driveway to be installed per the Civil Plans & soils engineers requirements typical. The driveway shall comply w/ the Cordelia Fire Protection Dist & Solano Co. requirements on sheet C2 note #5.*



SITE PLAN

MIN PLUMBING FACILITIES CALC:

A-2 OCCUPANT LOAD FACTOR = 30 30SF/OCCUPANT 4,831 SQ FT / 30 = 162 PEOPLE
S OCCUPANT LOAD FACTOR = 5,000 5,000 SF/OCCUPANT 91 SQ FT / 5,000 = 1 PERSON
B OCCUPANT LOAD FACTOR = 200 200 SF/OCCUPANT 1,286 SQ FT / 200= 7 PEOPLE
TOTAL LOAD = 170 PEOPLE

DESIGN FOR EVENTS W/ UP TO 250 PEOPLE PER USE PERMIT - 125 MALES & FEMALES
PER CPC TABLE 422.1
MALE RESTROOM REQUIRES: 2 TOILETS, 1 URINAL, 1 LAVATORY
FEMALE RESTROOM REQUIRES: 4 TOILETS, 2 LAV,

PROJECT DATA:

PROPOSED BUILDING OCCUPANCY GROUP: A-2

OCCUPANCY LOAD CALC:

SPACE / AREA DESCRIPTION	FLOOR AREA	FLOOR AREA / OCCUPANT	TOTAL OCCUPANT LOAD
EVENT AREA TABLES & CHAIRS	4,831 SQ FT	UNCONSENTRATED TABLES & CHAIRS [15 NET]	322 PEOPLE
COMMERCIAL KITCHEN	650 SQ FT	COMMERCIAL KITCHEN [200 GROSS]	4 PEOPLE
STORAGE STOCK AREA	361 SQ FT	STORAGE STOCK SHIPPING AREAS [300 GROSS]	2 PEOPLE
TOTAL BUILDING OCCUPANCY LOAD:			338 PEOPLE TOTAL

BUILDING AREA TABULATION:

7,573 SQ FT ENCLOSED SPACE
4,960 SQ FT DINING ROOM
1,787 SQ FT KITCHEN & RESTROOM AREA
826 SQ FT UPPER LEVEL EQUIPMENT ROOM

572 SQ FT TOTAL COVERED PORCHES
147 SQ FT SOUTH SIDE COVERED PORCH
425 SQ FT NORTH SIDE COVERED PORCH

8,145 SQ FT TOTAL AREA UNDER THE ROOF

JAMES GEORGE DESIGNS -INC-

PLANS PREPARED BY:
JAMES GEORGE
PROJECT DESIGNER

REVISIONS:
1 REVISED BUILDING & SITE LAYOUT 4-5-23

PROJECT TITLE:
EVENT BARN PLANS
FOR: SUISUN VALLEY INN AT MONROE RANCH
4400 SUISUN VALLEY ROAD
FAIRFIELD, CA. 94534
APN 027-020-020

ARCHITECT SEAL:
PRELIMINARY NOT FOR CONSTRUCTION

DATE:
12-29-22

SCALE:
AS NOTED

SHEET DESCRIPTION:
SITE PLAN

SHEET NUMBER:
C1 of C4
W/ __ SHEETS TOTAL

ATTACHMENT C

CORDELIA / SOLANO COUNTY FIRE PROTECTION DIST. REQUIREMENTS:

1. All construction shall be sprinklered in accordance with the National Fire Protection Association Standards.
   a. In all existing buildings/structures when a change in occupancy classification or use occurs, or when any existing occupancy, regardless of total floor area, is converted to a hazardous use.
   b. In all remodels/room additions where the total area exceeds 25% of the original square footage. (Allowance above 25% will require approval by the Fire Chief of the Vacaville Fire Protection District.)
   c. In all remodels/room additions with an existing sprinkler system, the system must be recalculated and designed to accommodate the additional flow demand.
2. An approved flashing light shall be installed on all new dwellings in such a position as to be plainly visible from the road fronting the property. The signal light shall be installed in such a manner that it will automatically activate in conjunction with the required sprinkler system. The light may also be installed in so that it may be manually activated to assist in locating buildings during other emergencies. The signal light shall be a flashing blue or white light capable of a minimum of 80 flashes per minute and a minimum of 25000-candle power.
3. Smoke Detectors Shall be provided and installed in accordance with section 1210 of the Building Code. 1001.5.1.3 UFC A smoke detector shall be installed in each sleeping room and at a point centrally located in the corridor or area giving access to each separate sleeping area.
4. Premises Identification
   a. To readily respond to emergencies, all homes, business and commercial properties must be easily identified with the address number. 901.4.4 CFC, 30-201 Solano County Ordinance.
   b. Upon receipt of the address number from the Director of Public Works, the occupant or owner of the property or building shall display the number upon the building or land in such a manner as to be visible from the road upon which the land or building fronts.
   c. Address numbers shall be conspicuous to ensure positive identification and placed on front doors, near garage doors, or at a single driveway entrance.
   d. Where residences and/or property are not clearly visible from the road, access identification other than mailboxes shall be on 4" X 4" wood posts, metal stakes, or equivalent markers elevated at least 3 feet for clear visibility and rapid directional identification.
   e. All numbers shall be a minimum height of 3 inches with a 3/8 inch stroke, reflective and/or color contrasting with the surface where placed.
   f. Driveways - Roads
5. Fire apparatus access shall be provided and maintained in accordance with the provisions of the Uniform Fire Code as adopted by the Vacaville Fire Protection District. To provide year-round, all-weather access for heavy fire engines and other emergency equipment to residential building sites that are not covered in the Solano County Road and Street Standards, these minimum access road specifications shall apply, 902.2.2.2 UFC:
   a. Plans for access shall be submitted to the District for review and approval prior to construction.
   b. Driveways shall extend from each building site to a public or private roadway and shall have an unobstructed width of not less than 20 feet (6096 mm) with suitable base material. Driveways may be a minimum 12 feet wide with authorization. 902.2.2.1 UFC
   c. The maximum grade allowed is 12 percent. Appendix III-D, Section 6.1 UFC
   d. Surface designed and maintained to support a 50,000 lb. load.
   e. Driveways exceeding 150 feet in length, but less than 800 feet in length, shall provide a turnout near the midpoint of the driveway. Where the driveway exceeds 800 feet, turnouts shall be provided no more than 400 feet apart.
   f. Turnout shall be a minimum of 10 feet wide and 30 feet long with a minimum 25 foot taper on each end.
   g. Minimum centerline curve radius of 40 feet.
   h. Necessary drainage improvements.
   i. Turnaround facilities shall be provided at all building sites on driveways over 300 feet in length, and shall be within 50 feet of the building. The minimum turning radius for a turnaround shall be 40 feet from the centerline of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of 60 feet in length.
   j. Any required culverts or bridges shall be designed for a live load of 50 tons and be certified by a professional engineer. Vehicle load limits shall be posted at both entrances to bridges.
   k. Overhead clearance of limbs, trees, etc. shall be a minimum of 15 feet.
6. Hydrants
   a. All residences shall be no more than 1000 road feet from a fire hydrant.
   b. Hydrants shall be of approved type and contain a minimum of one 2 1/2" and one 4 1/2" NHS external thread outlets. (Equal to Model 614 Long Beach Iron Works)
   c. Hydrant fire flow shall conform to Fire District standards.
   d. Fire hydrants shall be clearly identified in an approved manner to prevent obstruction by parking and other obstructions. 901.4.3 CFC.
   e. Fire hydrants shall be identified by the installation of blue reflective markers located in the center of the roadway. 901.4.3 CFC
   f. Fire hydrants subject to possible vehicular damage shall be adequately protected with guard posts in accordance with Section 8001.11.3 CFC
   g. A 3-foot (914.4 mm) clear space shall be maintained around the circumference of fire hydrants. 1001.7.2 CFC
   h. The center of a hose outlet shall not be less than 18 inches (457 mm) to 36 inches above final grade. NFPA 24
7. Gates
   a. Gates shall be at least two feet wider that the width of the traffic lane serving that gate.
   b. All gates providing access from a road to a driveway shall be located at least 30 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on that road.
   c. Where a one-way road with a single traffic lane provides access to a gated entrance, a 40-foot turning radius shall be used.
   d. Electrically Operated Gates
      i. The design and installation of all electrically operated gates shall be in accordance with the following criteria:
      ii. The gate control shall be operable by an approved emergency override Knox key switch that is an integral part of the mechanism. In the event of a power failure, the gate shall automatically be transferred to a fail-safe mode allowing the gate to be pushed open without the use of special knowledge or equipment.
      iii. The key switch shall be labeled with a permanent red sign with not less than ?" contrasting letters reading "FIRE DEPT" or a "Knox" decal.
      iv. A transmitter-operated gate shall have a Knox key switch on the right side of the gates opening approximately 48" above the roadway surface. It shall be visible and easily accessible with a label as specified above.
      v. Upon activation of the Knox key switch, the gate shall remain open until returned to normal operation by means of the key switch.
      vi. Manually Operated Gates and Barriers
      vii. A Knox padlock shall be used, in order for the Fire District to enter the property during an emergency in a timely manner without the destruction of private property.
      viii. After investigation of the available products, it has been determined that only the product line offered by the Knox Company of Phoenix satisfies the security needs of the Fire District and the community. The Fire District will provide the only acceptable order form.
8. Roof Coverings
   a. All roof coverings shall be fire retardant as specified in the Uniform Building Code. Wood shakes or other wood materials applied as roof covering shall be fire rated as class B or better. 1504, Table 15-A UBC
9. Spark Arresters
   a. Chimneys used with fireplaces or heating appliance in which solid or liquid fuel is used shall be maintained with a spark arrester. 1109.7 UFC, 4291 (F) PRC

SITE PLAN KEY NOTES:

1. ***Proposed New Event Barn:*** *Indicates the proposed Event Barn per the enclosed plans.*
2. ***Septic Tanks:*** *Indicates the approx location of the existing septic tanks with the plans by others. Confirm the septic tanks are min 5' away from the building foundation(s) typical.*
3. ***Primary Leach Field:*** *Indicates the approx location of the new leach field with leach field plans by others. Confirm the new leach lines are located min 10' away from the existing & new building foundations typical*
4. ***Reserve Leach Field:*** *Indicated the approx. location of the reserve leach field per plans by others. Allow an adequate space for a reserve leach field that is equal to or larger than the existing leach field. The reserve leach field shall be located min 10' away from a building foundation, 10' away from property lines, and 100' away from a well pond, or creek.*
5. ***Existing Propane Tank:*** *Indicates the approx location of the existing propane tank. The existing propane tank shall serve both the existing Inn and new event barn. The propane tank shall be located min 10' away from any buildings. Some insurance companies may require a 30' setback.*
6. ***Fire Hydrant:*** *Provide a fire dedicated hydrant as required per the Cordelia Fire Protection District. The fire protection plans are by others.*
7. ***Hammer Head Turnaround:*** *Provide an approved hammerhead fire engine turn-around located on asphalt. The hammer head turnaround shall be located with in 150' of all portions of the new building typical.*
8. ***New 20' Wide Gravel Driveway:*** *New 20' wide gravel driveway per the grading plans by others. The driveway shall comply w/ the Cordelia Fire Protection Dist & Solano Co. requirements on sheet C2 note #5.*
9. ***Address Signage:*** *Provide approved address signage on a corresponding background per the Cordelia Fire Protection Dist & Solano Co. requirements on sheet C2 note #4.*
10. ***Optional Future Gated Entry:*** *If a gate entrance is installed it shall be on a separate permit. The gated entrance would need to be min 22' wide 2' wider then the driveway and located min 30' away from the county road easement. The gates if electronic would be required to have a Cordelia Fire Protection District approved Knox key and or a knox key box per Cordelia Fire Protection Dist & Solano Co. requirements on sheet C2 note #7.*
11. ***[N] Water Storage Tanks:*** *Provide 2~new 10,000 gal water storage tanks for fire protection per the fire protection / sprinkler plans by others.*
12. ***Well:*** *Indicates the location of the existing domestic well to be used for the new event barn.*
13. ***Not Used***
14. ***Trash Enclosure Per Other Permit:*** *Provide a trash enclosure per other permit.*
15. ***Not Used***
16. ***Trash / Recycle Storage And Sorting On Site Note:*** *Haul material such as trash and recycled items shall be placed in a dump trailer and not stored on the ground when possible. If trash and recyclable items are stored on the ground a straw wattle shall be placed around the said items typical. Said items shall have the straw wattle and tarp secured over them 24hours before and after the weather report calls for more then a 20% chance of rain using weather.gov*
17. ***(RD) Roof Drain:*** *Roof drain down spouts shall be tied into a min 4"Ø solid drain line and ran at min 2% slope to the drainage system per the grading plan by others and per the soils report and the soils engineer in the field.*
18. ***(SD) Storm Drain Line:*** *Indicated a min 4"Ø schedule 40 PVC or ABS solid drain line or sized per the Grading / Erosion Control Plan. Drain lines shall be sloped at min 2% slope to the drainage system per the grading plan by others and per the soils report and the soils engineer in the field.*
19. ***(CO) Clean-Outs:*** *Provide a clean-out at grade @ max 100' O.C. for storm drains and San. Swr. building drain lines. At storm drain lines locate a clean out at each branch end. At San. Swr. lines provide a clean out where the line exits the building. Locate cleanouts where they will not be susceptible to damage from being run over by a lawn mower or other hazards. Locate the clean-outs in the field. Not all clean-outs are shown on this plan.*
20. ***Solid arrows*** *indicate the required finish slope around the building foundation. Slope the finish grade away from the building construction @ min (5% slope) for the first 10' to an approved swale or location. Slope paved surfaces away from the building at min 2% slope for the first 10' to an approved swale or location. See detail 5/C4 and the site plan notes on sheet C2 for additional requirements.*
21. ***Open arrows*** *indicate the existing and required drainage slope to remain U.O.N.*
22. ***Grading & Sub-Grade Compaction:*** *All grading and sub grade compaction and preparation shall be performed per the soils report and the on-site soils engineer's requirements.*
23. ***Solar Equipped Electrical Meter:*** *Indicates the approx location of the new electrical meter. Tie into the existing utility lines as required per PG&E & code. See the enclosed electrical plans by others for additional.*
24. ***Under ground Electrical Line:*** *Provide a new underground electrical line located in conduit per the enclosed plans by others.*
25. ***New Accessible Walking Path:*** *Provide a concrete accessible walking path that meets the following requirements. The path shall be min 48" wide clear with a slope not to exceed 5% [1:20] slope in the direction of travel. The cross slope shall not exceed 2% [1/4" per ft]. Abrupt changes in level shall not exceed 1/2" tall with a combined max 1/4" vertical offset and a 1:50 slope offset. The concrete slab shall have an approved slip resistant finish*
26. ***Parking Tow Away Sign:*** *Provide an approved tow away sign on a 4"x4" PTDF post that is visible to vehicles entering the parking area w/ accessible parking spaces per detail 4/C4.*
27. ***Accessible Curb Ramp:*** *Provide new accessible curb ramp per detail 7/C4*
28. ***Accessible Parking Spaces:*** *Provide new accessible parking spaces per detail 8/C4*
29. ***New Septic Tanks:*** *Indicates the approx location of the new septic tanks with the plans by others. Confirm the new septic tank is min 5' away from the building foundation typical.*
30. ***Detectable Warning:*** *Provide new min 3' wide detectable warning / truncated dome tile strip across the entire width of the accessible walking path per detail 3/C4.*
31. ***[N] 20' Wide Paved Driveway:*** *New min 20' wide paved driveway to be installed per the Civil Plans & soils engineers requirements typical. The driveway shall comply w/ the Cordelia Fire Protection Dist & Solano Co. requirements on sheet C2 note #5.*

SITE PLAN GENERAL NOTES:

Slope & Foundation Protection Requirements:

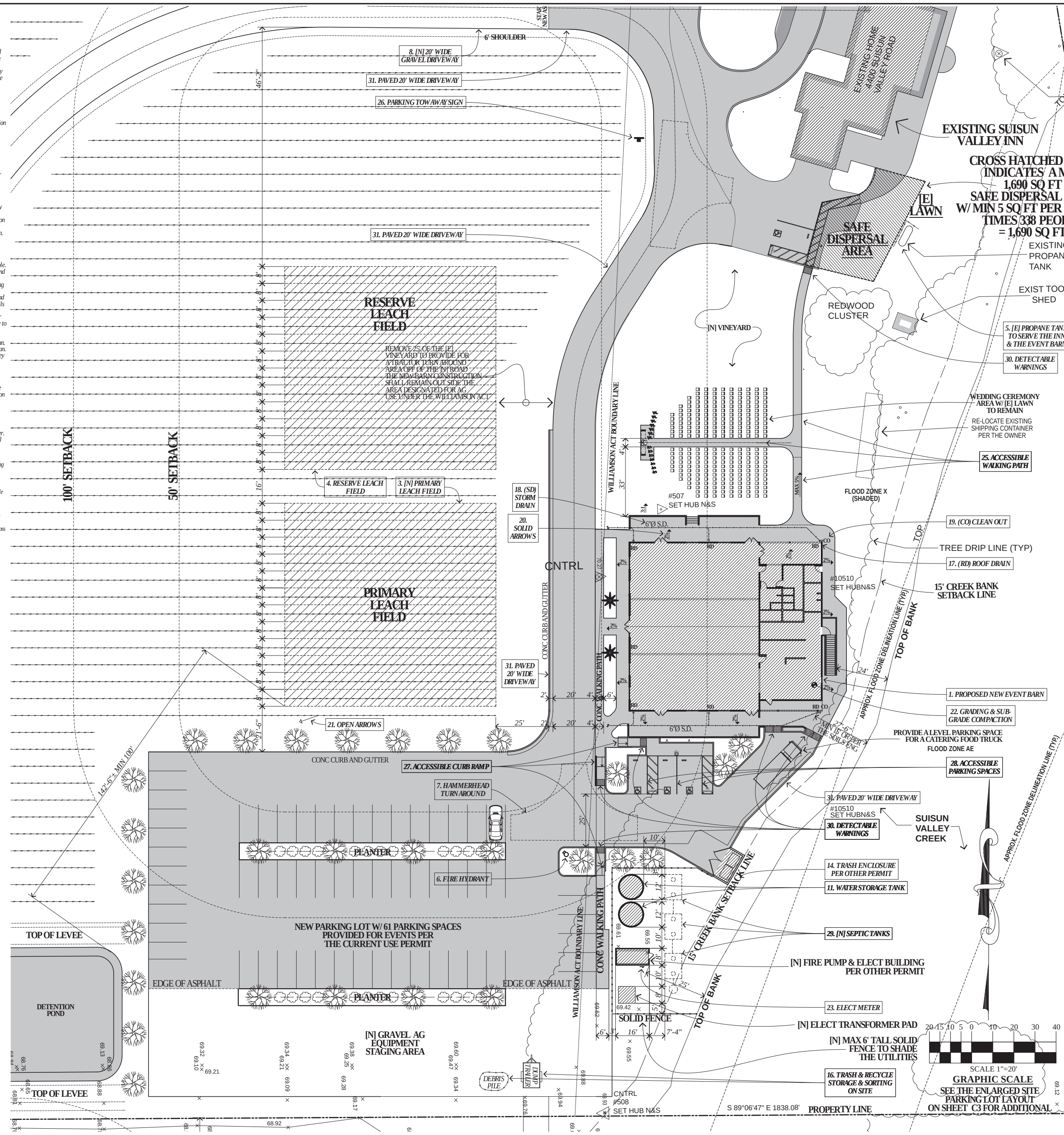
1. Building shall not be located on any fill unless the fill is certified by a soils engineer as compacted engineered fill capable of supporting loads imposed by the building without risk of foundation movement.
2. The ground immediately adjacent to the foundation shall be sloped away from the building at a slope not less than one unit vertical in 20 units horizontal (5% slope) for a minimum distance of 10' measured perpendicular to the face of the foundation wall. If physical obstructions or lot lines prohibit 10' of horizon distance at 5% slope, 5% slope shall be provided to an approved alternative method of diverting water away from the foundation. Swales used for this purpose shall be sloped a minimum of 2% where located within 10' of the building foundation. Impervious surfaces within 10' of the foundation shall be sloped a minimum of 2% away from the building. Yes this note is from the code.
3. The excavation outside the foundation shall be backfilled with soil that is free of organic material, construction debris, cobbles and boulders or a controlled low strength material. The backfill shall be placed in lifts and compacted in a manner that does not damage the foundation or the waterproofing or damp proofing material including the subdrain.
4. All swales more than 10' from the building shall slope at a minimum of 1% from said rear yard high point to the back of the public sidewalk in the front yard, or other approved location.
5. No water should be allowed to discharge in a concentrated manner without control over any slope. The building pad shall be protected be protected against storm water runoff from uphill slopes.
6. The lot shall be positively graded at all times to provide for rapid removal of service water runoff away from foundation system and to prevent ponding of water under floors or seepage towards foundation systems at any time during or after the end of construction. Ponding of water may result in undesirable weakening of the subgrade materials, loss of compaction, slab movements and given enough time even foundation movements. No ponding of storm water is to be permitted on the building pads during prolonged periods of inclement weather.
7. Care shall be exercised to ensure that planters, landscape mounds, etc. will not interfere with the above requirements. Drainage swale shall flow to the curb or an approved location where flow will not cause erosion or cause impact on adjacent properties.
8. Storm water from roof drain downspouts shall be carried away from the building in closed conduits to the curb or an approved outlet location where outlet flow will not cause erosion or cause impact to adjacent properties.
9. On graded sites the top of any exterior foundation shall extend above the elevation of the street gutter at a point of discharge of the inlet of an approved drainage device. A minimum of 12" plus 2% unless an alternative is specifically approved by the building official.
10. A perforated subdrain shall be placed around the perimeter of the foundation wall. The perf pipe shall have the openings laid horizontally on the bottom one-third of the pipe and the bottom of the pipe shall not be higher than the base under the floor and the top of the drain shall not less than 6" above the top of the footing. The subdrain trench and pipe shall be sloped at a minimum 2% gradient to an approved discharge location. The pipe drain shall be wrapped with an approved geo filter membrane material. The drain shall be set on a minimum of 2" of crushed drain rock or gravel containing not more than 10% material that passes through a No. 4 (4.75mm) sieve. The drain rock shall extend a minimum of 12" beyond the outside edge of the footing and shall cover the perf subdrain by a minimum of 6". The drain rock shall be fully wrapped in a geo filter membrane fabric. The wrapped drain rock shall then be covered with a minimum of 6" of approved compacted soil material filter membrane fabric. The wrapped drain rock shall then be covered with a minimum of 6" of approved compacted soil material.

Addition or When Located Near Existing Construction Requirements:

1. The builder shall verify location of existing underground utilities, pipes, irrigation lines, subdrains, sewer lines, wiring, etc. prior to excavation and shall ensure that any of the said items which are damaged during construction are repaired and returned to a working manner with the approval of the owner and the building official in a timely manner. I suggest you have extra PVC and pipe fittings on site and ready to go just in case.
2. Verify locations of existing possible septic tanks, leach fields or buried tanks to ensure proper setbacks are maintained per the local requirements.
3. Always verify minimum setbacks are maintained to the property lines and easements prior to excavation. Should it be discovered that the new construction may or does not fit within the said requirements notify the project designer, owner and building official so adjustments can be made to the new construction as required to comply prior to continuing with construction.
4. Builder shall protect the owner's property, landscaping, driveways, etc. to the best of the builder's ability. If said items cannot be protected the builder shall notify the owner of risks and possible added costs from heavy equipment needed for the project prior to construction so contingencies can be agreed apron prior to construction.

Erosion Control Notes:

1. All erosion control standard measures shall be in-place prior to October 15 thru April 15 of each calendar year and or 24 hours before the weather report calls for more than a 20% chance of rain using weather.gov.
2. Utility trenches shall be compacted with the surface finish slightly mounded to prevent the channeling of watering in the trench area.
3. The top of the fill or cut slopes should be graded in such a way as to prevent water from flowing freely down the slope.
4. All permanent slopes fill or cut, should be protected against erosion by means of erosion control planting, mulching, and in some cases by installation on jutte matting or equivalent.
5. Graded slopes may experience severe erosion when grading is halted by heavy rain, therefore before work is stopped a positive gradient away from the slopes should be provided to carry the surface runoff water away from the slopes and to areas where erosion can be controlled. It is vital that no completed slope be left standing through a winter season without erosion control measures having been provided.
6. **Storm Water Drainage:** Where storm water is conveyed to a public drainage system, collection point, and gutter, or similar disposal method, water shall be filtered by use of a barrier system, wattle, or other method approved by the enforcing agency.
7. **Dust Control:** Shall be maintained at all times during construction until the project is complete. The builder shall prevent any airborne nuisance dust by watering and or treating the site to prevent dust. Additional watering shall be provided during dry weather and wind conditions. The builder shall be responsible for any damages, fines, and or charges from dust related damages. Dust control shall be maintained on a daily basis.
   a. All soil piles generated in conjunction with the project shall be enclosed, covered or watered twice daily.
   b. All exposed soil shall be watered with adequate frequency to keep the soil moist at all times.
   c. The loads of all haul / dump trucks shall be covered securely to keep dirt under control.
   d. The contractor shall apply nontoxic soil stabilizers or dust depressants to all internal unpaved haul roads, paving areas and staging areas, and enforce a 15MPH speed limit for all vehicles operating with-in the unpaved areas of the site.
   e. Exposed soil shall be replanted as soon as possible.
   f. Clean / sweep street at the end of the day if visible soil material is carried into adjacent public paved roads.
8. **Vegetate new slopes** with Tactifier, Fertilizer, and seed shall applied initially. A fiber mulch of straw or approved equal shall be applied after the seed. Seeded slopes shall be irrigated to encourage growth between the date of application and the first rainy period. Hydroseed all cut and fill slopes. Cut slopes shall be compacted and cat walked prior to seeding.



ENLARGED PARTIAL SITE PLAN IN THE AREA OF THE EVENT BARN

SCALE: 1" = 20'

JAMES GEORGE DESIGNS -INC-

PLANS PREPARED BY: JAMES GEORGE PROJECT DESIGNER

REVISIONS: REVISED BUILDING & SITE LAYOUT 4-5-23

THESE PLANS ARE CONSIDERED PRELIMINARY AND NOT FOR CONSTRUCTION UNLESS THESE PLANS BEAR A WET SIGNATURE OF JAMES GEORGE, ALONG WITH THE GOVERNING AGENCY'S REVIEW SEAL OF APPROVAL AND WET SIGNATURE.

PROJECT TITLE: EVENT BARN PLANS FOR: SUISUN VALLEY INN AT MONROE RANCH 4400 SUISUN VALLEY ROAD FAIRFIELD, CA. 94534 APN 027-020-020

ARCHITECT SEAL: PRELIMINARY NOT FOR CONSTRUCTION

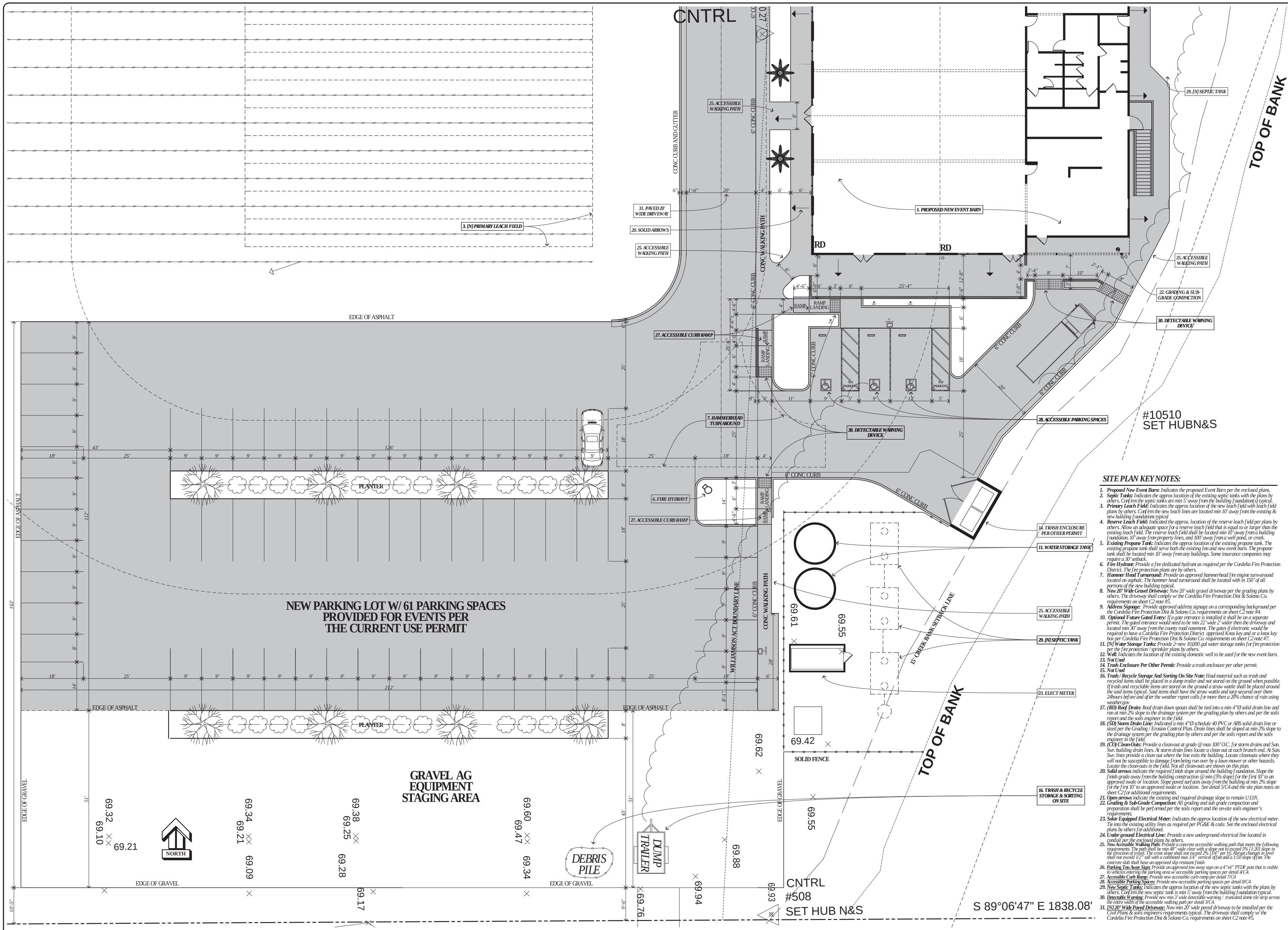
DATE: 12-29-22

SCALE: AS NOTED

SHEET DESCRIPTION: SITE PLAN ENLARGED

SHEET NUMBER: C2 OF C4

ATTACHMENT C



ENLARGED PARTIAL SITE PARKING LOT LAYOUT

SCALE: 1" = 10'

SITE PLAN KEY NOTES:

1. ***Proposed New Event Barn:*** *Indicates the proposed Event Barn per the enclosed plans.*
2. ***Septic Tanks:*** *Indicates the approx location of the existing septic tanks with the plans by others. Confirm the septic tanks are min 5' away from the building foundation(s) typical.*
3. ***Primary Leach Field:*** *Indicates the approx location of the new leach field with leach field plans by others. Confirm the new leach lines are located min 10' away from the existing & new building foundations typical*
4. ***Reserve Leach Field:*** *Indicated the approx. location of the reserve leach field per plans by others. Allow an adequate space for a reserve leach field that is equal to or larger than the existing leach field. The reserve leach field shall be located min 10' away from a building foundation, 10' away from property lines, and 100' away from a well pond, or creek.*
5. ***Existing Propane Tank:*** *Indicates the approx location of the existing propane tank. The existing propane tank shall serve both the existing Inn and new event barn. The propane tank shall be located min 10' away from any buildings. Some insurance companies may require a 30' setback.*
6. ***Fire Hydrant:*** *Provide a fire dedicated hydrant as required per the Cordelia Fire Protection District. The fire protection plans are by others.*
7. ***Hammer Head Turnaround:*** *Provide an approved hammerhead fire engine turn-around located on asphalt. The hammer head turnaround shall be located with in 150' of all portions of the new building typical.*
8. ***New 20' Wide Gravel Driveway:*** *New 20' wide gravel driveway per the grading plans by others. The driveway shall comply w/ the Cordelia Fire Protection Dist & Solano Co. requirements on sheet C2 note #5.*
9. ***Address Signage:*** *Provide approved address signage on a corresponding background per the Cordelia Fire Protection Dist & Solano Co. requirements on sheet C2 note #4.*
10. ***Optional Future Gated Entry:*** *If a gate entrance is installed it shall be on a separate permit. The gated entrance would need to be min 22' wide 2' wider then the driveway and located min 30' away from the county road easement. The gates if electronic would be required to have a Cordelia Fire Protection District approved Knox key and or a knox key box per Cordelia Fire Protection Dist & Solano Co. requirements on sheet C2 note #7.*
11. ***[N] Water Storage Tanks:*** *Provide 2~new 10,000 gal water storage tanks for fire protection per the fire protection / sprinkler plans by others.*
12. ***Well:*** *Indicates the location of the existing domestic well to be used for the new event barn.*
13. ***Not Used***
14. ***Trash Enclosure Per Other Permit:*** *Provide a trash enclosure per other permit.*
15. ***Not Used***
16. ***Trash / Recycle Storage And Sorting On Site Note:*** *Haul material such as trash and recycled items shall be placed in a dump trailer and not stored on the ground when possible. If trash and recyclable items are stored on the ground a straw wattle shall be placed around the said items typical. Said items shall have the straw wattle and tarp secured over them 24hours before and after the weather report calls for more then a 20% chance of rain using weather.gov*
17. ***(RD) Roof Drain:*** *Roof drain down spouts shall be tied into a min 4"Ø solid drain line and ran at min 2% slope to the drainage system per the grading plan by others and per the soils report and the soils engineer in the field.*
18. ***(SD) Storm Drain Line:*** *Indicated a min 4"Ø schedule 40 PVC or ABS solid drain line or sized per the Grading / Erosion Control Plan. Drain lines shall be sloped at min 2% slope to the drainage system per the grading plan by others and per the soils report and the soils engineer in the field.*
19. ***(CO) Clean-Outs:*** *Provide a clean-out at grade @ max 100' O.C. for storm drains and San. Swr. building drain lines. At storm drain lines locate a clean out at each branch end. At San. Swr. lines provide a clean out where the line exits the building. Locate cleanouts where they will not be susceptible to damage from being run over by a lawn mower or other hazards. Locate the clean-outs in the field. Not all clean-outs are shown on this plan.*
20. ***Solid arrows*** *indicate the required finish slope around the building foundation. Slope the finish grade away from the building construction @ min (5% slope) for the first 10' to an approved swale or location. Slope paved surfaces away from the building at min 2% slope for the first 10' to an approved swale or location. See detail 5/C4 and the site plan notes on sheet C2 for additional requirements.*
21. ***Open arrows*** *indicate the existing and required drainage slope to remain U.O.N.*
22. ***Grading & Sub-Grade Compaction:*** *All grading and sub grade compaction and preparation shall be performed per the soils report and the on-site soils engineer's requirements.*
23. ***Solar Equipped Electrical Meter:*** *Indicates the approx location of the new electrical meter. Tie into the existing utility lines as required per PG&E & code. See the enclosed electrical plans by others for additional.*
24. ***Under ground Electrical Line:*** *Provide a new underground electrical line located in conduit per the enclosed plans by others.*
25. ***New Accessible Walking Path:*** *Provide a concrete accessible walking path that meets the following requirements. The path shall be min 48" wide clear with a slope not to exceed 5% [1:20] slope in the direction of travel. The cross slope shall not exceed 2% [1/4" per ft]. Abrupt changes in level shall not exceed 1/2" tall with a combined max 1/4" vertical offset and a 1:50 slope offset. The concrete slab shall have an approved slip resistant finish*
26. ***Parking Tow Away Sign:*** *Provide an approved tow away sign on a 4"x4" PTDF post that is visible to vehicles entering the parking area w/ accessible parking spaces per detail 4/C4.*
27. ***Accessible Curb Ramp:*** *Provide new accessible curb ramp per detail 7/C4*
28. ***Accessible Parking Spaces:*** *Provide new accessible parking spaces per detail 8/C4*
29. ***New Septic Tanks:*** *Indicates the approx location of the new septic tanks with the plans by others. Confirm the new septic tank is min 5' away from the building foundation typical.*
30. ***Detectable Warning:*** *Provide new min 3' wide detectable warning / truncated dome tile strip across the entire width of the accessible walking path per detail 3/C4.*
31. ***[N] 20' Wide Paved Driveway:*** *New min 20' wide paved driveway to be installed per the Civil Plans & soils engineers requirements typical. The driveway shall comply w/ the Cordelia Fire Protection Dist & Solano Co. requirements on sheet C2 note #5.*

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JAMES GEORGE DESIGNS -INC-

PLANS PREPARED BY:

JAMES GEORGE
PROJECT DESIGNER

REVISIONS:

1. REVISED BUILDING & SITE LAYOUT 4-5-23

PROJECT TITLE:

EVENT BARN PLANS
FOR: SUISUN VALLEY INN AT MONROE RANCH
4400 SUISUN VALLEY ROAD
FAIRFIELD, CA. 94534
APN 027-020-020

ARCHITECT SEAL:

PRELIMINARY NOT FOR CONSTRUCTION

DATE:

12-29-22

SCALE:

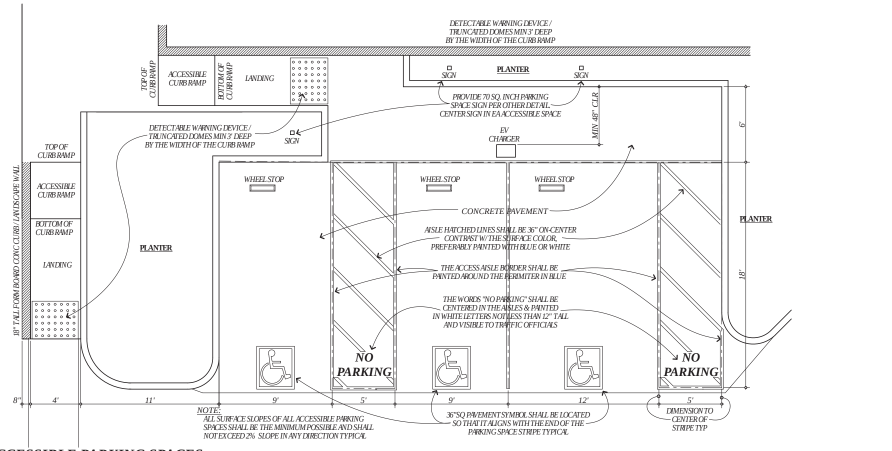
AS NOTED

SHEET DESCRIPTION:

SITE PARKING LOT

SHEET NUMBER:

C3 of C4



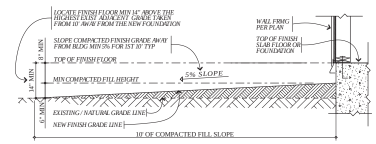
8 ACCESSIBLE PARKING SPACES

THE TELEPHONE # SHALL BE:	THE ADDRESS SHALL SAY:
707-421-7090	SOLANO CO. SHERIFF OFFICE

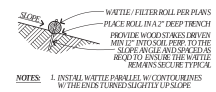
NOTES:
UNAUTHORIZED PARKING SIGNAGE SHALL BE POSTED IN A CONSPICUOUS PLACE AT ENTRANCES TO OFF-STREETPARKING FACILITIES, OR ADJACENT TO AND VISIBLE FROM EACH ACCESSIBLE PARKING SPACE. THE OWNER SHALL CONTRACT WITH A TOW COMPANY & THE TOW COMPANIES ADDRESS & PHONE NUMBER SHALL BE POSTED ON THE SIGN PRIOR TO COMPLETING CONSTRUCTION.

4 TOW AWAY SIGN

1 PARKING STALL SIGN



5 SLOPE ADJ. TO FOUNDATION DETAIL

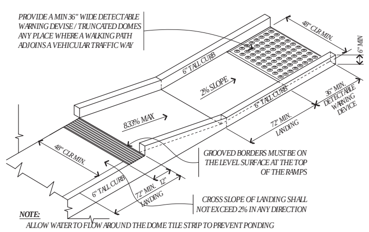


6 STRAW WATTLE DETAIL

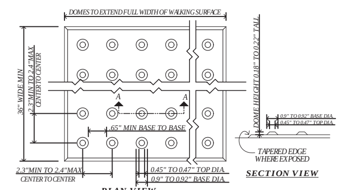
PAVEMENT SIGNAGE N.T.S.

BY OUTLINING A PROFILE VIEW OF A WHEELCHAIR WITH OCCUPANT IN WHITE ON BLUE BACKGROUND. THE PROFILE VIEW SHALL BE LOCATED SO THAT IT IS VISIBLE TO A TRAFFIC ENFORCEMENT OFFICER WHEN A VEHICLE IS PROPERLY PARKED IN THE SPACE AND SHALL BE MIN 36" BY 36".

2 PARKING STALL PAVEMENT SIGN



7 CURB RAMP DETAIL



Curb Ramp Detectable warnings:
1. Curb ramps shall have slip resistant [truncated domes] that extend the full width of the ramp by min 3' deep.
2. The truncated domes shall contrast visually with the adjoining surfaces either light on dark or dark on light. The material used to provide contrast shall be an integral part of the walking surface. Contrast shall be determined by :
CONTRAST=[(B1-B2) / B1] X 100% WHERE
B1=LIGHT REFLECTANCE VALUE (LVR) OF THE LIGHTER AREA AND
B2=LIGHT REFLECTANCE VALUE (LVR) OF THE DARKER AREA.
3. Detectable warnings shall be located so the edge nearest the curb is 6" min and 8" max from the line at the face of the curb marking the transition between the curb and the gutter street or highway.
4. Where the detectable warning surface does not adequately contrast with adjacent surfaces , a 1" wide black strip shall separate yellow detectable warning from adjacent surfaces.
5. Detectable warning surfaces shall differ from adjoining surfaces in resiliency or sound on cane contact.
6. Detectable warning surfaces shall be yellow conforming with to FS 33538 of Federal Standard 595C.
7. Domes shall be set in a square grid pattern.

3 DETECTABLE WARNING DEVICE

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PLANS PREPARED BY:
JAMES GEORGE
PROJECT DESIGNER

REVISIONS:
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SCALE:
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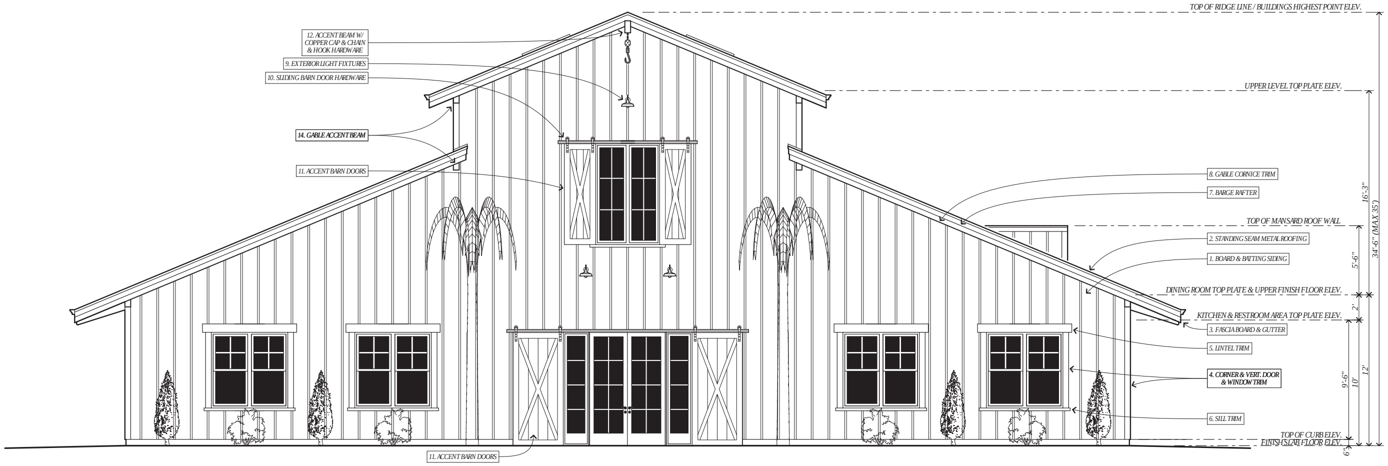
SHEET DESCRIPTION:
SITE DETAILS

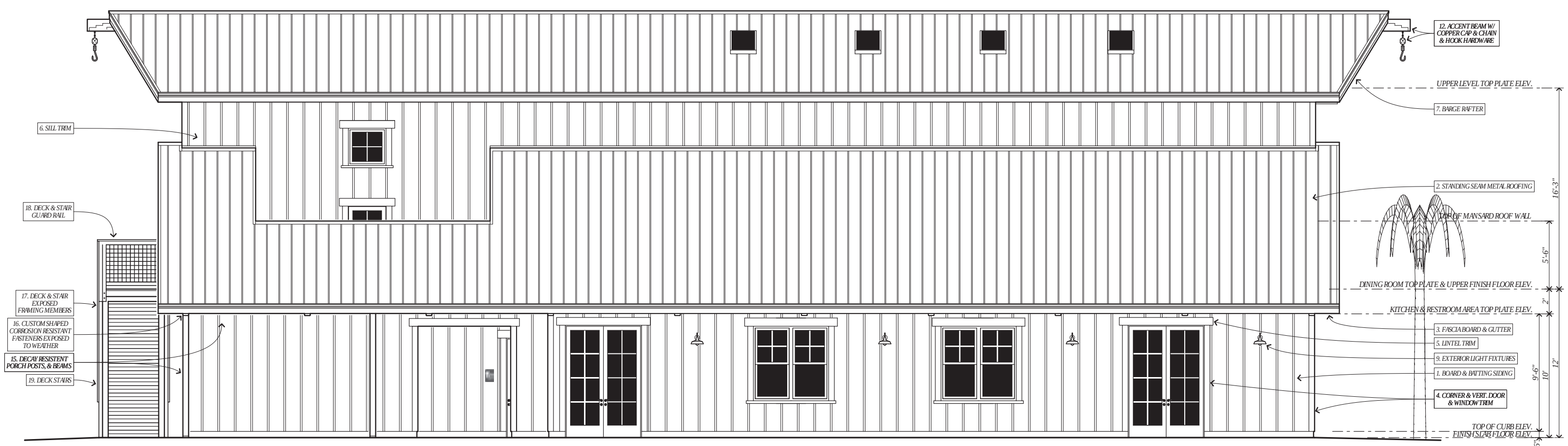
SHEET NUMBER:
C4 of C4
W/ __ SHEETS TOTAL

ATTACHMENT C



FRONT / WEST SIDE EXTERIOR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT / NORTH SIDE EXTERIOR ELEVATION

SCALE: 1/4" = 1'-0"

ELEVATION KEY NOTES:

1. **Board & Batten Siding W/ Battens @ 16" O.C.:** *Provide pre-stained Board & Batten re-sawn or rough-sawn premium redwood or western red cedar w/ select tight not ply siding. Provide matching type pre-stained redwood or cedar batten boards @ 16" O.C. & over the nails. Align wall studs as required to center the batten layout in each wall space or provide backing such as solid blocking as required to Fasten the battens. Battens shall be approx. 1" x 2" confirm w/ owners. Install the siding over 15lb building paper wrap or other pre-approved building paper wrap as MFG by Tyvek or equal. Caulk all the joints with space for expansion & contraction as required to seal. Provide "Z" flashing at all horizontal joints. See spec. division [09500] for ply siding additional requirements. Siding & battens shall be installed per the MFG's requirements & struct plans. Consult with the owners for the material selection, batten layout, and color/ stain approval prior to installation typical.*
2. **Rusted Standing Seam Metal Roofing:** *Provide rusted standing seam metal roofing as MFG by "BRIDGERSTEEL ultra batten wall standing seam metal panel" with a 12" panel profile / batten spacing and a A606 Truten rusted weathering finish. over min 15lb "high temperature" rated roof felt or as required by the MFG. Where the slope is 3:12 the metal roofing shall be installed over a double layer of min 30 LB "high temperature" rated self-adhering polymer-modified bitumen ice-dam water shield protection membrane and a slip-sheet or as required by the MFG. The metal roofing shall be installed per the MFG's installation and warranty requirements. See Spec. Div. 07350 and detail 1/D1 for additional requirements. Provide galv metal corrosion resistant fasteners as required per the MFG. Consult with the owner(s) and refer to the color chart for the material selection and oxidizing approval prior to installation typical.*
3. **Fascia Board & Gutter:** *Provide a 2"x10" pre- stained decay resistant re-sawn or rough sawn cedar or redwood fascia board w/ an approx 4 1/2" Ogee galvanized metal rain-gutter with leaf-guards. Downspouts shall be located in the field and shall terminate into a piped drainage system per the grading and erosion control plan. Stain the fascia Board & Paint the gutter an accent color. Consult with owners for selection typical.*
4. **Corner, & Vertical Door & Window trim:** *Provide 2"x6" pre-stained re-sawn or rough sawn decay resistant cedar or redwood corner, & vertical door & window trim. Provide flashing per detail 3/D2. Provide samples / mock up for the owners to approve prior to construction.*
5. **Lintel trim:** *Provide 2"x8" pre-stained re-sawn or rough sawn decay resistant cedar or redwood lintel trim. Provide flashing per detail 3/D2. Provide samples / mock up for the owners to approve prior to construction.*
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9. **Exterior Light Fixtures:** *Provide wall mount waterproof high efficiency exterior light fixtures per the electrical plans. Provide 2"x solid blocking in the wall for mounting the light fixtures as required per the MFG. Consult w/ owners for selection and installation location typical.*
10. **Sliding Barn Door Hardware:** *Provide non-operational sliding barn door track w/ hardware over the door/window unit. Consult with the owners for selection prior to purchase typical.*
11. **Accent Barn Doors:** *Provide custom field built non-operational sliding barn doors w/ decay resistant pre stained redwood or cedar and large head rustic nail fasteners. Consult with the owners for selection and provide a mock-up for approval prior to construction typical.*
12. **Accent Beam W/ Chain & Hook Hardware:** *Provide an accent beam w/ a rustic barn chain & hook hardware for accent. This shall not be an operable hoist. Provide copper cap flashing over the beam for weather protection. Consult with the owners selection prior to purchase typical.*
13. **Not Used**
14. **Gable Accent Beam:** *Provide non-structural gable accent beams where shown w/ shaped ends . Consult with the owners selection prior to purchase typical.*
15. **Decay Resistant Porch Posts, Beams, & Truss Framing Members:** *All framing members exposed to weather located below a line drawn at a 45° down and back from the bottom of the fascia board or barge rafter shall be naturally durable Redwood or Alaskan Red cedar, or wood that is preservative-treated in accordance with AWPA U1. Consult w/ the owner(s) for selection typical.*
16. **Custom Shaped Corrosion Resistant Fasteners:** *Provide fasteners sized per the structural plans w/ customized accent shapes that include accent symbols. All fasteners located outside of the enclosed building shall be Z-max Simpson hardware or powder coated custom architectural connectors. See Spec Div. 05020 for additional. Consult w/ the owners for selection and provide an accent shape mock-up typical.*
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18. **Guardrail:** *Provide a min 42" tall decay resistant wood guard rail w/ a metal hog panel mesh infill . The guard rail shall be constructed such that a 4"ø sphere can not pass through at any point. The guardrail shall also be constructed to withstand a 200lb load in any direction. Consult with the owners to refine the railing layout and design prior to construction. See detail 10/S4.2 for additional requirements.*
19. **Deck Stairs:** *Provide deck stairs per detail 5/D2 & the strict plans . Consult w/ the owner(s) for selection typical.*

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E-MAIL: james@jamesgeorgedesigns.com
JAMES GEORGE DESIGNS INC. IS A DIVISION OF A&J CONSULTING SERVICES INC

PLANS PREPARED BY:
JAMES GEORGE
PROJECT DESIGNER

REVISIONS:
1 REVISED BUILDING & SITE LAYOUT 4-5-23

PROJECT TITLE:
EVENT BARN PLANS
FOR: SUISUN VALLEY INN AT MONROE RANCH
4400 SUISUN VALLEY ROAD
FAIRFIELD, CA. 94534
APN 027-020-020

ARCHITECT SEAL:
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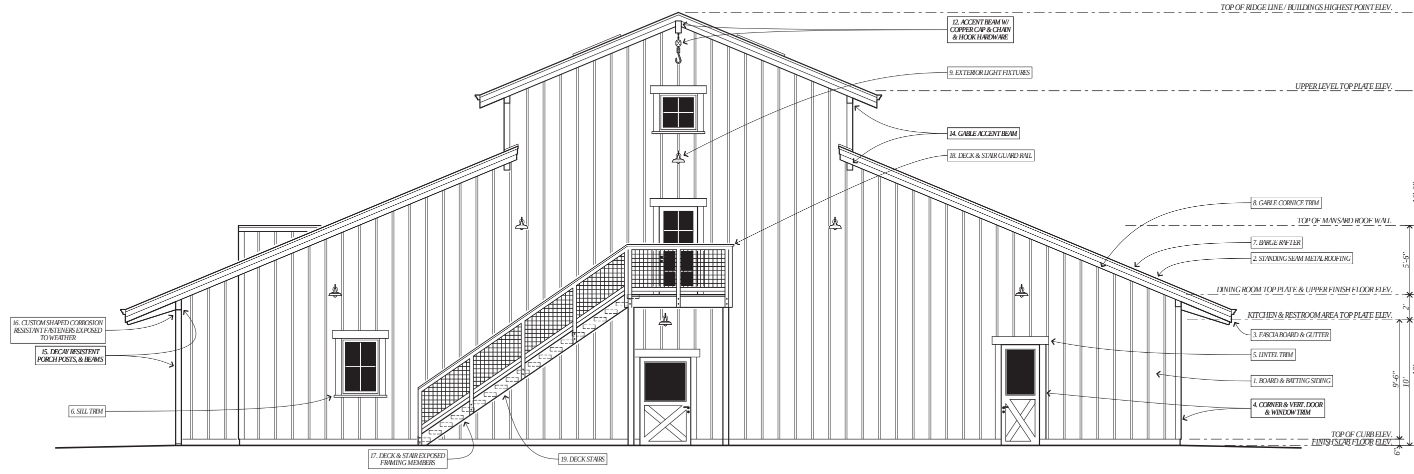
12-29-22

SCALE:
AS NOTED

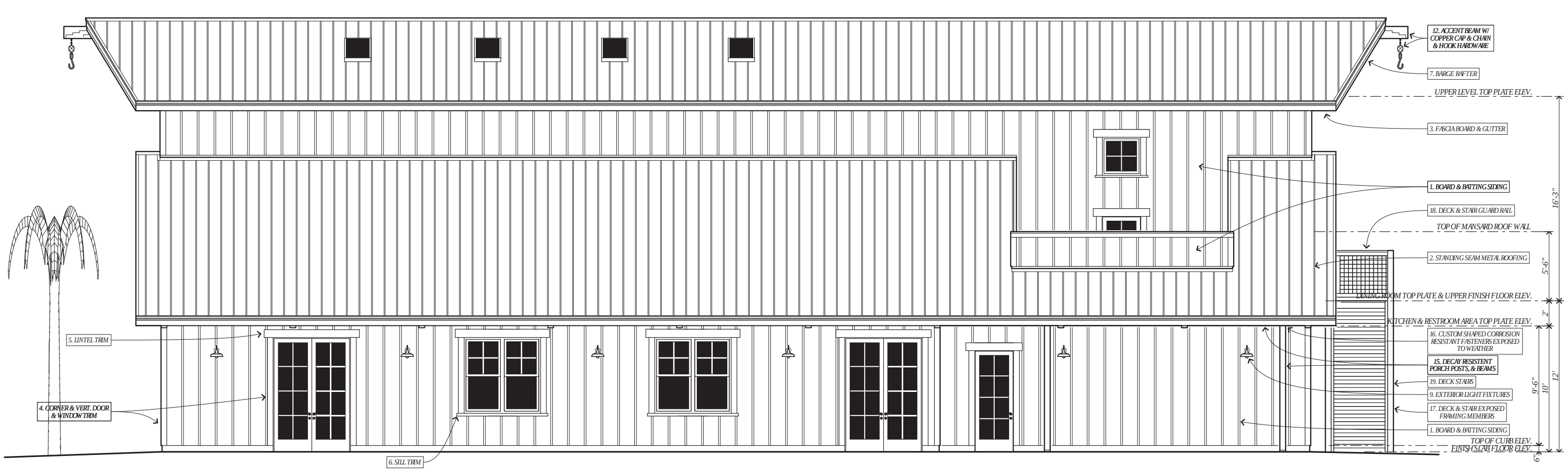
SHEET DESCRIPTION:
EXTERIOR ELEVATIONS

SHEET NUMBER:
A1.1 OF A7
W/ __ SHEETS TOTAL

ATTACHMENT C



REAR / EAST SIDE EXTERIOR ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT / SOUTH SIDE EXTERIOR ELEVATION
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PROJECT DESIGNER

REVISIONS:
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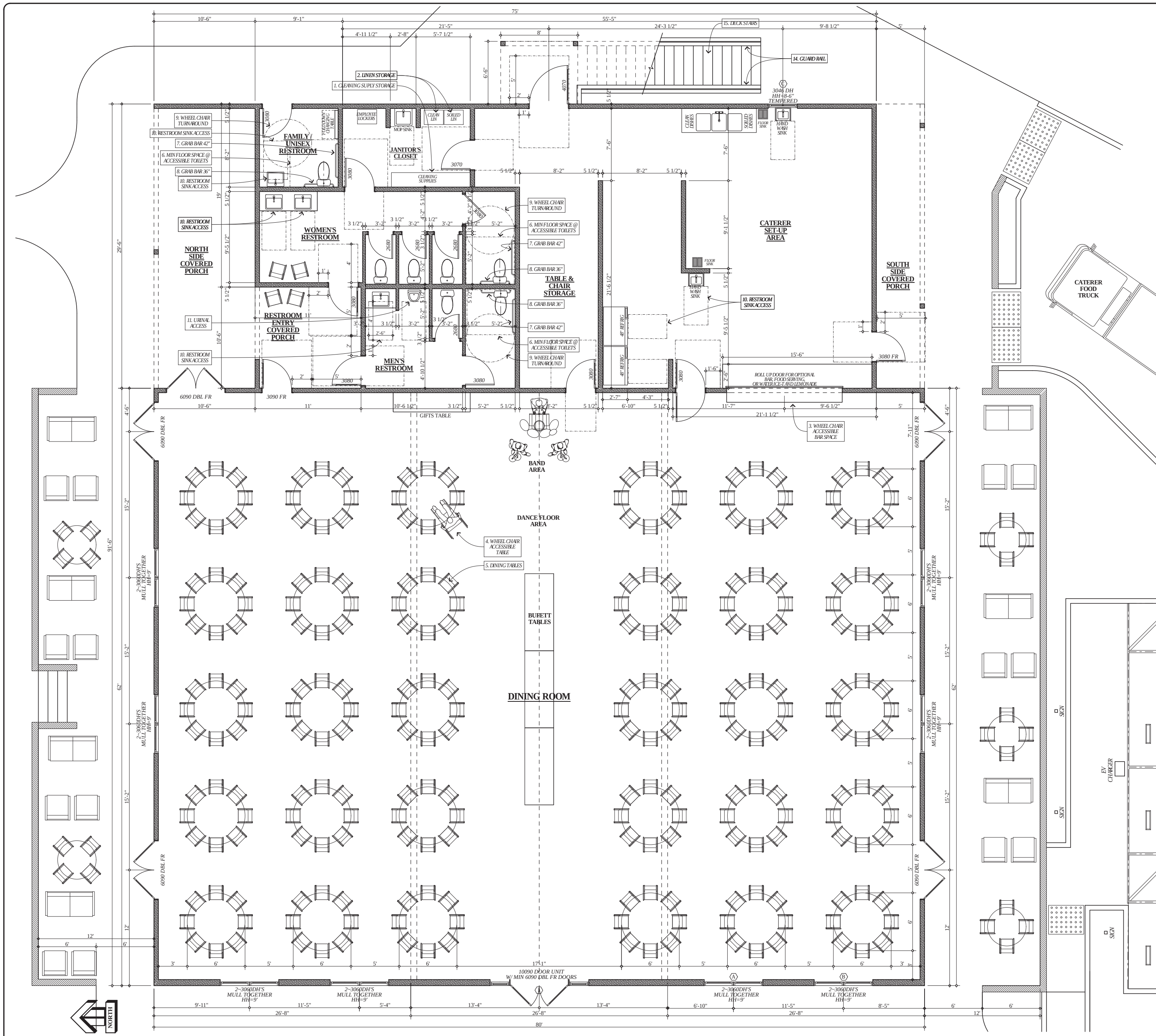
SCALE:
AS NOTED

SHEET DESCRIPTION:
EXTERIOR ELEVATIONS REAR & RIGHT SIDES

SHEET NUMBER:
A1.2 OF A7
W/ __ SHEETS TOTAL

ATTACHMENT C



DIMENSIONED FLOOR PLAN LOWER LEVEL
SCALE 1/4"=1'-0"

BUILDING AREA TABULATION:

7,573 SQ FT ENCLOSED SPACE
- 4,960 SQ FT DINING ROOM
- 1,787 SQ FT KITCHEN & RESTROOM AREA
- 826 SQ FT UPPER LEVEL EQUIPMENT ROOM

572 SQ FT TOTAL COVERED PORCHES
- 147 SQ FT SOUTH SIDE COVERED PORCH
- 425 SQ FT NORTH SIDE COVERED PORCH

8,145 SQ FT TOTAL AREA UNDER THE ROOF

PROJECT DATA:

PROPOSED BUILDING OCCUPANCY GROUP: A-2

OCCUPANCY LOAD CALC:

SPACE / AREA DESCRIPTION	FLOOR AREA	FLOOR AREA / OCCUPANT	TOTAL OCCUPANT LOAD
EVENT AREA TABLES & CHAIRS	4,831 SQ FT	UNCONSENTRATED TABLES & CHAIRS [15 NET]	322 PEOPLE
COMMERCIAL KITCHEN	650 SQ FT	COMMERCIAL KITCHEN [200 GROSS]	4 PEOPLE
STORAGE STOCK AREA	361 SQ FT	STORAGE STOCK SHIPPING AREAS [300 GROSS]	2 PEOPLE
TOTAL BUILDING OCCUPANCY LOAD:			338 PEOPLE TOTAL

MIN PLUMBING FACILITIES CALC:

A-2 OCCUPANT LOAD FACTOR = 30   30SF/OCCUPANT   4,831 SQ FT / 30 = 162 PEOPLE
S OCCUPANT LOAD FACTOR = 5,000   5,000 SF/OCCUPANT   91 SQ FT / 5,000 = 1 PERSON
B OCCUPANT LOAD FACTOR = 200   200 SF/OCCUPANT   1,286 SQ FT / 200= 7 PEOPLE
TOTAL LOAD = 170 PEOPLE

DESIGN FOR EVENTS W/ UP TO 250 PEOPLE PER USE PERMIT - 125 MALES & FEMALES
PER CPC TABLE 422.1
MALE RESTROOM REQUIRES: 2 TOILETS, 1 URINAL, 1 LAVATORY
FEMALE RESTROOM REQUIRES: 4 TOILETS, 2 LAV,

FLOOR PLAN KEY NOTES:

1. ***Cleaning Supplies:*** *Provide an adequately sized cabinet for cleaning supplies and poisonous substances.*
2. ***Linens:*** *Provide an adequately sized approved enclosed cabinet for linens. The cabinet shall be provided with a divider to separate the cleaned & soiled linens.*
3. ***Wheel Chair Accessible Bar Space****: Provide a wheelchair accessible bar space w/ a min 60" wide counter space at 34" tall with knee space least 27" high, 30" wide and 19" deep. See the accessible notes for additional requirements and detail 8/D1*
4. ***Wheel Chair accessible table****: Provide a 3' wide wheel chair accessible table with knee space least 27" high, 30" wide and 19" deep. See the accessible notes on sheet A2.5 for additional requirements.*
5. ***New Tables****: New Hardwood tables. Tables shall have durable, smooth, easily cleanable, non-absorbent surfaces.*
6. ***Min Floor Space & Toilet Access:*** *Indicates the area of the minimum 59"x60" floor space required at the toilet per detail [4/D1]*
7. ***42" Grab Bar****: Verify or Provide a new 42" grab bar as required to comply w/ detail [4/D1]*
8. ***36" Grab Bar****: Verify ot Provide a new 36" stainless steel grab bar per detail [4/D1]*
9. ***Wheel Chair Turn Around:*** *Indicates location of required 60" Diameter clear wheel chair turn around typical. Not all turnarounds shown on the plans are labeled.*
10. ***Restroom Sink Access:*** *Restroom sinks shall comply with detail [2/D1] See the specifications for additional requirements.*
11. ***Urinal Access:*** *Urinals shall be accessible and comply with detail [3/D1] See the specifications for additional requirements.*
12. ***Wheelchair Space @ All Fixtures & Appliances:*** *Provide a min 30"x48" space in front of all fixtures and appliances.*
13. ***Not Used***
14. ***Guardrail:*** *Provide a min 42" tall decay resistant wood guard rail w/ a metal hog panel mesh infill . The guard rail shall be constructed such that a 4"ø sphere can not pass through at any point. The guardrail shall also be constructed to withstand a 200lb load in any direction. Consult with the owners to refine the railing layout and design prior to construction. See detail 10/S4.2 for additional requirements.*
15. ***Deck Stairs:*** *Provide deck stairs per detail 5/D2 & the strict plans . Consult w/ the owner(s) for selection typical.*

FLOOR PLAN GENERAL NOTES

A. *All windows to be dual glazed with there label listing the certified u-factor, SHGC and VT, shall not be removed before inspection by the enforcement agency, provide screens on operable windows. Verify all window rough openings with window manufactures prior to rough frame. See T-24 energy requirements for additional requirements.*
B. *All exterior doors to be solid core 1 3/8" thick with waterproof tight fit – consult with owners for approved style.*
C. *[HH=8'] Stands for header height and indicates the elevation to set the top of the window at. The builder shall then set the bottom of the actual header up above the top of the window as required. to allow for the rough opening around the window as required. by the window mfg's requirements. If the mfg allows it is a good practiced to set the bottom of the header 1/2" above the top of the window to allow for any possible deflection in the header. Then fill the void w/ spray foam after window installation.*
D. *All windows with-in 2' of a door, glass lights with-in a door, windows over stairs, windows with-in 5' of the top or bottom of stairs, and windows in a bathroom shall be tempered glass*
E. *Water-resistant gypsum board shall NOT be used on the ceilings typical.*
F. *Project specifications are called out as "Spec Div. 15020" Refer to the AS sheets on this set of plans to look up the specifications by the number referenced.*
G. ***Door & Window Requirements:*** *See spec division 8 for additional Requirements*
H. ***Gyp BD Requirements:*** *See spec division 09100 for requirements*
I. ***Mechanical & Plumbing:*** *See spec division 15 for requirements*
J. ***Mandatory Requirments to Limit Air Leakage:*** *All joints, penetrations, and other openings in the building envelope that are potential sources of air leakage shall be caulked, gasketed, weather-stripped or otherwise sealed to limit infiltration and exfiltration.*
K. ***Finish Material selection and approval:*** *The builder shall consult with the owners for approvals on all finish materials whether the materials are specified on the plans or not. Finish materials include but are not limited to cabinets, moldings, trim, baseboards, windows, doors, flooring, concrete slab finish, Plumbing fixture finish & color, door hardware, Faucet hardware, Electrical plug covers, wall & ceiling paint & texture ETC.*
L. ***Pricing / Allowance Note:*** *For bid purposes the bidders shall set cost allowances on all finish materials which shall be of an adequate amount to cover the price of the materials based on the level of quality and quantity of the materials described on the plans and or reflect the owners desired quality. The bidders shall submit samples of the finishes, fixtures, appliances, quality of work, etc. to the owners at the time of bid submittal to ensure the allowance are adequate to cover the owners desired quality of the finish.*

THESE PLANS ARE CONSIDERED PERLIMINARY AND NOT FOR CONSTRUCTION UNLESS THESE PLANS BEAR A WET SIGNATURE OF JAMES GEORGE, ALONG WITH THE GOVERNING AGENCY'S REVIEW SEAL OF APPROVAL AND WET SIGNATURE.

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JAMES GEORGE DESIGNS INC. IS A DIVISION OF A&J CONSULTING SERVICES INC

PLANS PREPARED BY:
JAMES GEORGE
PROJECT DESIGNER

REVISIONS:
1 REVISED BUILDING & SITE LAYOUT 4-5-23

PROJECT TITLE:
EVENT BARN PLANS
FOR: SUISUN VALLEY INN AT MONROE RANCH
4400 SUISUN VALLEY ROAD
FAIRFIELD, CA. 94534
APN 027-020-020

ARCHITECT SEAL:
PRELIMINARY NOT FOR CONSTRUCTION

DATE: 12-29-22

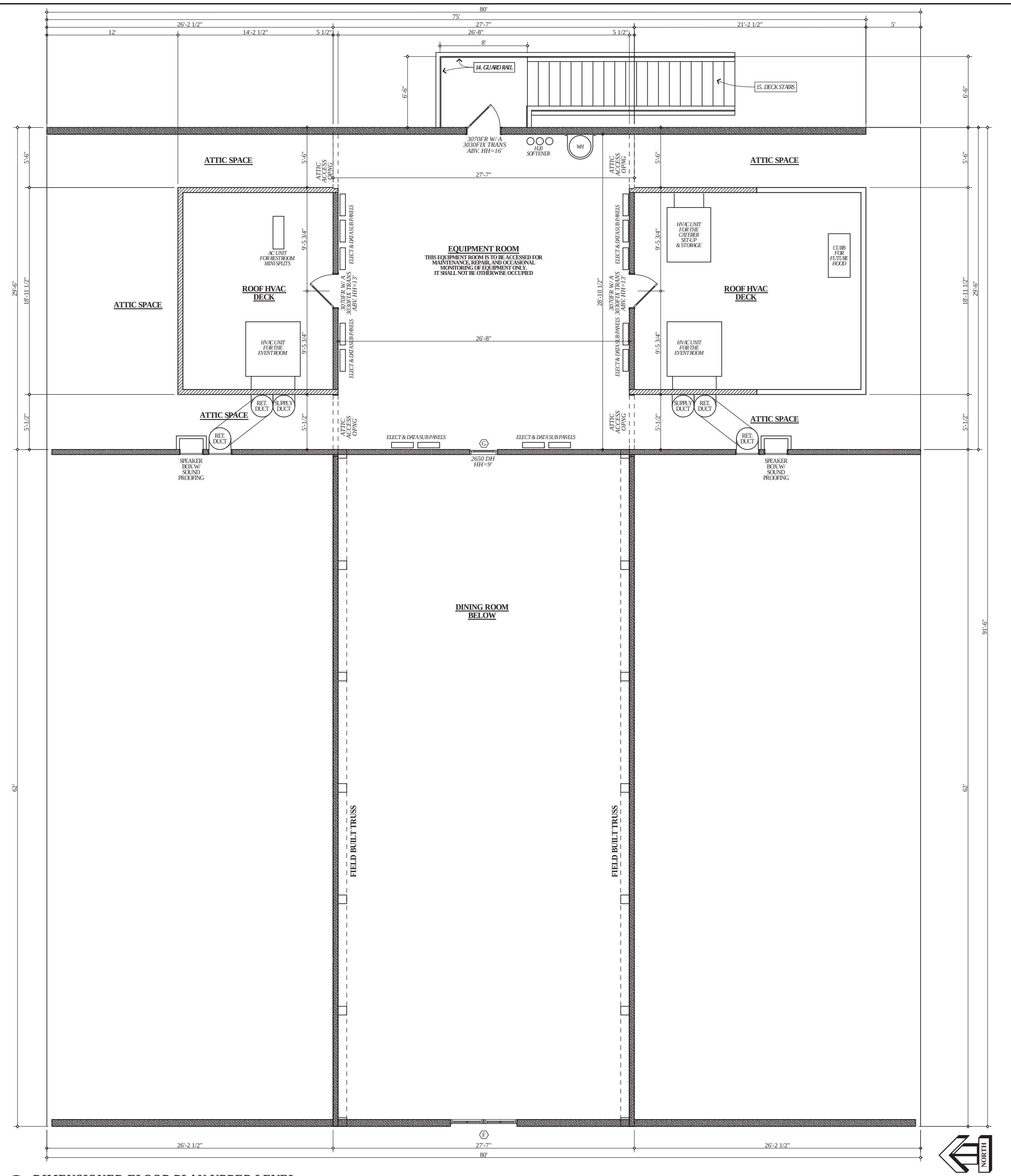
SCALE: AS NOTED

SHEET DESCRIPTION:
DIMENSIONED FLOOR PLAN LOWER LEVEL

SHEET NUMBER:
A2.1 OF A7
W/ __ SHEETS TOTAL

ACCESSIBILITY GENERAL NOTES:

ATTACHMENT C



DIMENSIONED FLOOR PLAN UPPER LEVEL

SCALE 1/4"=1'-0"

FLOOR PLAN KEY NOTES:

1. **Cleaning Supplies:** Provide an adequately sized cabinet for cleaning supplies and poisonous substances.
2. **Linens:** Provide an adequately sized approved enclosed cabinet for linens. The cabinet shall be provided with a divider to separate the cleaned & soiled linens.
3. **Wheel Chair Accessible Bar Space**: Provide a wheelchair accessible bar space w/ a min 60" wide counter space at 34" tall with knee space least 27" high, 30" wide and 19" deep. See the accessible notes for additional requirements and detail 8/D1
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SCALE:
AS NOTED

SHEET DESCRIPTION:
DIMENSIONED FLOOR PLAN UPPER LEVEL

SHEET NUMBER:
A2.2 OF A7
W/ __ SHEETS TOTAL

Addendum to

Adopted Negative Declaration

for the Monroe Ranch project

Use Permit U-18-03

April 2023

CEQA Lead Agency:

County of Solano

Prepared by:

Department of Resource Management

ADDENDUM TO AN ADOPTED NEGATIVE DECLARATION

This Addendum has been prepared pursuant to State CEQA Guidelines Section 15164. An Addendum to a previously adopted Negative Declaration (ND) is appropriate when only minor technical changes or additions to that adopted document are necessary but there are no substantial changes in the project nor substantial changes in circumstances that will require major revisions to the adopted ND, nor any new information of substantial importance showing that the project will have significant effects not discussed in the adopted ND. As described below, the revised project is relatively minor in nature and would not result in significant environmental effects.

On September 19, 2019 the Planning Commission adopted the ND and granted Use Permit U-18-03 which authorized a special events facility consisting of a 4,000 square foot barn-styled structure to host events of up to 250 persons. The permittee, after allocating square footage for restrooms, commercial kitchen, storage, and office space, found that applicable fire and building codes limited the occupant load of the event space to less than 100 persons.

The revised project involves increasing the square footage of the planned event barn up to 7,519 sq. ft. of enclosed space to accommodate events up to 250 guests. The proposed structure also has approximately 600 square feet of unenclosed porches.

The revision also includes reconfiguring the parking for the facility. Initially, parking was proposed in a linear fashion along the eastern edge of the existing vineyard. The current proposal will cluster the parking within a 163’ by 212’ rectangular area southwest of the event barn. Most of the lot will be asphalt providing sufficient area for the 61 required parking spaces. The southern portion of the lot is gravel, reserved as an equipment staging area for agricultural operations on-site. Landscaping islands will be provided within the parking lot along with trees around its perimeter.

Also, included as Appendix 6.3 is a vehicle miles traveled (VMT) analysis to address current CEQA metrics for evaluating potential impacts on transportation and traffic resources.

The County of Solano, Department of Resource Management, has reviewed the proposed changes to the previously approved project and on the basis of the whole record before it, has determined that there is substantial evidence to support that the adopted Negative Declaration and subsequent Addendum to the ND (collectively the “ND”) remain relevant in considering the environmental impacts of the project, therefore additional analysis pursuant to the California Environmental Quality Act is not required.

A copy of this document may be viewed or obtained at the Solano County Department of Resource Management Planning Services Division at 675 Texas Street, Fairfield, CA, 94533.

_____ _____

Date Eric Wilberg, Senior Planner

Section 1.2 REVISED PROJECT DESCRIPTION:

The project involves the construction of a 7,519 square foot barn-styled accessory structure (event barn) to serve as a special event facility adjunct to the Suisun Valley Inn currently operating at the Monroe Ranch.

The event barn would primarily host weddings on weekends during the summer months. A majority of the weddings are expected to have 150 or fewer attendees; however, some events would draw up to 250 persons. Weddings will typically be held on Saturdays, usually beginning in the afternoon or early evening. A wedding event at Monroe Ranch requires utilizing the entire facility which includes rental of the Suisun Valley Inn; therefore, the site is limited in capacity to host only one wedding per rented weekend.

Temporary staff providing catering and entertainment services would also be employed for each event. Staffing levels would be contingent on the size of the event and can be expected at a ratio of one staff person per fifteen guests. The facility would initially rely on outside catering for food service; however, it is anticipated that a commercial kitchen will be constructed within the event barn at a later phase of the project. Musical entertainment would likely occur at each event, lasting until 11:00 pm.

In addition to weddings, the event barn would also accommodate other types of special events including corporate meetings and charitable events. These types of events would typically occur during a weekday with an anticipated attendance of up to 50 persons.

The Suisun Valley Inn currently operates on-site as an eight (8) room Bed and Breakfast Inn. The Inn caters primarily to groups of friends or families who visit the Suisun Valley for 2 – 4 days, usually on weekends. In addition, the facility serves corporate retreat business during the week as well as individual travelers for last minute reservations. The Inn does not serve food, however, groups who rent the entire Inn may utilize the existing kitchen.

Access/Circulation

Access to the site is provided via Suisun Valley Road which is oriented in a north-south direction extending north from Interstate 80, to State Route 121 in Napa County (where it becomes Wooden Valley Road). Suisun Valley Road is classified as a Collector road in the Solano County General Plan. In the project vicinity, it is a rural two-lane roadway with centerline striping and unimproved shoulder areas of various widths (no sidewalks or bicycle lanes).

An existing paved driveway runs along the northern property boundary and provides access to the site from Suisun Valley Road. The revised project includes a second driveway access along the southern property line.

The driveway is 12 feet in width with one 18-foot-wide turnout and is lined on both sides by 58 Southern Magnolia trees. The existing driveway would need to be widened to eighteen feet for a two-way drive with 20 feet of unobstructed width for emergency vehicle access.

Parking

The revision includes reconfiguring the parking for the facility. Initially, parking was proposed in a linear fashion along the eastern edge of the existing vineyard. The current proposal will cluster the parking

within a 163' by 212' rectangular area southwest of the event barn. Most of the lot will be asphalt providing sufficient area for the 61 required parking spaces. The southern portion of the lot is gravel, reserved as an equipment staging area for agricultural operations on-site. Landscaping islands will be provided within the parking lot along with trees around its perimeter.

The project includes utilizing off-site parking at Solano Community College, or similar facility, for larger events requiring parking for more than 61 vehicles. The applicant has provided a written agreement with the College for up to 100 additional spaces as needed. The college is located 1.5 miles south of the project site along Suisun Valley Road.

Signage

There is an existing 7-foot-tall freestanding sign constructed of painted wood near the entrance of the property along Suisun Valley Road. The ten square feet of sign area faces south and displays the "Suisun Valley Inn, street address, Monroe Ranch, and Member of Suisun Valley Vintners & Growers Association".

Proposed freestanding signage measures 8 feet tall and consists of 32 square feet of sign area. Signage would face both north and south directions along Suisun Valley Road. The proposed signage would replace existing signage and would be generally in the same location near the entrance to the property.

Domestic Water Supply

The project includes utilizing an existing domestic water well to supply potable water to two 10,000-gallon water tanks to be located south of the event barn. The tanks would provide domestic drinking water and fire suppression to the proposed event barn.

Wastewater

The project includes the construction of a new engineered private septic system to serve the event barn. This system would be separate from two existing systems serving residential development on-site.

Irrigation Water

The subject property is located within the Solano Irrigation District Boundary and is currently provided with agriculture irrigation water between April and October through an existing agricultural service.

Figure 1: Revised Site Plan

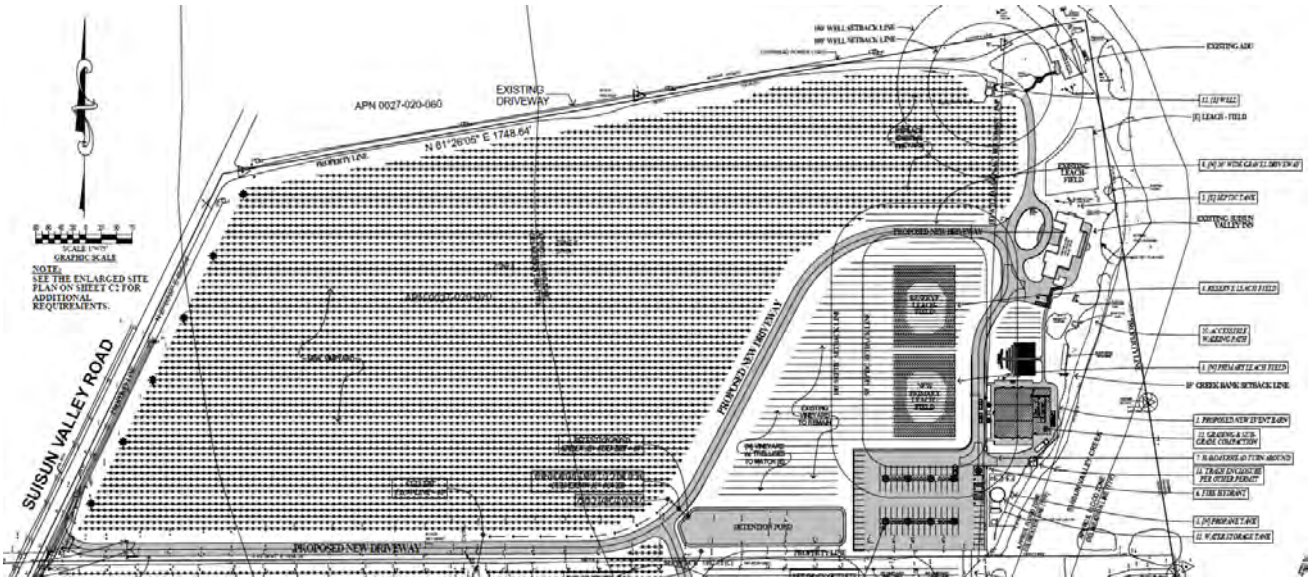
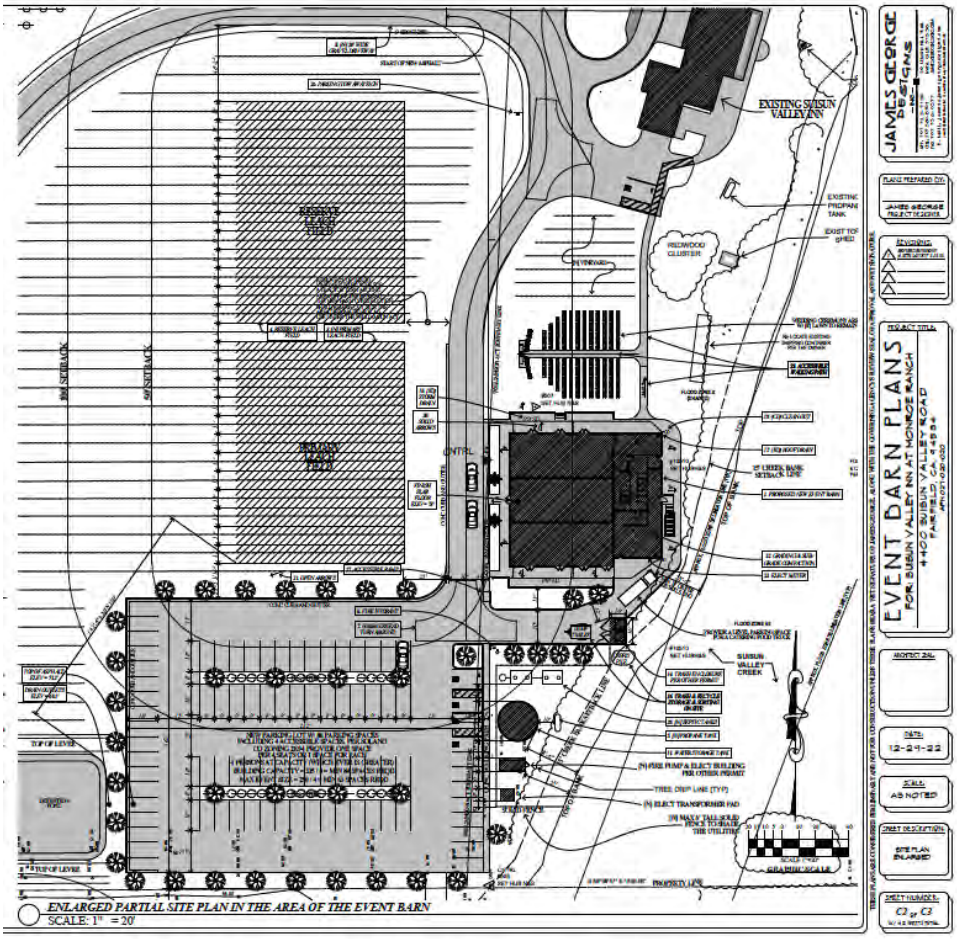


Figure 2: Revised Detail Site Plan



Section 2.16 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) "vehicle miles traveled"?	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	■
d. Result in inadequate emergency access?	☐	☐	☐	■

Environmental Setting

The project site is directly accessed via Suisun Valley Road which is oriented in a north-south direction extending north from Interstate 80, to State Route 121 in Napa County (where it becomes Wooden Valley Road). Suisun Valley Road is classified as a Collector road in the Solano County General Plan. In the project vicinity, it is a rural two-lane roadway with centerline striping and unimproved shoulder areas of various widths (no sidewalks or bicycle lanes). Fronting the project site, it is straight and flat with limited shoulders and a posted speed limit of 55 mph. There are also horizontal curves located north and south of the site with advisory speeds of 25 mph and 40 mph, respectively. The Suisun Valley Road/Project Driveway intersection is T-shaped and consists of single lane approaches with stop sign control for the westbound driveway approach.

Bicycles

There are currently no striped bicycle lanes or paths on Suisun Valley Road. However, the Solano Transportation Authority has prepared a comprehensive Countywide Bicycle Transportation Plan that has proposed 6.9 miles of Class II bicycle lanes on Suisun Valley Road extending from Mangels Boulevard to the Napa County Line.

Public Transit

There are currently no fixed route services on Suisun Valley Road fronting the project site. A public bus route providing service between Fairfield and Vallejo Transit Centers is available at Solano Community College located approximately 1.5 miles south of the project site.

Existing Traffic Volumes

The event barn would primarily be used to host a weekend weddings. Secondary uses may consist of some weekday events (corporate meetings, etc.). The applicant has furnished a report which provides focused Transportation Impact Analysis (Appendix 6.2) to assess potential transportation impacts associated with the proposed project.

Weekend (Saturday) afternoon peak period (1:00-3:00 pm) and Weekday PM peak period (4:00-6:00 pm) traffic counts were collected at the intersection of the project site's access driveway (existing Suisun Valley Inn driveway) and Suisun Valley Road. The traffic counts were conducted in the month of January. In order to address potentially higher volumes occurring during summer months, Caltrans annual volume data, available for state highways, was evaluated. For State Route 121 near Wooden Valley Road, which intersects Suisun Valley Road north of the site, the peak month average daily traffic (ADT) volumes are approximately 22% higher than the average annual daily traffic. Therefore, a 22% increase was applied to the existing traffic counts to conservatively reflect potentially higher volume summer conditions.

Beginning July 2020, the vehicle miles traveled (VMT) methodology for evaluating transportation impacts was implemented by California Senate Bill 743, which created a new metric for evaluating projects under CEQA. The previous methodology was based on Level-of-Service (LOS), which provides a letter grade to roadway and intersection traffic performance. LOS remains permitted as a local policy threshold but is no longer considered the primary transportation metric for evaluating projects under CEQA.

The revised project includes submittal of a focused VMT analysis to supplement the previous transportation impact analysis prepared for the adopted ND. The proposed project was evaluated for VMT trip generation in relation to the Caltrans/OPR VMT screening thresholds. Project that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant transportation impact.

The proposed project's annualized daily trip generation is calculated to be 39 daily trips. The daily trips associated with the project would be lower than the screening threshold of 110 daily trips, therefore VMT related impacts are considered to be less than significant.

Impacts Discussion

a. *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

Traffic operating conditions are measured by Level of Service (LOS), which applies a letter ranking to successive levels of roadway and intersection traffic performance. LOS 'A' represents optimum conditions with free-flow travel and no congestion. LOS 'F' represents congested conditions with long delays. When applied to unsignalized intersections with minor street stop controls, the LOS reflects the delays experienced by the minor street approach. For all-way stop and signalized controls, the LOS reflects the average overall intersection delay. Intersection LOS have been determined using the Synchro software suite consistent with the Highway Capacity Manual (HCM 2010) methodology.

General Plan Transportation Policies

Solano County Road Improvement Standards and Land Development Requirements (adopted February 2006) establishes the following policy:

Sec. 1-4 - LEVEL OF SERVICE STANDARD: The goal of Solano County is to maintain a Level of Service C on all roads and intersections. In addition to meeting the design widths and standards contained in this document, all projects shall be designed to maintain a Level of Service C, except where the existing level of service is already below C, the project shall be designed such that there will be no decrease in the existing level of service. Levels of Service shall be calculated using the Transportation Research Board's most recent Highway Capacity Manual.

Based on the policy above, a threshold of LOS C has been established for significant impacts.

The analysis has determined that the project would not impact traffic level of service conditions based on the Solano County significance thresholds. Driveway operations would remain acceptable during weekend and weekday events for typical sized and maximum sized events. Existing and cumulative operations would operate at LOS 'B' or better conditions. **Less Than Significant Impact**.

b. *Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) which establishes criteria for analyzing transportation impacts, in particular vehicle miles traveled?*

The revised project includes submittal of a focused VMT analysis to supplement the previous transportation impact analysis prepared for the adopted ND. The proposed project was evaluated for VMT trip generation in relation to the Caltrans/OPR VMT screening thresholds. Project that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant transportation impact.

The proposed project's annualized daily trip generation is calculated to be 39 daily trips. The daily trips associated with the project would be lower than the screening threshold of 110 daily trips, therefore VMT related impacts are considered to be **less than significant**.

c. *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The proposed facility does not include any features which create dangerous conditions. **No Impact.**

d. *Result in inadequate emergency access?*

The project does not alter the access to the site and will have sufficient ingress and egress. **No Impact.**

Section 6.0 Revised Appendices

6.3 VMT Analysis

Memorandum

To:	Mr. Gary Bacon c/o Monroe Ranch 4400 Suisun Valley Road Fairfield, CA 94534	**Date:**	March 22, 2023
Copy to:	Mr. Eric Wilberg, Senior Planner Mr. Pejman Mehrfar, Senior Civil Eng. Solano County Department of Resource Management	**Project:**	Monroe Ranch Event Building Suisun Valley Inn 4400 Suisun Valley Road
From:	GHD 2300 Clayton Road, Suite 920 Concord, CA 94520 Robert Tuma, Planner Kamesh Vedula, Principal	**File:**	12608561MEM001.DOC
Job:	12608561		

Subject: Focused Vehicle Miles Traveled (VMT) Analysis for the Proposed Monroe Ranch Event Facility in Solano County

Dear Mr. Bacon,

The following report has been prepared by GHD to provide a focused Vehicle Miles Traveled (VMT) analysis for the proposed Monroe Ranch (Suisun Valley Inn) Event Facility located at 4400 Suisun Valley Road in Solano County, California. The VMT analysis for the proposed project is necessary in conjunction with ongoing environmental review of the project based on direction from Solano County Resource Management/Public Works planning staff.[i] The VMT analysis supplements previous transportation studies conducted for the project as part of the County's CEQA review. The VMT analysis includes a discussion of the background traffic analyses completed thus far, the proposed project's trip generation, and evaluation of VMT guidelines in order to assess the project trips relative to VMT impact thresholds.

1. Background

The proposed project would consist of construction of an Event Building (also referred to as Event Barn), with the primary purpose of hosting weddings/events as an adjunct facility to the existing Suisun Valley Inn.

A transportation impact analysis for the proposed project was conducted (by GHD) in the year 2019. The study timeline encompassed an administrative draft report, review and comments, and a final report submitted in March 2019.[ii] At the time of the report preparation, additional VMT transportation analyses was not required since it was prior to the State requirement for inclusion (July 2020).

2. Implementation of Vehicle Miles Traveled (VMT) Guidelines

2.1 VMT Background

Beginning July, 2020, the VMT methodology for evaluating transportation impacts was implemented (California Senate Bill 743), which created a new metric for evaluating projects under the California Environmental Quality Act (CEQA). The previous methodology was based on Level-of-Service or "LOS", which provides a letter grade to roadway and intersection traffic performance. LOS remains permitted as a local policy threshold, but is no longer considered the primary measure under the CEQA guidelines. Instead, Vehicle Miles Traveled (VMT) is now the primary transportation metric for evaluating projects under CEQA.

The State Office of Planning and Research (OPR) Technical Advisory provides guidance for lead agencies to develop VMT thresholds for land use projects. Caltrans has also published an update to their Transportation Impact Study Guidelines (*TISG*), which incorporates the OPR Technical Advisory guidance. The TISG recommends use of OPR's recommended thresholds for land use projects (15% below existing city or regional VMT per capita or per employee) to reach the state's greenhouse gas emissions reduction targets and California Air Resources Board Scoping Plan. Caltrans identifies possible mitigation framework for projects found to have a potentially significant impact on VMT. These include the following programmatic measures:

- Impact fee programs that contain a demonstrated nexus and proportionality between a fee and capital projects that result in VMT reduction;
- VMT mitigation bank programs; and,
- VMT mitigation exchange programs.

Caltrans also indicates that additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT, but rather a simplified safety analysis approach that reduces risk to all road users and focuses on multimodal analysis as well as access management issues.

2.2 VMT Screening Thresholds

In reference to the CEQA and Caltrans requirements for VMT analyses, Solano County staff (lead agency) were also consulted to determine the proposed project's status related to VMT analysis. Solano County is currently developing VMT guidelines or minimum VMT thresholds for land use projects defined in the OPR Technical Advisory. Development projects requiring VMT analysis typically fall into the Residential, Office, or Retail/Commercial land use categories. Regarding other types of projects, OPR indicates "lead agencies, using more location-specific information, may develop their own more specific thresholds, which may include other land use types." It is suggested that the proposed Monroe Ranch project does not completely conform within the standard land use categories. Special event centers tend to reflect a combination of uses with sporadic trip generation characteristics, which is less likely to fit within the categories for specific VMT thresholds and screening. For this reason, a review of screening requirements for projects considered to have less-than-significant transportation impacts was also evaluated.

Guidance based on the OPR's Technical Advisory on evaluating transportation Impacts in CEQA, and the Caltrans TISG, provide the following criteria for projects considered to have less than significant transportation impacts:[iii]

A. Residential, office, or retail projects within a Transit Priority Area, where a project is within a ½ mile of an existing or planned major transit stop or an existing stop along a high-quality transit corridor.

   - A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (Pub. Resources Code, § 21064.3).

   - A high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Resources Code, § 21155).

B. An area pre-screened by an agency as having low residential or office VMT:

   - An area where existing residential projects exhibit VMT per capita 15 percent or more below city or regional average.

   - An area where existing office projects exhibit VMT per capita 15 percent or more below regional average.

C. Residential projects composed of 100 percent or near-100 percent affordable housing located in any infill location. Additionally, per OPR's Technical Advisory, "Lead agencies may develop their own presumption of less than significant impact for residential projects (or residential portions of mixed use projects) containing a particular amount of affordable housing, based on local circumstances and evidence. Furthermore, a project which includes any affordable residential units may factor the effect of the affordability on VMT into the assessment of VMT generated by those units."

D. A locally-serving retail project (such a project typically reduces vehicle travel by providing a more proximate shopping destination, i.e., better accessibility).

E. Mixed-use projects composed entirely of the above low-VMT project types.

F. In any area of the state, absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant transportation impact.

3. Monroe Ranch Event Facility Trip Generation

The transportation analysis conducted in 2019 calculated the number of trips associated with the project. (Table 2 from the traffic report showing the trips generated per event is attached for reference.)

Attendance levels for weddings would consist of two primary sizes, with most expected to have 150 or fewer guests and a smaller number with up to 250 guests. The maximum number of weekend events per year is limited by the requirement that the Inn be rented for the weekend. To remain conservative, the trip generation calculations have assumed 52 weekend events, consisting of 30 events with 150 guests and 22 events with 250 guests.

The project would also host some weekday events. The project applicant states attendance for most of these events would range from 50 guests or fewer to up to 150 guests. To remain conservative, the trip generation calculations have assumed one event per week (52 annually) with up to 150 guests.

Based on the calculated trip rates, the project would generate the following daily trips:

# of Events	Event Size	Daily Trips/Event	Total Trips/Yr.	Annualized Daily Trips
82	up to 150 guests	122 trips	10,004	
22	up to 250 guests	200 trips	4,400	
104			14,404	**= 39 daily trips**

The total calculated number of 14,404 trips equates to an annualized average daily trip generation of 39 trips associated with event activities. OPR guidance on event-oriented activities typically provide for an annual accounting of daily trips (annualized daily trips) since vehicle trips are only generated when an event occurs, and event activities and attendance vary.

The daily trips associated with event activities would be lower than the Caltrans/OPR screening limits of 110 daily trips. Based on the established screening criteria from Caltrans/OPR, the 39 daily trips screens out below the daily volume threshold, denoting a less than significant impact.

4. Trip Reduction / TDM Measures Associated With Project

In alignment with the goals of reducing vehicle trip miles, there are several Travel Demand Management (TDM) trip-reduction components inherent in the project which would reduce net vehicle trips below the standard calculations for trip generation. Since the events require renting out the Inn located on site, the portion of guests staying at the Inn would not generate additional vehicle trips for the event. Trip reductions would also be realized from other ancillary events, such as rehearsal dinners, attended by guests of the Inn. Additionally, offsite parking with shuttle bus service would be utilized for events exceeding 150 guests. This would reduce the net increase in vehicle trips on Suisun Valley Road accessing the project, as well as volumes at the project driveways.

5. Summary / Findings

The proposed Monroe Ranch Event Facility project was evaluated for vehicle trip generation in relation to the Caltrans/OPR VMT screening thresholds. Projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant transportation impact.

The proposed project's annualized daily trip generation is calculated to be 39 daily trips. The daily trips associated with the project would be lower than the screening threshold of 110 daily trips. Therefore, based on the established screening criteria from the State guidelines and Solano County Department of Resource Management, the project would screen below the minimum daily volume threshold.

We trust this report provides the additional information requested by the County regarding VMT for the proposed Monroe Ranch Events Facility project. If you have any additional questions related to this analysis, please feel free to contact us.

Attachment: Table 2 (Trip Generation) from Monroe Ranch TIA Report, March 29, 2019.

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[i] *Mr. Eric Wilberg / Mr. Pejman Mehrfar, County of Solano, Department of Resource Management, personal communications related to VMT methodology for Monroe Ranch Event Facility, March 13, 2023.*
[ii] *GHD, Focused Traffic Impact Analysis for the Proposed Monroe Ranch Event Facility in Solano County, March 29, 2019.*
[iii] *Caltrans, Vehicle Miles Travel-Focused Transportation Impact Study Guide, May 20, 2020.*

TABLE 2
TRIP GENERATION
FOR PROPOSED EVENT BUILDING

WEDDINGS (WEEKEND TRIP GENERATION)

Typical Wedding Attendance:

Guests: up to 150 guests / 2.8 guests per vehicle x 2 one-way trips	= 108 trips
Staff: 10 staff / 1.5 staff per vehicle x 2 o-w trips	= 14 trips
Total Trips (150 guests):	**= 122 trips**
	(61 in before event, 61 out after event)

Maximum Wedding Attendance*:

Guests: up to 250 guests / 2.8 guests per vehicle x 2 one-way trips	= 178 trips
Staff: 17 staff / 1.5 staff per vehicle x 2 o-w trips	= 22 trips
Total Trips (250 guests):	= 200 trips total (100 in before, 100 out after)

**Offsite parking provided for events exceeding 150 guests at Solano Community College with shuttle bus service to/from project site. Trips at project driveway result as follows:*

Trips in/out of Suisun Valley Inn driveway:

Staff: 17 staff / 1.5 staff per vehicle (11 vehicles) x 2 o-w trips	= 22 trips
Guests: Parking for 50 vehicles onsite (140 guests):	= 100 trips
Guests: Shuttle buses (110 guests / 12 per bus = 9 buses x 4 o.w. trips)	= 36 trips
	= 158 trips at driveway
	(70 in, 9 out before; 9 in, 70 out after)

WEEKDAY TRIP GENERATION

Typical Attendance:

Guests: approx. 50 guests / 2.6 visitors per vehicle x 2 o-w trips	= 38 trips
Staff: 2 staff / 1.5 staff per vehicle x 2 o-w trips	= 4 trips
Total Trips (50 guests):	**= 42 trips (21 in before, 21 out after)**

Maximum Attendance (based on parking supply of 61 spaces):

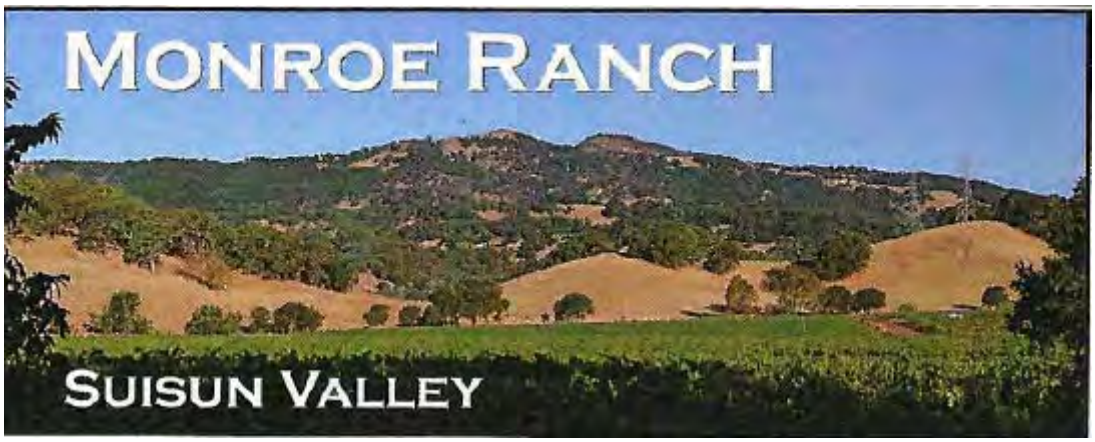
Guests: up to 150 guests / 2.6 visitors per vehicle x 2 o-w trips	= 116 trips
Staff: 4 staff / 1.5 staff per vehicle x 2 o-w trips	= 6 trips
Total Trips:	**= 122 trips (61 in before, 61 out after)**

Monroe Ranch

Use Permit U-18-03

Initial Study and

Negative Declaration



June 2019

CEQA Lead Agency:

County of Solano

Prepared by:

Department of Resource Management

TABLE OF CONTENTS

DEPARTMENT OF RESOURCE MANAGEMENT

PART II OF INITIAL STUDY OF ENVIRONMENTAL IMPACTS

Introduction

The following analysis is provided by the Solano County Department of Resource Management as a review of and supplement to the applicant's completed "Part I of Initial Study". These two documents, Part I and II, comprise the Initial Study prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15063.

Project Title:	Monroe Ranch Use Permit Application U-18-03
Application Number:	Use Permit U-18-03
Project Location:	4400 Suisun Valley Road Fairfield, CA 94534
Assessor Parcel No.(s):	0027-020-080, 090
Project Sponsor's Name and Address:	Gary Bacon 4400 Suisun Valley Road Fairfield, CA 94534

General Information

This negative declaration (ND) has been prepared by the County of Solano, as lead agency, pursuant to the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), to analyze and disclose the environmental effects associated with project. This document discusses the proposed project, the environmental setting for the proposed project, and the potential for impacts on the environment from the proposed project and any measures incorporated which will minimize, avoid and/or provide mitigation measures for the impacts of the proposed project on the environment.

- ❑ Please review this Initial Study. You may order additional copies of this document from the Solano County Department of Resource Management Planning Services Division at 675 Texas Street, Fairfield, CA, 94533.

- ❑ We welcome your comments. If you have any comments regarding the proposed project please send your written comments to this Department by the deadline listed below.

- ❑ Submit comments via postal mail to:

  Department of Resource Management
  Planning Services Division
  Attn: Eric Wilberg, Planner Associate
  675 Texas Street

Fairfield, CA 94533

- ❑ Submit comments via fax to: (707) 784-4805
- ❑ Submit comments via email to: ejwilberg@solanocounty.com
- ❑ Submit comments by the deadline of: July 12, 2019

Next Steps

After comments are received from the public and any reviewing agencies, the Department may recommend that the environmental review is adequate and that a Negative Declaration be adopted or that the environmental review is not adequate and that further environmental review is required.

ENVIRONMENTAL DETERMINATION

On the basis of this initial study:

☒ I find the proposed project could not have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the project proponent has agreed to revise the project to avoid any significant effect. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project could have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.

☐ I find the proposed project could have a significant effect on the environment, but at least one effect has been (1) adequately analyzed in a previous document pursuant to applicable legal standards, and (2) addressed by mitigation measures based on the previous analysis as described in the attached initial study. An EIR is required that analyzes only the effects that were not adequately addressed in a previous document.

☐ I find that although the proposed project could have a significant effect on the environment, no further environmental analysis is required because all potentially significant effects have been (1) adequately analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are included in the project, and further analysis is not required.

_____ _____

Date Eric Wilberg, Planner Associate

1.0 ENVIRONMENTAL SETTING and PROJECT DESCRIPTION

1.1 ENVIRONMENTAL SETTING:

The subject site is located at 4400 Suisun Valley Road, two miles west of the City of Fairfield. The property is situated within an agricultural setting identified as the Suisun Valley Agricultural Region by the Solano County General Plan. Land surrounding the project is utilized for agricultural production, predominantly vineyard cultivation. The site borders agricultural land to the north and south, Suisun Creek to the east, and Suisun Valley Road to the west.

The property is comprised of three Assessor's Parcels totaling 27.16 acres. The lot is generally flat, exhibiting slopes of less than six percent. The property is predominantly utilized for agricultural purposes, which includes 22.81 acres of land entered into an active Williamson Act contract (No. 1109). Eighteen acres of the site are devoted to seasonal vegetable crop production, five acres are planted in vineyards, two acres are riparian habitat along Suisun Creek, one acre of landscaping surrounds residential development, and one acre of vacant land is reserved for the proposed special event barn and parking. Development on-site is set back approximately ¼ mile from Suisun Valley Road and is clustered near Suisun Creek which meanders in a north-south direction across the eastern boundary of the property and is bordered by large oak and walnut trees. Residential development consists of two structures, which include the 3,980 square foot Suisun Valley Inn as well as a 1,350 sq. ft. caretaker's residence. A domestic water well and private septic system support development on-site.

Figure 1: Vicinity Map

Figure 2: Assessor's Parcel Map

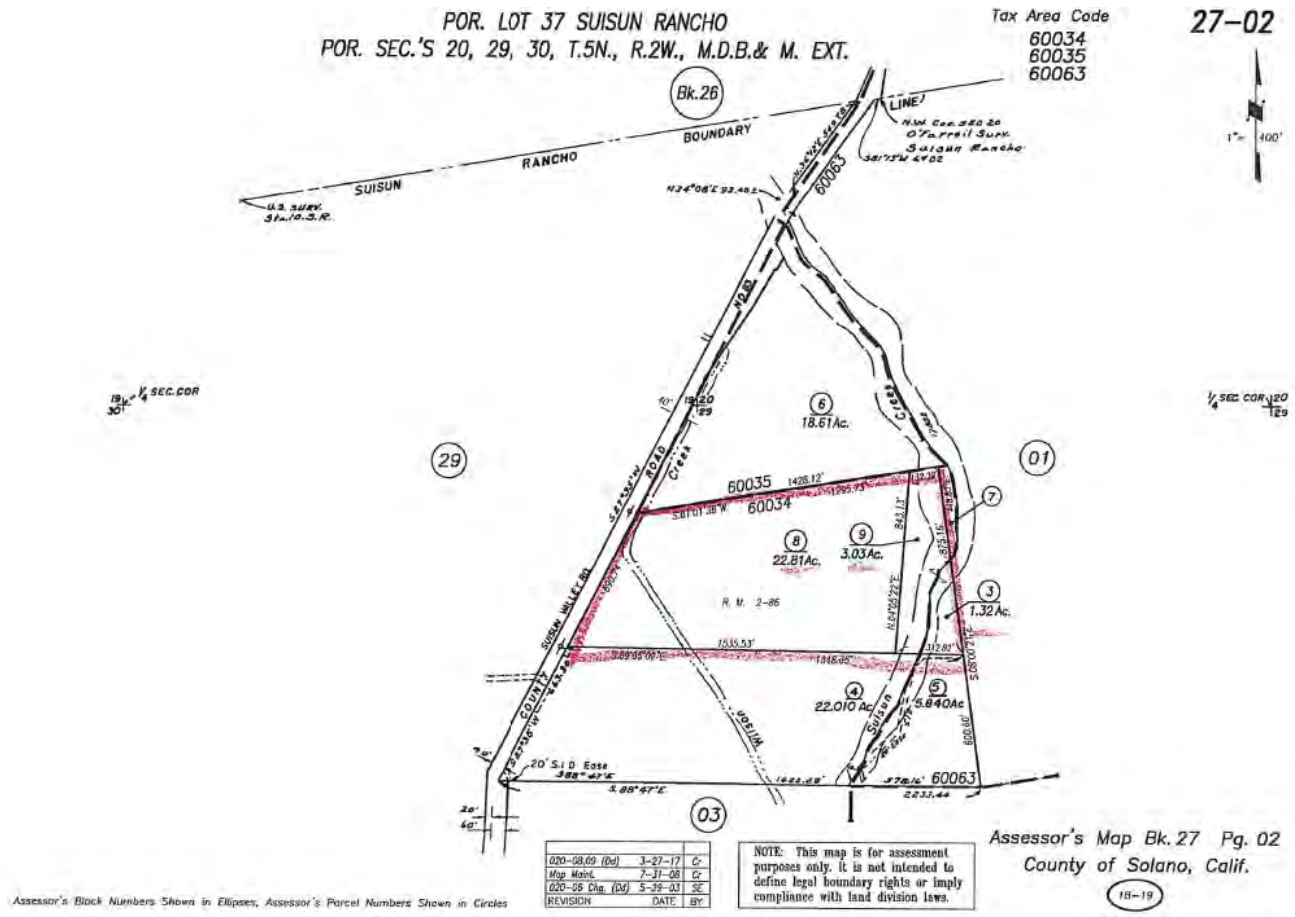


Figure 3: Aerial Photo Project Site – September 2018

1.2 PROJECT DESCRIPTION:

The project involves the construction of a 4,000 square foot barn-styled accessory structure (event barn) to serve as a special event facility adjunct to the Suisun Valley Inn currently operating at the Monroe Ranch.

The event barn would primarily host weddings on weekends during the summer months. A majority of the weddings are expected to have 150 or fewer attendees; however, some events would draw up to 250 persons. Weddings will typically be held on Saturdays, usually beginning in the afternoon or early evening. A wedding event at Monroe Ranch requires utilizing the entire facility which includes rental of the Suisun Valley Inn; therefore, the site is limited in capacity to host only one wedding per rented weekend.

Temporary staff providing catering and entertainment services would also be employed for each event. Staffing levels would be contingent on the size of the event and can be expected at a ratio of one staff person per fifteen guests. The facility would initially rely on outside catering for food service; however, it is anticipated that a commercial kitchen will be constructed within the event barn at a later phase of the project. Musical entertainment would likely occur at each event, lasting until 11:00 pm.

In addition to weddings, the event barn would also accommodate other types of special events including corporate meetings and charitable events. These types of events would typically occur during a weekday with an anticipated attendance of up to 50 persons.

The Suisun Valley Inn currently operates on-site as a 5-room Bed and Breakfast Inn. The Inn caters primarily to groups of friends or families who visit the Suisun Valley for 2 – 4 days, usually on weekends. In addition, the facility serves corporate retreat business during the week as well as individual travelers for last minute reservations. The Inn does not serve food, however, groups who rent the entire Inn may utilize the existing kitchen. The project would increase the available number of rooms for rent at the inn up to eight.

Access/Circulation

Access to the site is provided via Suisun Valley Road which is oriented in a north-south direction extending north from Interstate 80, to State Route 121 in Napa County (where it becomes Wooden Valley Road). Suisun Valley Road is classified as a Collector road in the Solano County General Plan. In the project vicinity, it is a rural two-lane roadway with centerline striping and unimproved shoulder areas of various widths (no sidewalks or bicycle lanes).

An existing paved driveway runs along the northern property boundary and provides access to the site from Suisun Valley Road.

The driveway is 12 feet in width with one 18 foot wide turnout and is lined on both sides by 58 Southern Magnolia trees. The existing driveway would need to be widened to eighteen feet for a two-way drive with 20 feet of unobstructed width for emergency vehicle access.

Parking

The project involves developing guest parking along the eastern edge of the existing vineyard near the Suisun Valley Inn and proposed event barn. A total of 61 parking spaces would be provided atop an all weather gravel or decomposed granite surface. Spaces would be striped and measure 9 feet wide by 18 feet deep.

The project includes utilizing off-site parking at Solano Community College for larger events requiring parking for more than 61 vehicles. The applicant has provided a written agreement with the College for up to 100 additional spaces as needed. The college is located 1.5 miles south of the project site along Suisun Valley Road.

Signage

There is an existing 7 foot tall freestanding sign constructed of painted wood near the entrance of the property along Suisun Valley Road. The ten square feet of sign area faces south and displays the “Suisun Valley Inn, street address, Monroe Ranch, and Member of Suisun Valley Vintners & Growers Association”.

Proposed freestanding signage measures 8 feet tall and consists of 32 square feet of sign area. Signage would face both north and south directions along Suisun Valley Road. The proposed signage would replace existing signage and would be generally in the same location near the entrance to the property.

Domestic Water Supply

The project includes utilizing an existing domestic water well to supply potable water to two 10,000 gallon water tanks to be located south of the event barn. The tanks would then provide domestic drinking water and fire suppression to the proposed event barn.

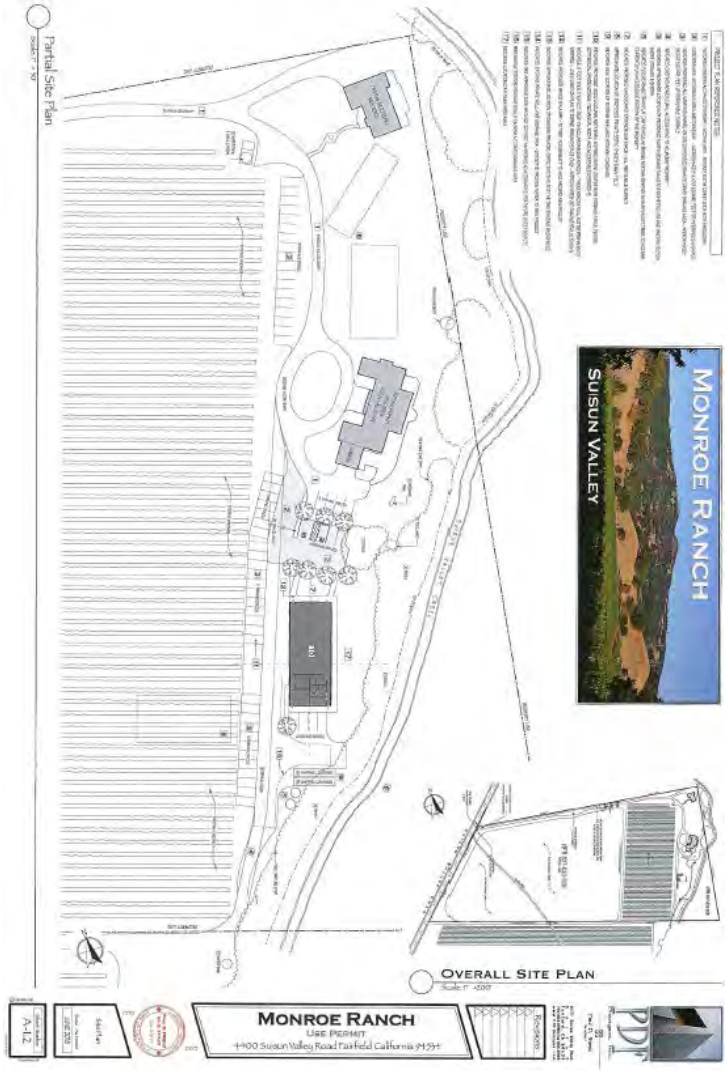
Wastewater

The project includes the construction of a new engineered private septic system to serve the event barn. This system would be separate from two existing systems serving residential development on-site.

Irrigation Water

The subject property is located within the Solano Irrigation District Boundary and is currently provided with agriculture irrigation water between April and October through an existing agricultural service.

Figure 4: Proposed Site Plan



1.2.1 ADDITIONAL DATA:

NRCS Soil Classification:	Reiff fine sandy loam, Class I
Agricultural Preserve Status/Contract No.:	Williamson Act Contract No. 1109
Non-renewal Filed (date):	Non-renewal filed on 3.03 acre portion (April 7, 2017)
Airport Land Use Referral Area:	N/A
Alquist Priolo Special Study Zone:	N/A
Primary or Secondary Management Area of the Suisun Marsh	N/A
Primary or Secondary Zone identified in the Delta Protection Act of 1992:	N/A

1.2.2 Surrounding General Plan, Zoning and Land Uses

	General Plan	Zoning	Land Use
Property	Agriculture	Suisun Valley Agriculture “ASV-20”	Agriculture and Bed & Breakfast
North	Agriculture	Suisun Valley Agriculture “ASV-20”	Agriculture (wheat)
South	Agriculture	Suisun Valley Agriculture “ASV-20”	Agriculture (vineyard)
East	Agriculture	Suisun Valley Agriculture “ASV-20”	Agriculture (vineyard)
West	Agriculture	Suisun Valley Agriculture “ASV-20”	Agriculture (vineyard)

1.3 CONSISTENCY WITH EXISTING GENERAL PLAN, ZONING, AND OTHER APPLICABLE LAND USE CONTROLS:

1.3.1 General Plan & Zoning

The subject site is designated Agriculture by the Solano County General Plan. Table LU-5 of the General Plan provides a description and intent of the Agricultural designation:

The (Agricultural Designation) *provides areas for the practice of agriculture as the primary use, including areas that contribute significantly to the local agricultural economy, and allows for secondary uses that support the economic viability of agriculture. Agricultural land use designations protect these areas from intrusion by nonagricultural uses and other uses that do not directly support the economic viability of agriculture.*

Further the General Plan identifies ten Agricultural Regions throughout the County, the subject site being located within the Suisun Valley Agricultural Region. Table AG-3 of the General Plan highlights the unique characteristics of each region and summarizes desired land uses.

The (Suisun Valley) *provides for agricultural production, agricultural processing facilities, facilities to support the sale of produce, and tourist services that are ancillary to agricultural production.*

The subject site is zoned Suisun Valley Agriculture "A-SV-20" consistent with the General Plan designation. Section 28.23 of the County Zoning Ordinance provides a table of allowed uses and permit requirements applicable to this zoning district. As seen on Table 28.23A, crop production, residential development, and Bed & Breakfast Inn are allowed or conditionally allowed land uses within the A-SV-20 Zoning District.

1.4 Permits and Approvals Required from Other Agencies (Responsible, Trustee and Agencies with Jurisdiction):

1.4.1 Agencies that May Have Jurisdiction over the Project

- ❑ California State Water Resources Control Board, Division of Drinking Water
- ❑ Solano County Department of Resource Management
- ❑ Solano Irrigation District
- ❑ Cordelia Protection District

2.0 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION AND/OR PROTECTION MEASURES

This chapter discusses the potential for adverse impacts on the environment. Where the potential for adverse impacts exist, the report discusses the affected environment, the level of potential impact on the affected environment and methods to avoid, minimize or mitigate for potential impacts to the affected environment.

Findings of SIGNIFICANT IMPACT

Based on the Initial Study, Part I as well as additional application materials reviewed by the Department of Resource Management, the project does not have the potential for significant impacts to any environmental resources.

Findings of LESS THAN SIGNIFICANT IMPACT WITH MITIGATION MEASURES

Based on the Initial Study, Part I as well as the review of the proposed project by the Department of Resource Management, the project does not require mitigation measures to reduce potential impacts to less than significant levels.

Findings of LESS THAN SIGNIFICANT IMPACT

Based on the Initial Study, Part I as well as the review of the proposed project by the Department of Resource Management, the following environmental resources were considered and the potential for impact is considered to be less than significant. A detailed discussion of the potential adverse effects on environmental resources is provided below:

- ❑ Aesthetics
- ❑ Agriculture
- ❑ Air Quality
- ❑ Biological Resources
- ❑ Geology and Soils
- ❑ Greenhouse Gas Emissions
- ❑ Hydrology and Water
- ❑ Noise
- ❑ Transportation and Traffic
- ❑ Utilities and Service Systems
- ❑ Mandatory Findings of Significance

Findings of NO IMPACT

Based on the Initial Study, Part I as well as the review of the proposed project by the Department of Resource Management, the following environmental resources were considered but no potential for adverse impacts to these resources were identified. A discussion of the no impact finding on environmental resources is provided below:

- ❑ Cultural Resources
- ❑ Hazards and Hazardous Materials
- ❑ Land Use and Planning
- ❑ Mineral Resources
- ❑ Population and Housing
- ❑ Public Services
- ❑ Recreation

2.1 Aesthetics

Checklist items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b.	Substantially damage scenic resources, including, but not limited to, trees, rock out-croppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	■
d.	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	■	☐
e.	Increase the amount of shading on public open space (e.g. parks, plazas, and/or school yards)?	☐	☐	☐	■

Environmental Setting

The subject property has frontage along Suisun Valley Road, a Scenic Roadway identified in Figure RS-5 of the Solano County General Plan. Surrounding foreground views are that of a relatively flat agricultural landscape typical of the Suisun Valley Agricultural Region. Lands are predominantly planted in vineyards surrounding the subject site. At elevations reaching 500 feet above mean sea level, oak covered hillside can be seen in the distance ¼ mile to the west from the subject site. A substantial riparian corridor along Suisun Valley Creek consisting primarily of oak and walnut trees can be seen along the eastern boundary of the subject site. The following photographs from Suisun Valley Road exemplify the landscape within the vicinity of the project.

Figure 5 – View Northeast toward subject site

Figure 6 – View West from Suisun Valley Road

Impacts Discussion

a. *Have a substantial adverse effect on a scenic vista?*

The General Plan identifies the county's agricultural landscapes and oak and grass covered hills as scenic resources. The subject property and surrounding lands are engaged in agricultural crop production and offer this scenic landscape. Existing development on-site as well as the proposed event barn are set back approximately ¼ mile to the east as seen from Suisun Valley Road. This placement retains a large swath of agriculturally productive land between the roadway and development on the property. In addition, the riparian corridor consisting of large oak and walnut trees affords a back drop to the existing and proposed development and lessens the visual contrast between the agricultural landscape and the built environment. **Less Than Significant Impact.**

b. *Substantially damage scenic resources, including, but not limited to, trees, rock out-croppings, and historic buildings within a state scenic highway?*

There are no trees, rock out-croppings, or historic buildings within a state scenic highway that would be affected by the project. **No Impact.**

c. *Substantially degrade the existing visual character or quality of the site and its surroundings?*

The proposed location of the event barn is situated near existing development on-site and preserves agricultural landscape, scenic resource qualities, of the property as well as surrounding lands. The barn-style design along with the size, mass, and height of the structure are typical of agricultural accessory structures found through Suisun Valley. **No Impact.**

d. *Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

Exterior light fixtures on buildings, and along walkways, parking, and patio areas will be aimed downward and shielded to prevent glare or reflection and to minimize light pollution beyond the project boundaries. **Less than significant impact.**

e. *Increase the amount of shading on public open space (e.g. parks, plazas, and/or school yards)?*

There are public open spaces within the vicinity of the project. **No Impact.**

2.2 Agricultural Resources

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	■	☐
c.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	■

Environmental Setting

As seen on the latest (2016) California Department of Conservation Important Farmland map, a majority of the 27.16 acre property is classified as Prime Farmland. Prime Farmland has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

The area surrounding existing residential development and the proposed location of the event barn and parking is classified as Other Land. Other Land is the land not included in any other mapping category. Common examples include low density rural developments, brush, timber, wetland, and riparian areas not suitable for agricultural operations.

The property is predominantly utilized for agricultural purposes, which includes 22.81 acres of land entered into an active Williamson Act contract (No. 1109). Eighteen acres of the site are devoted to seasonal vegetable crop production, five acres are planted in vineyards, two acres are riparian habitat along Suisun Creek, one acre of landscaping surrounds residential development, and one acre of vacant land is reserved for the proposed special event barn and parking. A notice of non-renewal was filed April 7, 2017 on a 3.03 acre portion of the subject property. The proposed event barn and parking are located within the area of non-renewal.

Impacts Discussion

a. *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

The proposed event barn and associated parking are located on Other Land and would not convert any Prime Farmland on-site. **No Impact.**

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The existing Bed and Breakfast Inn, including the expansion from six to eight bedrooms, as well as the proposed special events facility are conditionally permitted land uses with the Suisun Valley Agriculture "A-SV-20" Zoning District (Reference Solano County Zoning Regulations Section 28.23 Table A).

The Suisun Valley Strategic Plan (Page 2-2) recognized that some of the land uses allowed under the County's General Plan and the Suisun Valley Zoning Regulations are not consistent with the Williamson Act. Such activities include, but are not limited to: bed and breakfasts, hotels, resorts, restaurants, bakeries, and cafes. The Plan recommended that landowners with the Williamson Act seeking to operate such uses need to file for nonrenewal on portions of the property where these activities would take place. Nonrenewal has been filed on the 3 acre portion of the property where the event barn and parking are proposed. **Less than significant impact.**

c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

The project would not result in the conversion of Farmland to a non-agricultural use, neither on or off site. **No Impact.**

2.3 Air Quality

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	■
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	■	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	■	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐

e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☐	■

Environmental Setting

The project site is located within the Bay Area Air Quality Management District (BAAQMD) which has developed CEQA Guidelines to assist lead agencies in evaluating air quality impacts of projects proposed in the San Francisco Bay Area Air Basin. The Air District has developed screening criteria to provide conservative indications of whether a proposed project could result in potentially significant air quality impacts. If screening criteria are met by a proposed project, then a detailed air quality assessment is not be required and impacts are be presumed less than significant.

Special event facilities are not a listed land use type in the BAAQMD operational-related criteria air pollutant and precursor screening level sizes table. A majority of the listed land uses are public in nature with no specified number of customers or guests including banks, restaurants, schools, and department stores.

The proposal has the ability to contribute to air quality impacts due to the increased vehicle trips generated by the project. Based on the traffic analysis conducted for the project, the most frequent events would generate up to 122 trips (61 in prior to the event, and 61 out after the event). This level of traffic and associated air quality and greenhouse gas emissions generated by the project can be presumed to be less than significant.

Impacts Discussion

a. *Conflict with or obstruct implementation of the applicable air quality plan?*

   The project does not conflict with or obstruct implementation of an air quality plan. **No Impact.**

b. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

   The project would operate below the thresholds and screening criteria established by the BAAQMD CEQA Guidelines for operational-related criteria air pollutant and precursor screening level sizes. **Less than significant impact.**

c. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*
   See discussion under 2.3 (b) above. **Less than significant impact.**

d. *Expose sensitive receptors to substantial pollutant concentrations?*

   See discussion under 2.3 (b) above. **Less than significant impact.**

e. *Create objectionable odors affecting a substantial number of people?*

   No odors that would affect a substantial number of people would be generated on-site. **No Impact.**

2.4 Biological Resources

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	■
b.	Have a substantial adverse effect on any aquatic, wetland, or riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	■
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act including, but not limited to, marsh, vernal pool, coastal, etc., through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	■	☐
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

Environmental Setting

The subject property is situated within a predominantly agricultural landscape, with agricultural production of seasonal crops and vineyards being the primary use of the property. The project involves the addition of a 4,000 square foot event barn and associated parking within an undeveloped, uncultivated area of the property.

As seen on the General Plan's Priority Habitat Areas map (Figure RS-1 of the General Plan), the subject site is not located within any identified wetland or vernal pool area, conservation area, critical habitat, or recovery area.

Impacts Discussion

a. *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

   Species identified as a candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service have not been identified on-site. **No Impact.**

b. *Have a substantial adverse effect on any aquatic, wetland, or riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

   No aquatic, wetland or riparian habitat or other sensitive natural community is impacted by the proposed expansion. **No Impact.**

c. *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act including, but not limited to, marsh, vernal pool, coastal, etc., through direct removal, filling, hydrological interruption, or other means?*

   There are no federally impacted wetlands located on the proposed site for the expansion. **No Impact.**

d. *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

   The site is located within the general vicinity of a habitat corridor/linage on Figure RS-1 (Priority Habitat Area) of the General Plan. The site has been historically disturbed through farming practices and residential activities. Approximately one acre of the site would be developed with the event barn and parking. A majority of the site would continue to be utilized for agricultural production. **Less Than Significant Impact.**

e. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

   The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, or conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **No Impact.**

f. *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

   See discussion under 2.4 (e) above. **No Impact.**

2.5 Cultural Resources

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines §15064.5?	☐	☐	☐	■
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	☐	☐	☐	■
c.	Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☐	■
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	■

Environmental Setting

The subject site consists of actively farmed, flat land and an area previously disturbed for residential development. There are no structures proposed for removal, historical or otherwise. The proposed development footprint would be located on vacant grounds adjacent to the existing residence.

Impacts Discussion

a. *Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines §15064.5?*

There are no historical resources located on the site. **No Impact.**

b. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?*

Due to the developed and disturbed nature of the site, it is not likely that any archeological resources exist on the site. State law (Section 7050.5 of the California Health and Safety Code) dictates that any human remains found during construction activities shall be reported to the proper official(s). **No Impact.**

c. *Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?*

Due to the developed and disturbed nature of the site, it is not likely that any unique paleontological resources exist on the site. **No Impact.**

d. Disturb any human remains, including those interred outside of formal cemeteries?

Due to the developed and disturbed nature of the site, it is not likely that any human remains exist on the site. State law (Section 7050.5 of the California Health and Safety Code) dictates that any human remains found during construction activities shall be reported to the proper official(s). **No Impact.**

2.6 Geology and Soils

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.					
1)	Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	■	☐
2)	Strong seismic ground shaking?	☐	☐	■	☐
3)	Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4)	Landslides?	☐	☐	☐	■
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, differential settlement, liquefaction or collapse?	☐	☐	☐	■
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	■
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■

Environmental Setting

The Seismic Shaking Potential map, Figure HS-3 of the General Plan depicts the project within the Highest Potential Earthquake Damage Area and within one mile of the Cordelia Fault. The project is not located within an Alquist-Priolo fault zone per the Alquist-Priolo Earthquake Fault Zoning Map. Per General Plan Figure HS-6, the project site has Moderate liquefaction potential. The Landslide Stability map (Figure HS-5) depicts the project within an area of least landslide susceptibility (Area 1).

The project involves grading to develop access, building pad, and parking area. Proposed parking, buildings, and structures would require issuance of grading and building permits to ensure each is constructed according to the current Uniform Building Code requirements.

Impacts Discussion

a. *Would the project cause*

1. *Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)*

   The site is not located within an Alquist-Priolo Fault Zone; however, is located within one mile of the Cordelia Fault identified in the General Plan. New construction would require issuance of building permit(s) requiring structures to be built to the latest Uniform Building Code. **Less Than Significant Impact.**

2. *Strong seismic ground shaking?*

   See discussion in 2.6 (a) above. **Less Than Significant Impact.**

3. *Seismic-related ground failure, including liquefaction?*

   The subject site is located within an area of Moderate Liquefaction Potential. The event barn will be designed in conformance with the county's current building code, which will require a soils and geologic report and a foundation and structural engineering designed to minimize any impacts from liquefaction. **Less Than Significant Impact.**

4. *Landslides?*

   The subject site is located within an area Least Susceptible to Landslide. **No Impact.**

b. *Result in substantial soil erosion or the loss of topsoil?*

   The project will disturb approximately one acre of vacant land. Issuance of a grading and drainage permit is necessary prior to any construction, which will impose conditions which prevent soil erosion. **Less Than Significant Impact.**

c. *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, differential settlement, liquefaction or collapse?*

The event barn will be designed in conformance with the county's current building code, which will require a soils and geologic report and foundation and structural engineering designed to prevent any impacts from on- or off-site landslide, lateral spreading, subsidence, differential settlement, liquefaction or collapse. **No Impact.**

d. *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

The building will be designed in conformance with the county's current building code, which will require a soils and geologic report and foundation and structural engineering designed to prevent any impacts from on- or off-site landslide, lateral spreading, subsidence, differential settlement, liquefaction or collapse. **No Impact.**

e. *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The project will be designed in conformance with the county's current on-site sanitation requirements, which will require a soils percolation test in order to design a properly functioning system which can adequately process discharges from the project. **No Impact.**

2.7 Greenhouse Gas Emissions

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	■

Environmental Setting

See discussion under 2.3 Air Quality.

Impacts Discussion

a. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

The project would operate below the thresholds and screening criteria established by the BAAQMD CEQA Guidelines for operational-related criteria air pollutant and precursor screening level sizes. **Less than significant impact.**

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The project does not conflict with or obstruct implementation of an air quality plan. **No Impact.**

2.8 Hazards and Hazardous Materials	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Checklist Items: Would the project				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	■
b. 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?	☐	☐	☐	■
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	■
d. 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?	☐	☐	☐	■
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
g. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■

h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	■

Environmental Setting

The project does not involve the transportation, generation, or storage of hazardous materials.

As seen on Figure 2A of the Travis Air Force Base Land Use Compatibility Plan, the subject property is located outside of the LUCP Area Influence Zone. The site is located greater than two miles from a public use airport and not within the vicinity of a private airstrip.

The project is over one mile from any urbanized area and is identified as a moderate or low Wildland Fire Area per General Plan Figure HS-9.

Impacts Discussion

a. *Does the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The project would not transport, use, or dispose of hazardous materials. **No Impact.**

b. *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?*

See discussion under (a.) above. **No Impact.**

c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

The project is not located within one-quarter mile of a school. **No Impact.**

d. *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?*

The project is not located on a hazardous materials site as defined in Government Code Section 65962.5. **No Impact.**

e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

The project is located outside of the Travis LUCP area of influence and not within two miles of a public airport. The project is consistent with the Land Use compatibility Plan for Travis Air force Base. **No Impact.**

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The project is not within the vicinity of a private airstrip. **No Impact.**

g. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

The project will not affect any adopted emergency response plans. **No Impact.**

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The project is not located in the vicinity of any wildland/urban interface areas**. No Impact.**

2.9 Hydrology and Water

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	■	☐
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	■	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-or off-site?	☐	☐	☐	■
d.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	■
e.	Otherwise substantially degrade water quality?	☐	☐	☐	■

f.	Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	■
g.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	■
h.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	■
i.	Be subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	■

Environmental Setting

The project would utilize an on-site septic system to handle waste water discharge.

An existing domestic drinking water well will serve the special event barn. Potable water would be held in two 10,000 gallon tanks near the barn and utilized as needed per event.

Per the Health and Safety Chapter of the Solano County General Plan, the proposed project is not located within an area subject to inundation by seiche, tsunami, or mudflow.

Impacts Discussion

a. *Violate any water quality standards or waste discharge requirements?*

The project will be subject to the waste discharge requirements of the County of Solano and the San Francisco Regional Water Quality Control Board, whereas adherence to those permit requirements protects against violations of water quality standards. **Less Than Significant Impact**.

b. *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

The project will be served by on-site well for domestic drinking water and is not expected to require a substantial increase in ground water utilization. Potable water would be stored in two 10,000 gallon tanks and utilized on as needed basis per event. The intermittent nature of the events would allow time for groundwater recharge. **Less Than Significant Impact**.

c. *Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

The development will not alter any creeks, streams or rivers. Storm water will be retained onsite and released at pre-development rates. **No Impact.**

d. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-or off-site?*

Refer to (c) above. **No Impact.**

e. *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Refer to (c) above. **No Impact.**

f. *Otherwise substantially degrade water quality?*

The project will not contain other features which would substantially degrade water quality. **No Impact.**

g. *Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

The project site is not located within the 100 year flood zone as identified by FEMA. **No Impact.**

h. *Place within a 100-year flood hazard area structures that would impede or redirect flood flows?*

Refer to (g) above. **No Impact.**

i. *Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?*

Refer to (g) above. **No Impact.**

j. *Be subject to inundation by seiche, tsunami, or mudflow?*

The project is not in an area which would experience any inundation by seiche, tsunami, or mudflow. **No Impact.**

2.10 Land Use and Planning

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Physically divide an established community?	☐	☐	☐	■
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	■
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

Environmental Setting

The subject site is designated Agriculture by the Solano County General Plan. Further the General Plan identifies ten Agricultural Regions throughout the County, the subject site being located within the Suisun Valley Agricultural Region.

The subject site is zoned Suisun Valley Agriculture "A-SV-20" consistent with the General Plan designation. Section 28.23 of the County Zoning Ordinance provides a table of allowed uses and permit requirements applicable to this zoning district. As seen on Table 28.23A, crop production, residential development, and Bed & Breakfast Inn are allowed or conditionally allowed land uses within the A-SV-20 Zoning District.

Impacts Discussion

a. *Physically divide an established community?*

The project is not located within an established community. **No Impact.**

b. *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

Table LU-5 of the General Plan provides a description and intent of the Agricultural designation: *The* (Agricultural Designation) *provides areas for the practice of agriculture as the primary use, including areas that contribute significantly to the local agricultural economy, and allows for secondary uses that support the economic viability of agriculture. Agricultural land use designations protect these areas from intrusion by nonagricultural uses and other uses that do not directly support the economic viability of agriculture.*

Table AG-3 of the General Plan highlights the unique characteristics of each region and summarizes desired land uses: *The* (Suisun Valley) *provides for agricultural production, agricultural processing facilities, facilities to support the sale of produce, and tourist services that are ancillary to agricultural production.*

The project does not conflict with the intent of the Solano County General Plan, Suisun Valley Strategic Plan, or the Suisun Valley Agriculture Zoning District. **No Impact.**

c. *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

The project is not a part of either a *habitat conservation plan or natural community conservation plan*. **No Impact.**

2.11 Mineral Resources

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	■

Environmental Setting

As seen on the Mineral Resources map, Figure RS-4 of the Solano County General Plan, there are no active mines or mineral resource zones within the vicinity of the project site.

Impacts Discussion

a. *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No known mineral resources exist at the site. **No Impact.**

b. *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

Refer to (a) above. **No Impact.**

2.12 Noise

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b.	Exposure of persons to or generation of, excessive ground borne vibration or ground borne noise levels?	☐	☐	■	☐
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

Environmental Setting

The site is surrounded by agriculturally zoned properties. Table HS-2 of the Solano County General Plan indicates a community noise exposure of less than 75 dBA to be normally acceptable for agricultural uses. The nearest sensitive receptor(s) located within existing residences within ½ mile north and south of the project site.

Impacts Discussion

a. *Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Construction and grading of the project is temporary in nature; however would generate noise on-site. Noise levels from on-going agricultural practices along with temporary construction are anticipated to be less than significant because of the temporary nature along with the ½ mile distance to nearest sensitive receptors. Social gatherings would be held indoors within the event

barn and suppress noise levels from extending beyond parcel boundaries. **Less Than Significant.**

b. Exposure of persons to or generation of, excessive ground borne vibration or ground borne noise levels?

Refer to (a) above. **Less Than Significant.**

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Refer to (a) above. **Less Than Significant.**

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Refer to (a) above. **Less Than Significant.**

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project is located outside the area of influence of the Travis Air Force Base Land Use Compatibility Plan (LUCP) and as seen on Figure 2B of the LUCP, the subject site located outside any of the identified noise contours. **No Impact.**

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The project is not located within the vicinity of a private airstrip. **No Impact.**

2.13 Population and Housing

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	■
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
c.	Displace substantial numbers of people,	☐	☐	☐	■

necessitating the construction of replacement housing elsewhere?

Environmental Setting

The project is commercial in nature and does not involve residential development or the expansion of off-site infrastructure.

Impacts Discussion

a. *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The project does not induce population growth directly or indirectly or construct infrastructure that could induce population growth. **No Impact.**

b. *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

The project does not involve the displacement of homes or people or necessitate construction of more housing elsewhere. **No Impact.**

c. *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

Refer to (b) above. **No Impact.**

2.14 Public Services

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				

1)	Fire Protection?	☐	☐	☐	■
2)	Police Protection?	☐	☐	☐	■
3)	Schools?	☐	☐	☐	■
4)	Parks?	☐	☐	☐	■
5)	Other Public Facilities?	☐	☐	☐	■

Environmental Setting & Impacts Discussion

a. *Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

The subject site is located within and currently served by the Suisun Fire protection district and is within the jurisdiction of the Solano County Sheriff's Department for the unincorporated County. No schools or parks will be affected. Existing infrastructure provides the property with domestic drinking water from the City of Fairfield. An on-site septic system would serve the project with no impacts to municipal sanitation services. **No Impact.**

1) Fire Protection?

Refer to (a) above. **No Impact.**

2) Police Protection?

Refer to (a) above. **No Impact.**

3) Schools?

Refer to (a) above. **No Impact.**

4) Parks?

Refer to (a) above. **No Impact.**

5) Other Public Facilities?

Refer to (a) above. **No Impact.**

2.15 Recreation

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	■
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	■
c.	Physically degrade existing recreational resources?	☐	☐	☐	■

Environmental Setting & Impacts Discussion

The project does not involve or affect recreational facilities or resources.

a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The project does not involve or affect recreational facilities or resources. **No Impact.**

b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*

The project does not involve or affect recreational facilities or resources. **No Impact.**

c. *Physically degrade existing recreational resources?*

The project does not involve or affect recreational facilities or resources. **No Impact.**

2.16 Transportation and Traffic

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio of roads, or congestion at intersections)?	☐	☐	■	☐
b.	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	■	☐
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	■
e.	Result in inadequate emergency access?	☐	☐	☐	■
f.	Result in inadequate parking capacity?	☐	☐	☐	■
g.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	■

Environmental Setting

The project site is directly accessed via Suisun Valley Road which is oriented in a north-south direction extending north from Interstate 80, to State Route 121 in Napa County (where it becomes Wooden Valley Road). Suisun Valley Road is classified as a Collector road in the Solano County General Plan. In the project vicinity, it is a rural two lane roadway with centerline striping and unimproved shoulder areas of various widths (no sidewalks or bicycle lanes). Fronting the project site, it is straight and flat with limited shoulders and a posted speed limit of 55 mph. There are also horizontal curves located north and south of the site with advisory speeds of 25 mph and 40 mph, respectively. The Suisun Valley Road/Project Driveway intersection is T-shaped and consists of single lane approaches with stop sign control for the westbound driveway approach.

Bicycles

There are currently no striped bicycle lanes or paths on Suisun Valley Road. However, the Solano Transportation Authority has prepared a comprehensive Countywide Bicycle Transportation Plan that has proposed 6.9 miles of Class II bicycle lanes on Suisun Valley Road extending from Mangels Boulevard to the Napa County Line.

Public Transit

There are currently no fixed route services on Suisun Valley Road fronting the project site. A public bus route providing service between Fairfield and Vallejo Transit Centers is available at Solano Community College located approximately 1.5 miles south of the project site.

Existing Traffic Volumes

The event barn would primarily be used to host a weekend weddings. Secondary uses may consist of some weekday events (corporate meetings, etc.). The applicant has furnished a report which provides focused Transportation Impact Analysis (Appendix 6.2) to assess potential transportation impacts associated with the proposed project.

Weekend (Saturday) afternoon peak period (1:00-3:00 pm) and Weekday PM peak period (4:00-6:00 pm) traffic counts were collected at the intersection of the project site's access driveway (existing Suisun Valley Inn driveway) and Suisun Valley Road. The traffic counts were conducted in the month of January. In order to address potentially higher volumes occurring during summer months, Caltrans annual volume data, available for state highways, was evaluated. For State Route 121 near Wooden Valley Road, which intersects Suisun Valley Road north of the site, the peak month average daily traffic (ADT) volumes are approximately 22% higher than the average annual daily traffic. Therefore, a 22% increase was applied to the existing traffic counts to conservatively reflect potentially higher volume summer conditions.

Impacts Discussion

a. *Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio of roads, or congestion at intersections)?*

Traffic operating conditions are measured by Level of Service (LOS), which applies a letter ranking to successive levels of roadway and intersection traffic performance. LOS 'A' represents optimum conditions with free-flow travel and no congestion. LOS 'F' represents congested conditions with long delays. When applied to unsignalized intersections with minor street stop controls, the LOS reflects the delays experienced by the minor street approach. For all-way stop and signalized controls, the LOS reflects the average overall intersection delay. Intersection LOS have been determined using the Synchro software suite consistent with the Highway Capacity Manual (HCM 2010) methodology.

General Plan Transportation Policies

Solano County Road Improvement Standards and Land Development Requirements (adopted February 2006) establishes the following policy:

Sec. 1-4 - LEVEL OF SERVICE STANDARD: The goal of Solano County is to maintain a Level of Service C on all roads and intersections. In addition to meeting the design widths and standards contained in this document, all projects shall be designed to maintain a Level of Service C, except where the existing level of service is already below C, the project shall be designed such that there will be no decrease in the existing level of service. Levels of Service shall be calculated using the Transportation Research Board's most recent Highway Capacity Manual.

Based on the policy above, a threshold of LOS C has been established for significant impacts.

The analysis has determined that the project would not impact traffic level of service conditions based on the Solano County significance thresholds. Driveway operations would remain acceptable during weekend and weekday events for typical sized and maximum sized events. Existing and cumulative operations would operate at LOS 'B' or better conditions. **Less Than Significant Impact**.

b. *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

Cumulative conditions reflect long-term traffic growth anticipated to a future horizon year. The cumulative conditions for the Traffic Impact Analysis were derived using the Napa-Solano Regional Travel Demand Model for Year 2040 conditions. Cumulative without project conditions represent the land use and circulation assumed within the Model excluding development of the proposed project.

The analysis has determined that the project would not impact traffic level of service conditions based on the Solano County significance thresholds. Driveway operations would remain acceptable during weekend and weekday events for typical sized and maximum sized events. Existing and cumulative operations would operate at LOS 'B' or better conditions. **Less Than Significant Impact**.

c. *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The project is located outside of the Travis LUCP airspace feature zones which contain height restrictions. Structures on-site are limited to less than 35 feet in height, and the project is not anticipated to produce any smoke, fumes, glint, or glare that would impact flight operations. The project is consistent with the provisions of the Travis Plan. **No Impact.**

d. *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?*

The proposed facility does not include any features which create dangerous conditions. **No Impact.**

e. *Result in inadequate emergency access?*

The project does not alter the access to the site. The event barn will have emergency access. **No Impact.**

f. *Result in inadequate parking capacity?*

The project meets the county's requirements for off-street parking and loading (per Zoning Regulations). **No Impact.**

g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Due to its location in an agricultural area, the project does not conflict with any alternative transportation plans or policies. **No Impact.**

2.16 Utilities and Service Systems

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	■
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	■
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	■	☐
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	■
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	■
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	■

Environmental Setting

The subject site is located within the district boundaries of the San Francisco Regional Quality Control Board. The project includes a new private onsite septic system to serve the event barn. A later phase of the project includes construction of a commercial kitchen within the event barn which will necessitate the installation of a grease interceptor on the septic system. Construction of the event barn and parking areas require issuance of a grading permit from Solano County Public Works, in part, to ensure onsite retention of potential stormwater runoff due to increased impervious surface area. Existing domestic drinking water wells will be utilized to serve the project.

Impacts Discussion

a. *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

   The subject site is located within the San Francisco Bay Regional Water Quality Control Board District. The project will utilize on-site wastewater treatment methods therefore would not exceed RWQCB requirements. **No Impact.**

b. *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

   The project will utilize an existing onsite domestic water well and new private septic system. **No Impact.**

c. *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

   The site contains previously constructed impervious surfaces through residential development. A new building pad for the event barn along with expanded areas for parking and access will add to stormwater drainage demands; however, these construction activities will require issuance of a grading and drainage permit through Solano County Public Works which will condition the development to retain stormwater onsite. **Less Than Significant Impact.**

d. *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

   The project will utilize an existing onsite domestic water well. If the onsite water supply well serves at least 25 individuals daily at least 60 days out of the year it is considered a “Public Water System” (PWS) under the CA health and Safety Code Section 116275, and requires additional testing and permitting under the California State Water Resources Control Board, Division of Drinking Water.

   If a permit is not required to operate a Public Water Supply permit from the California State Water Resources Control Board, Division of Drinking Water, then a permit to operate a State Small Water System (SSWS) regulated by Solano County will be required to ensure potable water is provided for the facility. **Less Than Significant Impact.**

e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The project does not utilize an offsite wastewater treatment provider. **No Impact.**

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Solano County is served by two landfills which maintain more than a fifteen year capacity for the county's solid waste disposal needs. The solid waste generated by the current facility will increase slightly with the implementation of the proposed project. **No Impact.**

g. Comply with federal, state, and local statutes and regulations related to solid waste?

As permitted, onsite solid waste disposal complies with federal, state, and local statutes and regulations related to solid waste. **No Impact.**

2.17 Mandatory Findings of Significance

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Does the project have the potential to (1) degrade the quality of the environment, (2) substantially reduce the habitat of a fish or wildlife species, (3) cause a fish or wildlife population to drop below self-sustaining levels, (4) threaten to eliminate a plant or animal community, (5) reduce the number or restrict the range of a rare or endangered plant or animal, or (6) eliminate important examples of the major periods of California history or prehistory?	☐	☐	■	☐
b.	Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	☐	☐	■	☐
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

Impacts Discussion

a-c. No environmental impacts attributable to this proposal have been identified that would have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened species, eliminate important examples of the major periods of California history or prehistory, have impacts that are individually limited, but cumulatively considerable, or cause substantial adverse effects on human beings. **Less Than Significant Impact.**

3.0 Agency Coordination and Public Involvement

3.1 Consultation and Coordination with Public Agencies

The Initial Study is being circulated for public comment and referred to the State Clearinghouse for coordinated review by state agencies. (See Section 5.0 Distribution List)

3.2 Public Participation Methods

The Initial Study is also available at the Solano County Department of Resource Management and online at the Department's Planning Services Division website at:

http://www.solanocounty.com/depts/rm/documents/eir/default.asp

Interested parties may contact the planner assigned to this project at the contact points provided below:

Eric Wilberg
Planner Associate

Solano County Department of Resource Management
Planning Services Division
675 Texas Street
Fairfield, CA 94533

PHONE: (707) 784-6765
FAX: (707) 784-4805
EMAIL: ejwilberg@solanocounty.com

4.0 List of Preparers

Solano County Department of Resource Management

This Initial Study was prepared by the Solano County Department of Resource Management.

5.0 Distribution List

Federal Agencies

State Agencies

California State Water Resources Control Board, Division of Drinking Water

Regional Agencies

Bay Area Air Quality Management District
San Francisco Regional Water Quality Board

Local Agencies

Cordelia Fire District
Solano County Building & Safety Division
Solano County Environmental Health Division
Solano County Public Works Engineering Division
Solano Irrigation District

6.0 Appendices

6.1 Monroe Ranch Use Permit Application and Part I, Initial Study

6.2 Traffic Impact Analysis

DEPARTMENT OF RESOURCE MANAGEMENT
PLANNING SERVICES APPLICATION FORM

675 Texas Street Suite 5500, Fairfield, CA 94533

(707) 784-6765 Phone
(707) 784-4805 Fax
www.solanocounty.com

Application Type: ☒ New ☐ Extension (maps) ☐ Minor Revision ☐ Map Modification

☐ Administrative Permit (AD)	☐ Minor Use Permit (MU)	☐ Sign Permit (SGN)
☐ Architectural Review (AR)	☐ Mobilehome Storage Permit (MH)	☒ Use Permit (U)
☐ General Plan Amendment (G)	☐ Mutual Agreement (MA)	☐ Variance (V)
☐ Major Subdivision (S)	☐ Performance Standards (PS)	☐ Waiver (WA)
☐ Marsh Development Permit (MD)	☐ Policy Plan Overlay (PP)	☐ Zone Text Amendment (ZT)
☐ Minor Subdivision (MS)	☐ Rezone (Z)	

FOR OFFICE USE ONLY

Application No: MR# Hrg: AD ZA PC BOS Date Filed: Plnr:

Project Name: **MONROE RANCH Barn/Event Center**

Subject Site Information

Site Address: 4400 Suisun Valley Road City: Fairfield State: CA Zip: 94534

Assessor's Parcel Number (s): 0027-020-020 and 0027-020-030 Size (sq. ft/acre): 26.02 acres and 1.322 acres

Preferred Property Access by Staff: ☒ OK to access ☐ Call applicant before access ☒ Call owner before access

Contact Information

Property Owner Name: Gary & Ying Bacon

Contact Name: Gary Bacon Phone: (203) 550-9349 Email: Gary@MonroeRanch.com

Mailing Address: 4400 Suisun Valley Road City: Fairfield State: CA Zip: 94534

Architect/Engineer/Land Surveyor Company Name: PDF Designs, Inc.

Contact Name: Paul D. Friend Phone: (707) 864-6986 Email: Paul@PDFDesigns.com

Mailing Address: 4171 Suisun Valley Road City: Fairfield State: CA Zip: 94534

Applicant/Company Name: MONROE RANCH, LLC

Contact Name: Gary Bacon Phone: (707) 864-3153 Email: Gary@MonroeRanch.com

Mailing Address: 4400 Suisun Valley Road City: Fairfield State: CA Zip: 94534

Other Contacts: Foulk Civil Engineering

Name: Brad D. Foulk Phone: (707) 864-0784 Email: Brad@FoulkCE.com

Mailing Address: 4777 Mangels Boulevard City: Fairfield State: CA Zip: 94534

1 Project Narrative

Describe the type of development, proposed uses/business, phases, changes or alterations to the property or building and intent or purpose of your proposal clearly. Attach additional sheets as necessary.

The Suisun Valley Inn at Monroe Ranch is a 5-room Bed and Breakfast Inn operating under Administrative Permit No. AD-17-01 issued by The Planning Services Division on March 30, 2017. The Inn caters primarily to groups of friends or families who visit wine country for 2-4 days, usually on weekends. We are developing some corporate retreat business during the week and have begun serving individual travelers for last minute reservations as available. We do not serve food, however, groups who rent the entire Inn are welcome to use our chef's kitchen or hire a local private chef to cook.

The south wing of the house contains two bedrooms and two bathrooms which currently serves as the owner's residence and office. There are six additional bedrooms in the house, but one does not have a private bath and currently is used for storage. We recently upgraded one of the guestrooms with private bathroom to be ADA compliant. This Phase 1 of the project is complete.

Phase 2 will address fire department accessibility to the property as well as the potential need to upgrade the area where our driveway meets Suisun Valley Road. We understand there may be a requirement to widen our driveway to 20 feet to meet fire department requirements and change our entranceway to meet transportation department requirements. This work may also require removal or transplanting 29 large magnolia trees that line the southern side of the existing driveway, and the possible relocation of one or two primary power poles on Suisun Valley Road by PG&E. A possible alternative to this work is to reopen the driveway on the south side of the property (4370 Suisun Valley Road) eliminating the need to move the trees and widen it to 20 feet. As there is substantial engineering cost to either of these solutions, we would like to get the Use Permit with a Resort designation conditionally approved, subject to satisfactorily completing this portion of the work.

Phase 3 is the construction of a barn/event center to host weddings, corporate meetings and charitable events. The barn would have a footprint of 4000 square feet and be located south of the main house on land which has been withdrawn from The Williamson Act for this purpose. The Notice of Non-renewal was filed February 27, 2017. Initially we would rely on outside catering for food service, however, we expect to add a commercial kitchen in the barn at a future date which would be Phase 4.

This project meets objectives set out in the County's Suisun Valley Strategic Plan, will draw and accommodate tourists within the valley, and generate additional income for other Suisun Valley businesses. Our isolated location, set back 1/3 mile from the main road, provides privacy for our guests and insures our neighbors are not disturbed.

2 General Plan, Zoning and Utilities:

General Plan, Zoning or Williamson Act Contract information is available at our offices or can be obtained by visiting www.solanocounty.com. Click on the "Interactive Map" icon, then search by address or assessor parcel number.

Current General Plan Designation: A-SV20

Current Zoning: A-SV-20

Proposed General Plan Designation:

Proposed Zoning: Resort

Current Water Provider: Private well

Current Sewage Disposal: Private septic

Proposed Water Provider: No proposed changes

Proposed Sewage Disposal: New private septic

3 Williamson Act Contract

A. Is any portion of the property under Williamson Act Contract? ☒ Yes ☐ No

If yes, Land Conservation Contract No. 1109 Click here or see pages 14-19 for Part 1.
Click here or see page 20 for Part 2.

If yes, has a Notice of Non-Renewal been filed? ☒ Yes ☐ No

If yes, please provide a copy. Click here or see pages 21-23.

B. Are there any agricultural conservation, open space or similar easements affecting the use of the project site? (such easements do not include Williamson Act contracts)

☐ Yes ☒ No *if yes, please list and provide a copy.*

4 Additional Background Information

A. Does the proposal propose the demolition or alteration of any existing structures on the subject site?

☐ Yes ☒ No If yes, please describe in the project narrative.

B. List any permits that are required from Solano County and/or other local, state, federal agencies (i.e. building permit, Department of Fish and Game permits, etc.)

Land Use Permit, Building Permit, Engineered Septic Permit

C. List any known previously approved projects located on the property (i.e. Use Permit, Parcel Maps, etc). Identify the project name, type of project and date of approval.

Building Permits, Septic Permit, Well Permit for existing residences 2002-2004
Administrative Permit for Suisun Valley Inn 2017, 2018 Housing Permit for Suisun Valley Inn 2017, 2018

D. List any known professionally prepared reports for the project (i.e. biological survey, traffic study, geologic, hazardous materials, etc.)

Topographical Survey October 2016 Foulk Civil Engineering. Click here or see page 24.

E. Does the project involve Housing and Urban Development (HUD) federal funding? ☐ Yes ☒ No
Is HUD funding anticipated? ☐ Yes ☒ No

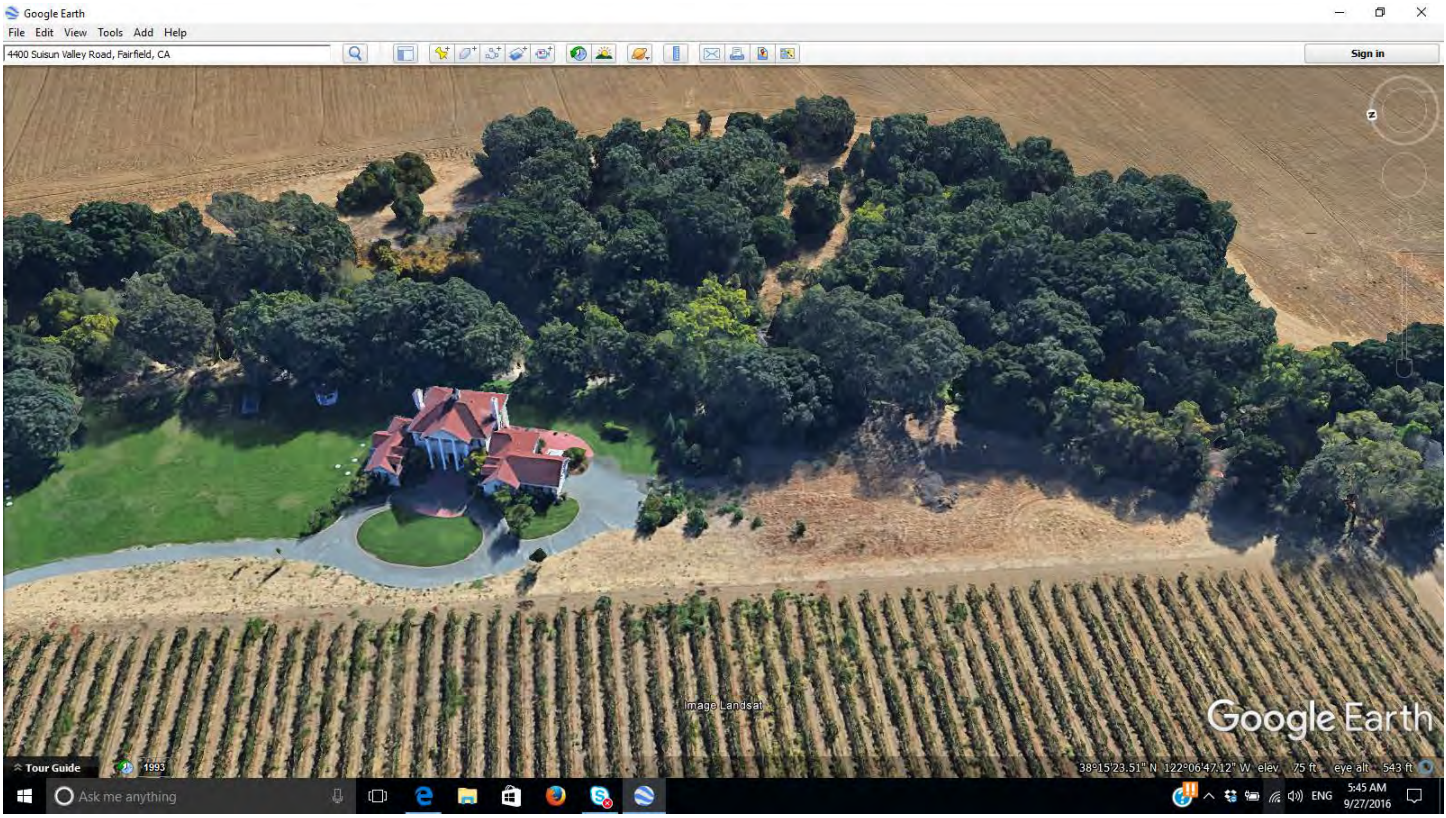
If yes, indicate the type of funding (i.e. CDBG grant, HOME, Investment Partnership Program, etc), funding amount, whether awarded or application pending and fiscal year of award or application request.

H. Is this part of a larger project? If yes, please explain. ☐ Yes ☒ No

5 Existing Conditions

Describe in general the project site and surrounding properties as they presently exist; including but not limited to, information on existing land uses, unique physical and topographic features, soil stability, plants and animals, cultural, historical, or scenic aspects, and any other information which would assist the Department in understanding the project's environmental setting. Clear, representative color photographs may be submitted to show the project area. Draw in property boundaries on the photographs.

A. Project site:



The proposed site of the barn is an open field about an acre in size located 250 feet south of the Inn. This site is set back 1/3 mile from Suisun Valley Road making it very private. The closest house, other than our own is Villa De Madre, a half mile south. The Suisun Creek winds through our property just east of the barn site. The creek is covered with a canopy of trees, principally oak and walnut. No trees will need to be removed to make way for the barn. The woods are a habitat for several small mammals including squirrels, rabbits, skunks and an occasional coyote. Many species of birds live in the woods. The land where the barn will sit is flat and has never been in agricultural production. Our vineyard begins about 40 feet west of the barn, adding to the picturesque setting of the structure.

In the late 1800's Monroe Ranch, together with The Hatch Ranch to the north was the site of a large Chinese settlement know as 'Big Camp'. As many as 1,000 Chinese agricultural workers lived and worked here tending the fruit orchards in Suisun Valley. Researching and preserving the Chinese history of the land is important to us.

B. Surrounding properties:

Monroe Ranch, outlined in red, is surrounded on all sides by farmland. In this photograph, Willis Johnson's Villa de Mar is in the lower right and Larry's Produce is in the upper left. Only one of the five parcels that are contiguous to our own has a house on it but no one lives there and it has recently been boarded up. In addition to our own home, we have a 1350 square foot caretaker's home on our property which is rented on an annual basis.

C. Existing use of land:
The site of the barn is vacant land that has never been cultivated. Our ranch includes approximately five acres of wine grapes, eighteen acres of seasonal vegetables, two acres of forest along Suisun Creek, an acre of landscaping around the two homes, and an acre of land reserved for the barn.

D. Describe number and type of existing structures:

	Type/Number	Square Feet
Residential	Main House 1/Caretaker's House 1	3980 sq ft/1350 sq ft
Agricultural		
Commercial		
Industrial		
Other	Well pump house 1	150 sq ft

E. Describe existing vegetation on site, including number and type of existing trees.

The site of the barn has no vegetation other than weeds and grass. There are no trees.

F. If in agricultural use, describe type of use or crop (cattle, sheep, hay, vegetables, fruit, etc).

Roughly 90% of our land is in agricultural use, principally seasonal vegetables, wine grapes & forest.

G. Slope of property:

Flat or sloping	(0 - 6% slope)	all 27 acres
Rolling	(7 - 15% slope)	_____ acres
Hilly	(16 - 24% slope)	_____ acres
Steep	(> 24% slope)	_____acres

H. Describe existing drainage conditions on site. Indicate direction of surface flows, adjacent parcels affected.

Surface drains southeast to Suisun Creek. No changes anticipated.

I. Describe land uses on adjacent parcels (specify types of crops if agricultural).

North	Wheat or similar crop	South	Grape Vines
East	Grape Vines	West	Grape Vines

J. Distance to nearest residence(s) or other adjacent use(s): ½ mile to nearest neighbor, other than self.

K. Describe and indicate location of any power lines, water mains, pipelines or other transmission lines which are located on or adjacent to the property.

Power lines run along Suisun Valley Road and down our driveway. SID water lines are located in the southwest corner of our property. Both are far away from the project site.

L. Describe number and location of natural creeks or water courses through or adjacent to the property. Specify names (if any). Indicate whether ephemeral (brief flows following rains), intermittent (seasonal flows during wet season), or perennial (year-round flows).

Suisun Creek is perennial although it oftentimes dries up in summer. Wilson Creek is shown on parcel maps as cutting through our property well west of the proposed site, but it is ephemeral.

M. Describe number and location of man-made drainage channels through or adjacent to the property.

Drainage canals are located on both sides of Suisun Valley Road.

N. Identify and describe any on-site or adjacent marshes, wetlands, vernal pools, wet meadows, riparian (i.e. dependant on water bodies) vegetation, etc.:

Suisun Creek runs north to south and is bordered by large oak and walnut trees.

O. Are there any unique, sensitive, rare, threatened, or endangered animals, plants, or habitats on the project site or located in close proximity which may be affected by the project?

Yes _____No ___X___Don't Know_____ If yes, please list:

P. Describe existing vehicle access(s) to property:

There is a paved driveway, 12 feet in width with one 18-foot wide turnout which runs along the north border of the property for about 1700 feet from Suisun Valley Road to the residences and project site. The driveway is lined on both sides with 58 Southern Magnolia trees, planted 10 years ago.

Q. List and describe the nature and location of all existing easements serving or affecting the property, including access, utility, and other public or private easements (see deed or recent preliminary title report).

Click here for Preliminary Title Report of 1/7/2016 or see pages 25-31. No easements near the site of the barn.

R. List and describe any freestanding and attached signage on the property. Describe the dimensions, area and height. Include the location on the site plan.

Temporary sign at entrance to property at Suisun Valley Road measures 31"X48" and stands 7 feet high. Sign shows Suisun Valley Inn, street address and Monroe Ranch, Member of Suisun Valley Vintners & Growers Association. Temporary sign faces south only. Permanent sign will be larger and face both directions.

6 Proposed Changes to the Site

A. Topography and grading (attach copy of grading plan showing existing and proposed topography and drainage patterns.)

i. Percent of site previously graded: _____.01%.

ii. Project area (area to be graded or otherwise disturbed): _____1/2 acre.

iii. Estimate amount of soil to be moved (cut and/or fill):

_____Less than 50 cubic yds^3 _____X_____More than 50 cubic yds^3 _____More than 1000 cubic yds^3

iv. Estimate amount of soil to be:

Imported __500_ yd^3 Exported_____yd^3 Used on site _____500_ yd^3.

B. Number, size and type of trees, and type and quantity of vegetation to be removed. (size of trees = diameter at 4ft. above grade)

Phase 2 may require the removal or relocation of 29 4" Magnolia trees on the south side of the driveway. Additional phases do not require trees or vegetation to be removed.

C. Number, type and use of existing structures to be removed, and removal schedule:

No existing structures will be removed.

D. Describe proposed fencing and/or visual screening (landscaping):

No fencing is anticipated. Visual screening to hide storage container and water tanks. Landscape plan pending.

E. Proposed access to project site (road name, driveway location, etc.):

Paved driveway along north border of property from Suisun Valley Road or gravel driveway along south border of the property from Suisun Valley Road.

F. Proposed source and method of water supply:

Existing private well to supply new water tanks large enough to handle fire flow of barn. Probably 10,000 gallons.

G. Proposed method of sewage disposal (specify agency if public sewer):

Engineered private septic system, separate from two existing systems serving the residences.

H. Provisions for solid/hazardous waste disposal (specify company or agency if applicable):

Solano Garbage/Republic Services

I. List hazardous materials or wastes handled on-site:

None

J. Duration of construction and/or anticipated phasing:

Phase 2, 10-15 months. Phase 3, 6-9 months. Phase 4, 4 months.

K. Will the proposed use be affected by or sensitive to existing noise in the vicinity? If so, describe source (e.g. freeway, industrial) and distance to noise source.

No

7 Proposed Site Utilization

A. **RESIDENTIAL PROJECTS**

1. Number of structures: Single Family: _____Multi-family:_____ Accessory: _____

   If multi-family, number of units: _____Maximum height: _____

2. Signage: Freestanding: _____ Dimension(s): _____ Area: _____ (sq.ft)
   Attached/Wall: _____ Dimensions(s): _____Area: _____ (sq.ft)

B. **NON-RESIDENTIAL PROJECTS** (Commercial, Industrial, Agricultural, Other)

1. Lot coverage:

   Building coverage: _____4000 (sq.ft) Surfaced area: _____6200 (sq.ft)

   Landscaped or open space: _____9000 (sq.ft)

2. Total floor area: _____4000 (sq.ft)
3. Number of stories: _____one_____ Maximum height: _____<30 (ft.)
4. Proposed hours of operation:

   Days: Mostly weekends and holidays. Limited use on weekdays. _____

   From: _____9:00 a.m. to _____11:00 p.m

   _____

   _____

   Year round: ☒ Yes ☐ No Months of operation: from January through December.

5. Proposed construction schedule:

   Daily construction schedule: from 7:00 a.m. to 4:00 p.m.

   Days of construction: Monday-Friday

6. Will this project be constructed in phases? Describe:

   Yes. We expect to complete construction of Phase 2 (driveway) 10-15 months after approval of the plans. Phase 3 (barn) will follow and is expected to take 6-9 months & Phase 4 (kitchen) will not begin for two years after completion of phase 3 and should take 4 months.

7. Maximum number of people using facilities:

   At any one time: Usually up to 132. Larger events 3-4 times a year. Throughout day: 150

8. Total number of employees: None initially, but we will add employees as demand increases.

   Expected maximum number of employees on site: 5

   During a shift: 5 During day: 5

9. Number of parking spaces proposed: 61 on site. Written agreement with Solano College for up to 100 additional spaces as needed. Click here or see page 32.

10. Maximum number of vehicles expected to arrive at site:

    At any one time: 61 day: 68

11. Radius of service area: unknown

12. Type of loading/unloading facilities:

    None.

13. Type of exterior lighting proposed:

    Exterior lighting will be directed towards the building and along walkways and patio areas. Landscape plan will detail exterior lighting.

14. Describe all anticipated noise-generating operations, vehicles or equipment on-site.

    Music during events until 11:00 PM

15. Describe all proposed uses which may emit odors detectable on or off-site.

    BBQ. No offensive odors anticipated.

16. Describe all proposed freestanding and wall signage. Include the dimensions, area and height.

    Sign at entrance to property on Suisun Valley Road will be 48”X96” and 8’ in height. Sign will face both north and south.

8 Environmental Checklist

Indicate the following items applicable to the project or its effects. Discuss in Section 9 all items checked "Yes" or "Maybe". ***Attach additional sheets as necessary.***

	YES	MAYBE	NO
A. Change in existing natural features including any bays, tidelands, lakes, streams, beaches, natural landforms or vegetation.	☐	☐	☒
B. Change in scenic views or vistas from existing residential areas, public lands or roads.	☐	☐	☒
C. Change in scale, pattern or character of general area of project.	☐	☐	☒
D. Increased amounts of solid waste or litter.	☒	☐	☐
E. Dust, ash, smoke, fumes or odors on site or in vicinity.	☐	☐	☒
F. Change in ground water quality or quantity.	☐	☐	☒
G. Alteration of existing drainage patterns, or change in surface water quantity or quality.	☐	☐	☒
H. Change in existing noise or vibration levels.	☐	☒	☐
I. Construction on filled land or construction or grading on slopes of 25% or more.	☐	☐	☒
J. Storage, use or disposal of materials potentially hazardous to man or wildlife, including gasoline and diesel fuel. (See Environmental Health Division for assistance or information).	☐	☐	☒
K. Increase in demand for public services (police, fire, water, sewer, etc.)	☐	☐	☒
L. Increase in fossil fuel consumption (electricity, natural gas, oil, etc.).	☒	☐	☐
M. Change in use of or access to an existing recreational area or navigable stream.	☐	☐	☒
N. Change in traffic or vehicular noise on road system in immediate vicinity.	☐	☐	☒
O. Increased hazards for vehicles, bicycles or pedestrians.	☐	☐	☒
P. Removal of agricultural or grazing lands from production.	☐	☐	☒
Q. Relocation of people.	☐	☐	☒

9 Additional Information by Applicant

In order to make this application COMPLETE, please submit any additional data, information or special study reports that may be necessary to determine whether the project may have significant effect on the environment or to evaluate any adverse impacts, and to determine how they may be mitigated. Add additional pages as necessary.

Environmental Checklist Explanations

D. Events will no doubt create additional solid waste or litter. We will arrange with the local garbage company for a dumpster of adequate size to handle the anticipated waste.

H. Events will also usually have music. Although we are in a remote area and the nearest home is half a mile away, we are knowledgeable of the Solano County Noise Ordinance and will require event organizers to comply with the ordinance.

L. The barn will also use power. We may consider a solar array in the future if it is economically feasible.

Frequency of Events

Demand for a rustic site to hold events as we propose is strong. The number of events we arrange each year must be sufficient enough to justify the investment we contemplate. We estimate that ninety percent of the events will be held on weekends and since we require customers to rent the entire Inn for a 2-night minimum in order to hold an event, only one event can be held each weekend. Under these circumstances, the maximum number of events per year would be 52. However, the wedding business is also seasonal with little happening in winter. Regardless of the number of events, the fact that most will be held on weekends insures there would be no disruption in commuter or school traffic which takes place during the week along Suisun Valley Road.

We do expect to develop some corporate meeting business during the week, however, business retreats of this nature generally have 6-8 attendees, are generally held in the common space of the Inn and do not add significant traffic. Mid-week use of the barn for larger groups may only be 4-6 times per year.

Click here for PDF Designs Site Development Plans, Floorplans and Elevation Plans for Monroe Ranch Barn Project or see pages 33-35.

Click here for Assessor's Parcel Map or see page 36.

10 Information Verification - Signed by Owner and Applicant

Owner and Applicant must sign below certifying that all information is to the best of his/her knowledge true and correct.

If the applicant is not the owner of record of all property included in this application, the signature given below is certification that the owners of record have knowledge of and consent to the filing of this application and supporting information. Additionally, the undersigned does hereby authorize representatives of the County to enter upon the above mentioned property for inspection purposes. **This certification acknowledges that if the project exceeds double that of the application fee, applicants are subject to the hourly billing rate of staff time. You will be notified if the project is approaching this threshold.**

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Owner signature: _____ Date: _____

PRINTED NAME: Gary D. Bacon _____

Applicant signature: _____ Date: _____

PRINTED NAME: Gary D. Bacon, Partner, Monroe Ranch, LLC _____

For Office Use Only

Planning Permit Fee(s)

_____-_____-_____ $_____
_____-_____-_____ $_____
_____-_____-_____ $_____
_____-_____-_____ $_____

Environmental Review Fees

Initial Study	$_____
Archaeological Study (Sonoma State NWIC)	$_____
Negative Declaration	$_____
CA Fish and Games (ND or EIR)	$_____
Initiate EIR	$_____
Mitigation Monitoring Plan	$_____

Total Fees Paid $ _____ Cash ☐ Check ☐ Charge/Debit ☐ Receipt No.: _____ DATE: _____

Staff verify: Zoning: _____ GP Land Use & Consistency: _____

Comments: _____ Staff/Date: _____

T:\PLANNING\Planning Templates\Front Counter Application and Instruction Forms\COUNTER FORMS - (O-R-I-G-I-N-A-L-S)\Land Use Permit\Permit Application & Instructions\Land Use Permit - Application.doc(November 22, 2013)

FOCUSED TRAFFIC IMPACT ANALYSIS FOR PROPOSED

MONROE RANCH EVENT FACILITY

IN SOLANO COUNTY

March 29, 2019

Prepared by:
GHD Inc.
2300 Clayton Rd., Suite 920
Concord, CA 94520

www.ghd.com

1. Introduction / Executive Summary

This report provides a focused Transportation Impact Analysis to assess potential transportation impacts associated with the proposed Monroe Ranch (Suisun Valley Inn) Event Building (also termed Event Barn) on Suisun Valley Road in Solano County, California. The "project" refers to the proposed event barn (and associated parking supply), which has the primary purpose of hosting weddings, to be constructed on the Monroe Ranch property as an adjunct facility to the existing Suisun Valley Inn. The project site is located at 4400 Suisun Valley Road on the east side of the road approximately one mile north of Rockville Road. (The site location is shown in Figure 1.) Consistent with CEQA guidelines, the following traffic scenarios have been evaluated as part of the traffic operations analysis.

- *Existing* and *Existing Plus Project* conditions
- *Cumulative* and *Cumulative Plus Project* conditions
- Vehicle Access / Turn Lane Assessments at the Project driveway intersection.

Existing conditions describes the existing transportation facilities serving the project site, and the traffic operations which currently exist for those facilities.

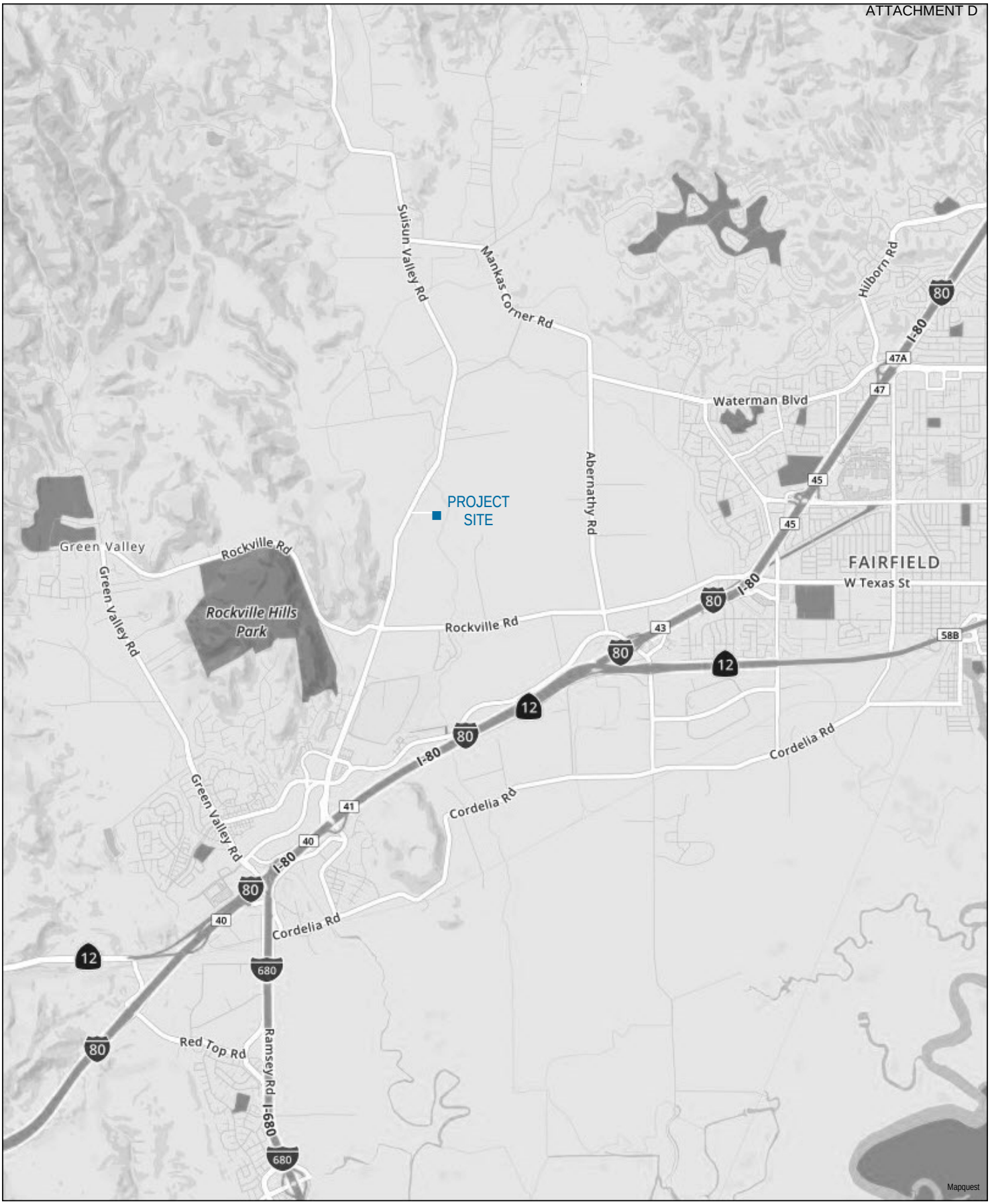
Cumulative conditions reflect long-term traffic growth anticipated to a future horizon year. The cumulative conditions were derived using the Napa-Solano Regional Travel Demand Model for Year 2040 conditions. Cumulative without project conditions represent the land use and circulation assumed within the Model excluding development of the proposed project.

The "*Plus Project"* conditions assess the potential traffic impacts associated with the proposed project in comparison to conditions without the project.

The analysis has determined that the project would not impact traffic level of service conditions based on the Solano County significance thresholds. Driveway operations would remain acceptable during weekend and weekday events for typical sized and maximum sized events. Existing and cumulative operations would operate at LOS 'B' or better conditions.

Turning volumes at the project driveway under "plus project" conditions were compared to industry-standard volume thresholds regarding installation of left-turn or right-turn lanes on Suisun Valley Road for entering vehicles. The project volumes would not warrant a separate left-turn lane under existing or cumulative conditions. The project volumes also would not warrant a separate full right-turn lane, but would be at or near the lower threshold level for a right-turn taper / turn apron (wider paved turning radius) at the driveway entrance for right-turn vehicles turning into the driveway.

ATTACHMENT D



GHD

PROJECT VICINITY

FIGURE 1

N

2. Existing Conditions

The *Existing Conditions* analysis establishes the baseline traffic conditions by quantifying current operations at the study locations.

Transportation System

Roadways

The primary roadway serving the project site is Suisun Valley Road:

Suisun Valley Road is oriented in a north-south direction extending north from Interstate 80, to State Route 121 in Napa County (where it becomes Wooden Valley Road). Suisun Valley Road is classified as a Collector road in the Solano County General Plan.(1) In the project vicinity, it is a rural two lane roadway with centerline striping and unimproved shoulder areas of various widths (no sidewalks or bicycle lanes). Fronting the project site it is straight and flat with limited shoulders and a posted speed limit of 55 mph. There are also horizontal curves located north and south of the site with advisory speeds of 25 mph and 40 mph, respectively. The Suisun Valley Road/Project Driveway intersection is T-shaped and consists of single lane approaches with stop sign control for the westbound driveway approach.

Bicycles

There are currently no striped bicycle lanes or paths on Suisun Valley Road. However, the Solano Transportation Authority has prepared a comprehensive Countywide Bicycle Transportation Plan that has proposed 6.9 miles of Class II bicycle lanes on Suisun Valley Road extending from Mangels Boulevard to the Napa County Line.(2)

Public Transit

There are currently no fixed route services on Suisun Valley Road fronting the project site. A public bus route providing service between Fairfield and Vallejo Transit Centers is available at Solano Community College located approximately 1.5 miles south of the project site.

Existing Traffic Volumes

The event barn would primarily be used to host a weekend wedding. Secondary uses may consist of some weekday events (corporate meetings, etc.). Therefore, Weekend (Saturday) afternoon peak period (1:00-3:00 pm) and Weekday PM peak period (4:00-6:00 pm) traffic counts were collected at the intersection of the project site's access driveway (existing Suisun Valley Inn driveway) and Suisun Valley Road.(3) The traffic counts were conducted in the month of January. In order to address potentially higher volumes occurring during summer months, Caltrans annual volume data, available for state highways, was evaluated.(4) For State Route 121 near Wooden Valley Road, which intersects Suisun Valley Road north of the site, the peak month average daily traffic (ADT) volumes are approximately 22% higher than the average annual daily traffic. Therefore, a 22% increase was applied to the existing traffic counts to conservatively reflect potentially higher volume summer conditions. The existing volumes are shown in Figure 2 on page 10.

3. Technical Analysis Parameters and LOS Methodologies

Traffic operating conditions are measured by Level of Service (LOS), which applies a letter ranking to successive levels of roadway and intersection traffic performance. LOS 'A' represents optimum conditions with free-flow travel and no congestion. LOS 'F' represents congested conditions with long delays. When applied to unsignalized intersections with minor street stop controls, the LOS reflects the delays experienced by the minor street approach. For all-way stop and signalized controls, the LOS reflects the average overall intersection delay. Intersection LOS have been determined using the Synchro software suite consistent with the Highway Capacity Manual (HCM 2010) methodology.[5] (LOS calculations are provided in the Appendices.)

Analysis LOS Policies

General Plan Transportation Policies

Solano County Road Improvement Standards and Land Development Requirements (adopted February 2006) establishes the following policy:

> Sec. 1-4 - LEVEL OF SERVICE STANDARD: The goal of Solano County is to maintain a Level of Service C on all roads and intersections. In addition to meeting the design widths and standards contained in this document, all projects shall be designed to maintain a Level of Service C, except where the existing level of service is already below C, the project shall be designed such that there will be no decrease in the existing level of service. Levels of Service shall be calculated using the Transportation Research Board's most recent Highway Capacity Manual.

Based on the policy above, a threshold of LOS C has been established for significant impacts.

4. Existing Traffic Operations

Existing Intersection Operations

Existing weekday PM and weekend Afternoon peak hour intersection traffic operations were evaluated utilizing the existing traffic volumes and existing intersection lane geometrics and controls. The Suisun Valley Road/Monroe Ranch Driveway intersection operates at acceptable LOS during weekday and weekend peak hours. The intersection operates at LOS 'B' or better (with 10.5 seconds of delay or less) for the stopped westbound driveway approach. Existing turn volumes at the driveway are low and reflect trips generated by the Suisun Valley Inn. The existing levels of service are shown in Table 1.

TABLE 1
EXISTING PEAK HOUR INTERSECTION OPERATIONS
LEVEL OF SERVICE (LOS) AND SECONDS OF DELAY

Intersection	Weekday PM Peak Hour Existing LOS Delay	Saturday Afternoon Peak Hour Existing LOS Delay
Suisun Valley Rd. / Monroe Ranch Driveway *Unsignalized (minor street stop)*	B 10.5”	A 0.0”

Based on Highway Capacity Manual (HCM) Operations methodology for stop-sign controlled (unsignalized) intersections using Synchro-Simtraffic software. Intersection calculation yields an LOS and vehicle delay in seconds.

5. Project Description

The proposed project would consist of construction of an Event Building (also termed Event Barn) with the primary purpose of hosting weddings, typically on weekends. There would also be less frequent events (such as corporate meetings, rehearsal dinners, or charitable events) occurring on some weekdays.

The overall site development consists of four phases. Phase 1 is completed and consisted of upgrading some rooms at the existing Inn. Phase 2 will consist of potential driveway improvements, if required, to accommodate visitors and emergency vehicle access. This may include widening the existing driveway and/or utilizing an alternative driveway on the south side of the property. Phase 3 is the construction of the approximately 4,000 square feet Event Building (the project this report is evaluating). The current design includes providing a supply of 61 onsite parking spaces to serve the property. Phase 4 consists of adding a commercial kitchen to the event building (food will be catered from offsite until the kitchen is constructed).

Information regarding the project was provided by the project applicant and derived from the Use Permit application for the project. The trip generation components of the project would consist of the events held at the Event Barn outlined as follows:

- **Weddings (Weekend Trip Generation):**

  The primary purpose of the event barn is to host weddings. The use of the building for such events will require renting out the entire Suisun Valley Inn for the weekend. Therefore, only one wedding would occur per rented weekend. The weddings will typically be held on a Saturday, usually beginning in the afternoon or early evening.

- **Other Events (Weekday Trip Generation):**

  A lesser component of the event barn use would consist of weekday events, such as corporate meetings or rehearsal dinners the evening before a wedding. As noted, events held in the Barn would require renting the entire Suisun Valley Inn. Some (or all) of the attendees will be guests staying at the Inn, who would not generate additional vehicle trips for these events. There are also several charitable events annually when the Inn and Barn are open to visitors not staying at the Inn.

6. Project Trip Generation

Vehicle trips were calculated for the weddings and the weekday events. The vehicle trips were calculated for "peak period" conditions, corresponding with the peak trip generation before and after the events (typically weekend afternoons for weddings and weekday evening commute periods for the weekday events).

To generate vehicle trips, automobile occupancy rates used by Napa County were utilized to calculate the guest trips.[6] Additional vehicle trips generated by temporary staff (catering, entertainment, etc.) were also included using a conservative ratio of one staff person per fifteen guests. (This would reflect an event with full service. Events with buffet service would require fewer staff, and therefore, generate fewer trips than calculated.)

Most of the weddings are expected to have 150 or fewer attendees. Only several weddings per year would be expected to have up to 250 people attending. Vehicle trips were calculated for 150- person and 250-person events. The calculated trips are shown in Table 2.

The most frequent weddings, consisting of up to 150 attendees, are calculated to generate up to 122 trips (61 in prior to the event, and 61 out after the event). The largest weddings with 250 attendees would generate up to 200 total trips (100 in, 100 out). However, offsite parking would be utilized for events exceeding 150 persons. The applicant has a written agreement with Solano Community College to provide up to 100 parking spaces. The college is located approximately 1.5 miles south of the site on Suisun Valley Road. Wedding attendees parked at the college would utilize shuttle buses arranged by the Suisun Valley Inn. As a result, vehicle trips at the project driveway would be lower, with approximately 158 trips (79 in, 79 out).

It is anticipated that attendance for most weekday events would be less than 50 people. A weekday event with 50 attendees is calculated to generate 42 trips (21 in, 21 out), assuming all trips arrive and depart from offsite. Maximum attendance would be limited by the proposed onsite parking supply of 61 parking spaces, resulting in a maximum of 122 trips (61 in, 61 out). Though infrequent, traffic operations were evaluated assuming 61 vehicles which would reflect a maximum sized event.

It is noted that these events are of sufficient duration that the inbound and outbound trips occur in separate hours, thus the number of trips on the street network at one time is half of the total volume. Similarly, only half of the trips are likely to be generated during a peak commute period of the day. For example, a wedding starting during the afternoon commute peak time of day would generate inbound trips during the commute peak period, but the outbound trips would occur later, when background traffic volumes are lower.

TABLE 2
TRIP GENERATION
FOR PROPOSED EVENT BUILDING

WEDDINGS (WEEKEND TRIP GENERATION)

Typical Wedding Attendance:
Guests: up to 150 guests / 2.8 guests per vehicle x 2 one-way trips = 108 trips
Staff: 10 staff / 1.5 staff per vehicle x 2 o-w trips = 14 trips
Total Trips (150 guests): = 122 trips
(61 in before event, 61 out after event)

Maximum Wedding Attendance*:
Guests: up to 250 guests / 2.8 guests per vehicle x 2 one-way trips = 178 trips
Staff: 17 staff / 1.5 staff per vehicle x 2 o-w trips = 22 trips
Total Trips (250 guests): = 200 trips total (100 in before, 100 out after)

**Offsite parking provided for events exceeding 150 guests at Solano Community College with shuttle bus service to/from project site. Trips at project driveway result as follows:*

Trips in/out of Suisun Valley Inn driveway:
Staff: 17 staff / 1.5 staff per vehicle (11 vehicles) x 2 o-w trips = 22 trips
Guests: Parking for 50 vehicles onsite (140 guests): = 100 trips
Guests: Shuttle buses (110 guests / 12 per bus = 9 buses x 4 o.w. trips) = 36 trips
= 158 trips at driveway
(70 in, 9 out before; 9 in, 70 out after)

WEEKDAY TRIP GENERATION

Typical Attendance:
Guests: approx. 50 guests / 2.6 visitors per vehicle x 2 o-w trips = 38 trips
Staff: 2 staff / 1.5 staff per vehicle x 2 o-w trips = 4 trips
Total Trips (50 guests): = 42 trips (21 in before, 21 out after)

Maximum Attendance (based on parking supply of 61 spaces):
Guests: up to 150 guests / 2.6 visitors per vehicle x 2 o-w trips = 116 trips
Staff: 4 staff / 1.5 staff per vehicle x 2 o-w trips = 6 trips
Total Trips: = 122 trips (61 in before, 61 out after)

Trip Distribution

The directional distribution of vehicle trips for the proposed project has been based on existing traffic flow patterns and geographical location of the project site. Most of the trips would be to/from south of the project site. The existing traffic counts at the project driveway found 100% of the trips were to/from the south. To further substantiate the trip distribution, traffic counts were conducted at two church properties on Suisun Valley Road just south of the project site. The counts identified 90% of trips to/from the south and 10% to/from the north. In order to provide a conservative evaluation of the potential southbound left-turn volumes at the project driveway for the traffic operations analysis, the project trips were distributed with 85% to/from the south and 15% to/from the north. The maximum weekday and weekend project trips are shown in Figure 2.

7. Existing Plus Project Conditions

Intersection Operations

As noted, the inbound and outbound trips are generated in separate hours, resulting in half of the total trips occurring in a given hour. Because the "Before" and "After" event trips occur in separate hours, the LOS analysis evaluated each scenario separately. Half of the event trips would be generated outside of the peak commute time of day. However, to remain conservative, both scenarios were evaluated using the peak commute hour volumes.

The existing plus project peak hour LOS conditions are listed in Table 3. The project driveway intersection would operate at LOS B or better conditions (11.5 seconds of delay or less) before and after events. The intersection would continue to operate acceptably on weekdays and weekends. The existing plus project volumes are shown in Figure 2.

TABLE 3
EXISTING AND EXISTING + PROJECT PEAK HOUR INTERSECTION OPERATIONS
LEVEL OF SERVICE (LOS) AND SECONDS OF DELAY

Intersection	Weekday PM Peak Hour		Saturday Afternoon Peak Hour	
	Existing LOS Delay	Existing + Project LOS Delay	Existing LOS Delay	Existing + Project LOS Delay
Suisun Valley Rd. / Monroe Ranch Driveway *Unsignalized (minor street stop)*	B 10.5"		A 0.0"	
Before Typical Size Event:		B 10.7"		A 0.0"
After Typical Size Event:		B 10.7"		B 11.0"
Before Maximum Size Event		B 11.0"		B 10.8"
After Maximum Size Event		B 11.5"		B 11.3"

Based on Highway Capacity Manual (HCM) Operations methodology for stop-sign controlled (unsignalized) intersections using Synchro-Simtraffic software. Intersection calculation yields an LOS and vehicle delay in seconds.

8. Cumulative Conditions

Cumulative conditions refer to a cumulative "No Project" condition where the proposed development remains undeveloped and all model land uses and circulation improvements are assumed to be built.

Cumulative volume projections on Suisun Valley Road were derived using the Napa-Solano Regional Travel Demand Model for Year 2040 conditions.(7) The forecast volumes represent an annual increase of 2.15% per year. The annual rate was applied to the existing counts reflecting 21 years of growth (2019 to 2040). The cumulative and cumulative plus project volumes are shown in Figure 3.

Intersection Operations

Table 4 provides a summary of the *Cumulative* intersection LOS. Weekday and weekend peak hour cumulative conditions without the project would operate acceptably (LOS 'B' or better).

9. Cumulative Plus Project Conditions

Intersection Operations

The *Cumulative Plus Project* condition is the analysis scenario in which traffic impacts associated with the proposed project are investigated in comparison to the *Cumulative* condition scenario.

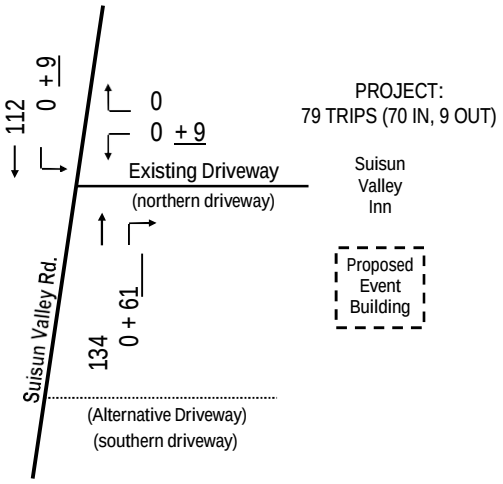
As shown in Table 4, the Suisun Valley Road/Driveway intersection would continue to function acceptably. LOS would remain unchanged, continuing to operate at LOS 'B' or better during the weekday and weekend peak hours.

TABLE 4
CUMULATIVE AND CUMULATIVE + PROJECT PEAK HOUR INTERSECTION OPERATIONS
LEVEL OF SERVICE (LOS) AND SECONDS OF DELAY

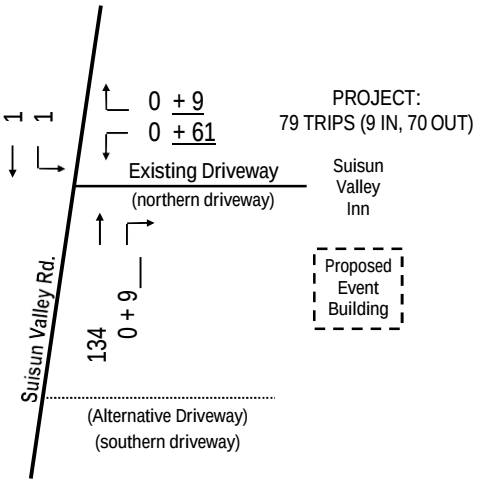
Intersection	Weekday PM Peak Hour		Saturday Afternoon Peak Hour	
	Cumulative LOS Delay	Cumulative + Project LOS Delay	Cumulative LOS Delay	Cumulative + Project LOS Delay
Suisun Valley Rd. / Monroe Ranch Driveway *Unsignalized (minor street stop)*	B 11.8"		A 0.0"	
Before Typical Size Event:		B 12.0"		A 0.0"
After Typical Size Event:		B 12.0"		B 12.4"
Before Maximum Size Event		B 12.3"		B 11.9"
After Maximum Size Event		B 13.2"		B 12.8"

Based on Highway Capacity Manual (HCM) Operations methodology for stop-sign controlled (unsignalized) intersections using Synchro-Simtraffic software. Intersection calculation yields an LOS and vehicle delay in seconds.

Weekend Wedding Event:



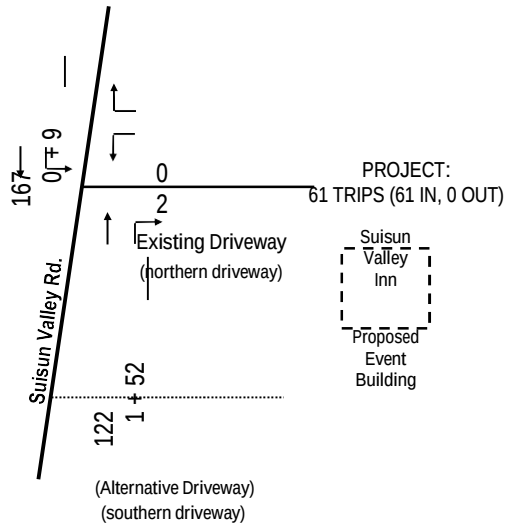
BEFORE EVENT



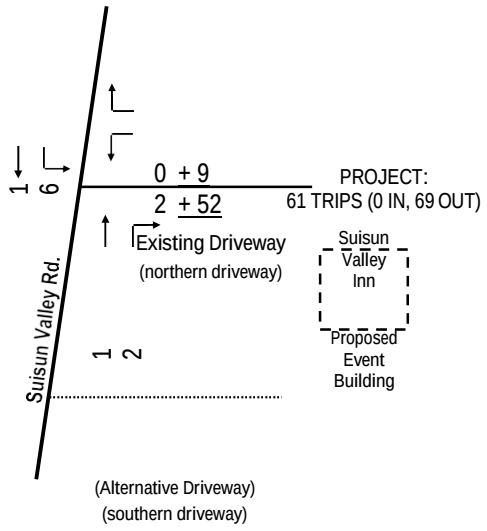
AFTER EVENT

EXISTING WEEKEND PEAK HOUR VOLUMES + PROJECT TRIPS (Maximum)

Weekday Event:



BEFORE EVENT



AFTER EVENT

EXISTING WEEKDAY PEAK HOUR VOLUMES + PROJECT TRIPS (Maximum)

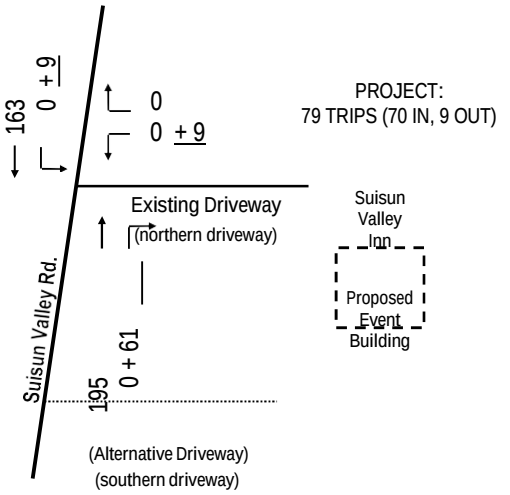
+ PROJECT TRIPS

FIGURE 2

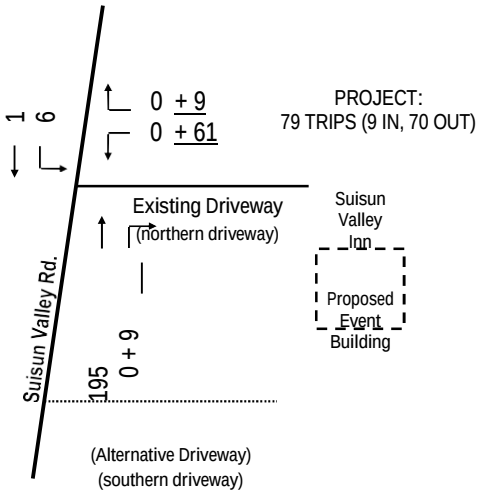
N

EXISTING PEAK HOUR VOLUMES

Weekend Wedding Event:



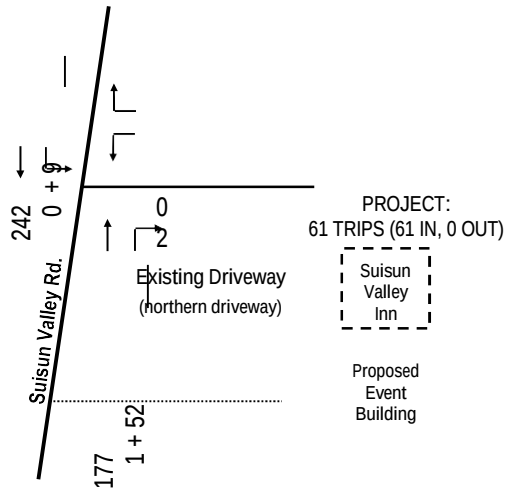
BEFORE EVENT



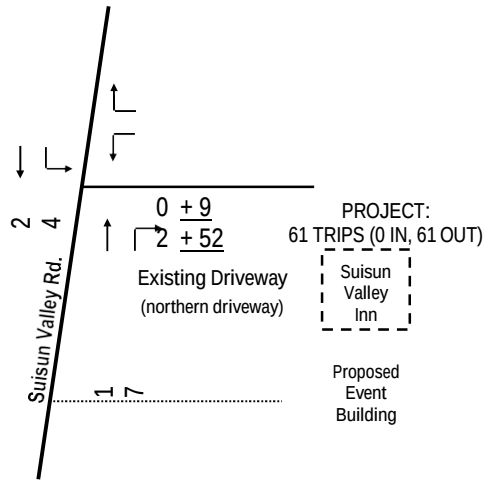
AFTER EVENT

CUMULATIVE WEEKEND PEAK HOUR VOLUMES + PROJECT TRIPS (Maximum)

Weekday Event:



BEFORE EVENT



AFTER EVENT

+ PROJECT TRIPS

FIGURE 3

CUMULATIVE WEEKDAY PEAK HOUR VOLUMES + PROJECT TRIPS (Maximum)

N

CUMULATIVE PEAK HOUR VOLUMES

10. Auxiliary Turn Lane Warrants

The project driveway volumes were compared with guidelines established by the Transportation Research Board (TRB) for warranting installation of a left-turn lane and/or a right-turn lane on Suisun Valley Road.[8] (The TRB warrant graphs correspond with the AASHTO guidelines for auxiliary lanes provided in the Policy on Geometric Design of Highways and Streets manual.) The recommendations for installing a left-turn lane are based on opposing traffic volumes approaching the intersection and the percentage of turning vehicles in the approaching volumes. (The warrant graphs for weekend and weekday conditions are provided in the Appendices.)

Left-Turn Lane

A left-turn lane would not be warranted for southbound Suisun Valley Road under existing or cumulative conditions. The existing and existing-plus-project left-turn volumes at the site driveway would not warrant a left-turn lane, nor would the cumulative and cumulative-plus-project volumes.

Right-Turn Lane

The existing and existing-plus-project, as well as cumulative and cumulative-plus-project volumes, would not warrant a fully separate right-turn lane.

However, the existing-plus-project volumes for a 150-person event would be near the lower threshold for a right-turn taper or turn apron (wider paved turning radius at the driveway entrance) to facilitate the movement of right-turning vehicles out of the main lane of traffic at the driveway, and volumes would be just above the lower threshold with a 250-person event.

The cumulative-plus-project volumes would be above the lower threshold for a right-turn taper for a 150-person event or 250-person event.

11. Project Site Access / Design Parameters

A preliminary site plan is provided in Figure 4. The existing driveway serving the Inn is located toward the northern border of the property. It has a paved width of approximately 12 feet and is bordered on both sides by magnolia trees. The project applicant is aware that the existing driveway may not meet the minimum width requirements for event and/or emergency vehicle access, and that driveway improvements may become a condition of approval for the proposed project.

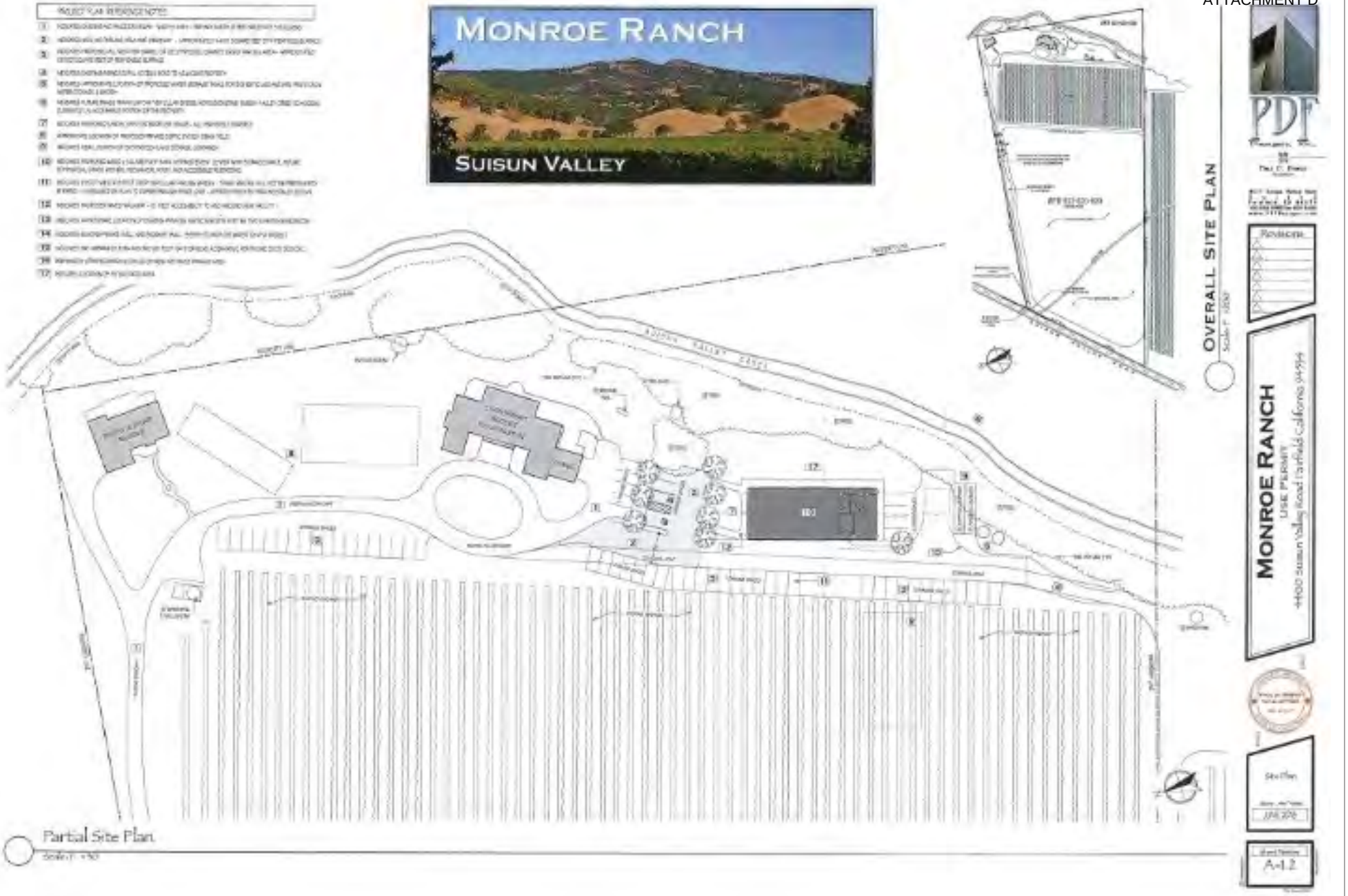
If driveway improvements are required, several alternative designs could be considered. The existing driveway could be widened, but this would likely require relocating the existing trees aligning the driveway. To retain the trees, a new parallel driveway of equal 12 foot width could be constructed to one side of the existing trees, creating two one-way drive-aisles.

Alternatively, there is an existing unpaved driveway located toward the southern border of the property which is able to provide access to the proposed event building. Improving this driveway may have some advantages to the northern driveway. No trees would need to be removed. Also, at the north driveway there are utility poles in proximity of the driveway entrance that may need to be relocated to accommodate a wider driveway. At the southern driveway, the existing utility pole locations may accommodate a wider driveway without having to be moved.

Operating conditions at the southern driveway would function acceptably, with equal volumes and LOS conditions as the northern driveway, if all trips shift to the southern driveway. Volumes would be slightly lower at the southern driveway if the Suisun Valley Inn trips remain at the north driveway.

Vehicle sight distances along Suisun Valley Road to/from both driveways were evaluated. Caltrans design standards for adequate sight distance are a function of vehicle speeds on the main road. This section of Suisun Valley Road has a posted speed limit of 55 mph. Radar speed surveys of Suisun Valley Road were conducted at the project site. The "critical" vehicle speed (the speed at which 85% of all surveyed vehicles travel at or below) was measured to be 53 mph. Caltrans' design standards for private access intersections recommends maintaining adequate "stopping sight distance" (the distance required for a driver at a given speed to come to a stop after seeing an obstacle on the roadway). Vehicle speeds of 55 mph require a stopping sight distance of 500 feet measured along the travel lanes on Suisun Valley Road.[9] Sight distance measurements taken at the driveway locations exceed the recommended distance in both directions at both driveway locations. Therefore, the sight distance recommendations are met. (Keeping vegetation trimmed along the east side of Suisun Valley Road to the extent possible will help retain maximum sight distances.)

ATTACHMENT D



PROJECT SITE PLAN

FIGURE 4

References:

(1) Solano County General Plan, Transportation and Circulation, 2008.

(2) Solano Transportation Authority, Countywide Bicycle Transportation Plan, 2012.

(3) National Data Systems, traffic counts on January 11, 2019 (4:00-6:00 p.m.) and January 12, 2019 (1:00-3:00 p.m.).

(4) Caltrans, Traffic Volumes Book 2017, Average and Peak Traffic Volumes.

(5) Transportation Research Board, Highway Capacity Manual 2010.

(6) Napa County, Conservation, Development, and Planning Department, "Use Permit Application Package," Napa County Winery Traffic Generation Characteristics, 2019.

(7) Solano Transportation Authority, Napa-Solano Regional Travel Demand Model (2040).

(8) Transportation Research Board, National Cooperative Highway Research Program Report 279, "Intersection Channelization Design Guide", November, 1985.

(9) Caltrans, Highway Design Manual, 6th Ed., Stopping/Corner Sight Distance, Chapters 200 and 400, 2018.

Appendices

Synchro Outputs

Turn Lane Warrants

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	134	0	0	112
Future Vol, veh/h	0	0	134	0	0	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	86	86	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	156	0	0	137

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	293	156	0	0	156	0
Stage 1	156	-	-	-	-	-
Stage 2	137	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	698	890	-	-	1424	-
Stage 1	872	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	698	890	-	-	1424	-
Mov Cap-2 Maneuver	698	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-			1424	-
HCM Lane V/C Ratio	-	-	-	-	-		
HCM Control Delay (s)	-	-	0	0	-		
HCM Lane LOS	-	-	A	A	-		
HCM 95th %tile Q(veh)	-	-	-	0	-		

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	134	52	9	112
Future Vol, veh/h	0	0	134	52	9	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	86	86	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	156	60	11	137

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	345	186	0	0	216	0
Stage 1	186	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	652	856	-	-	1354	-
Stage 1	846	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	646	856	-	-	1354	-
Mov Cap-2 Maneuver	646	-	-	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1354	-
HCM Lane V/C Ratio	-	-	-	0.008	-
HCM Control Delay (s)	-	-	0	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	9	134	0	0	112
Future Vol, veh/h	52	9	134	0	0	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	86	86	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	18	156	0	0	137

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	293	156	0	0	156	0
Stage 1	156	-	-	-	-	-
Stage 2	137	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	698	890	-	-	1424	-
Stage 1	872	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	698	890	-	-	1424	-
Mov Cap-2 Maneuver	698	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	721	1424	-
HCM Lane V/C Ratio	-	-	0.169	-	-
HCM Control Delay (s)	-	-	11	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	0	134	61	9	112
Future Vol, veh/h	9	0	134	61	9	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	86	86	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	0	156	71	11	137

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	351	192	0	0	227	0
Stage 1	192	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	646	850	-	-	1341	-
Stage 1	841	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	640	850	-	-	1341	-
Mov Cap-2 Maneuver	640	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	640	1341	-
HCM Lane V/C Ratio	-	-	0.028	0.008	-
HCM Control Delay (s)	-	-	10.8	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	9	134	9	0	112
Future Vol, veh/h	61	9	134	9	0	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	86	86	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	18	156	10	0	137

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	298	161	0	0	166	0
Stage 1	161	-	-	-	-	-
Stage 2	137	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	693	884	-	-	1412	-
Stage 1	868	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	693	884	-	-	1412	-
Mov Cap-2 Maneuver	693	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	713	1412	-
HCM Lane V/C Ratio	-	-	0.196	-	-
HCM Control Delay (s)	-	-	11.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	122	1	0	167
Future Vol, veh/h	2	0	122	1	0	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	84	84	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	145	1	0	194

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	340	146	0	0	146	0
Stage 1	146	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	656	901	-	-	1436	-
Stage 1	881	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	656	901	-	-	1436	-
Mov Cap-2 Maneuver	656	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	656	1436	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	-	-	10.5	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	122	19	3	167
Future Vol, veh/h	2	0	122	19	3	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	84	84	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	145	23	3	194

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	357	157	0	0	168	0
Stage 1	157	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	641	889	-	-	1410	-
Stage 1	871	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	640	889	-	-	1410	-
Mov Cap-2 Maneuver	640	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	834	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	640	1410	-
HCM Lane V/C Ratio	-	-	0.006	0.002	-
HCM Control Delay (s)	-	-	10.7	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	3	122	1	0	167
Future Vol, veh/h	20	3	122	1	0	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	84	84	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	6	145	1	0	194

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	340	146	0	0	146	0
Stage 1	146	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	656	901	-	-	1436	-
Stage 1	881	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	656	901	-	-	1436	-
Mov Cap-2 Maneuver	656	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	680	1436	-
HCM Lane V/C Ratio	-	-	0.068	-	-
HCM Control Delay (s)	-	-	10.7	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	122	53	9	167
Future Vol, veh/h	2	0	122	53	9	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	84	84	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	145	63	10	194

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	391	177	0	0	208	0
Stage 1	177	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	613	866	-	-	1363	-
Stage 1	854	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	608	866	-	-	1363	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	822	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	608	1363	-
HCM Lane V/C Ratio	-	-	0.007	0.008	-
HCM Control Delay (s)	-	-	11	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	9	122	1	0	167
Future Vol, veh/h	54	9	122	1	0	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	84	84	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	18	145	1	0	194

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	340	146	0	0	146	0
Stage 1	146	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	656	901	-	-	1436	-
Stage 1	881	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	656	901	-	-	1436	-
Mov Cap-2 Maneuver	656	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	683	1436	-
HCM Lane V/C Ratio	-	-	0.184	-	-
HCM Control Delay (s)	-	-	11.5	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	195	0	0	163
Future Vol, veh/h	0	0	195	0	0	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	86	86	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	227	0	0	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	426	227	0	0	227	0
Stage 1	227	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	585	812	-	-	1341	-
Stage 1	811	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	585	812	-	-	1341	-
Mov Cap-2 Maneuver	585	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-			1341	-
HCM Lane V/C Ratio	-	-	-	-	-		
HCM Control Delay (s)	-	-	0	0	-		
HCM Lane LOS	-	-	A	A	-		
HCM 95th %tile Q(veh)	-	-	-	0	-		

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	195	52	9	163
Future Vol, veh/h	0	0	195	52	9	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	86	86	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	227	60	11	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	478	257	0	0	287	0
Stage 1	257	-	-	-	-	-
Stage 2	221	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	546	782	-	-	1275	-
Stage 1	786	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	541	782	-	-	1275	-
Mov Cap-2 Maneuver	541	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	816	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1275	-
HCM Lane V/C Ratio	-	-	-	0.009	-
HCM Control Delay (s)	-	-	0	7.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	9	195	0	0	163
Future Vol, veh/h	52	9	195	0	0	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	86	86	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	18	227	0	0	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	426	227	0	0	227	0
Stage 1	227	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	585	812	-	-	1341	-
Stage 1	811	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	585	812	-	-	1341	-
Mov Cap-2 Maneuver	585	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	610	1341	-
HCM Lane V/C Ratio	-	-	0.2	-	-
HCM Control Delay (s)	-	-	12.4	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	0	195	61	9	163
Future Vol, veh/h	9	0	195	61	9	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	86	86	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	0	227	71	11	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	484	263	0	0	298	0
Stage 1	263	-	-	-	-	-
Stage 2	221	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	542	776	-	-	1263	-
Stage 1	781	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	537	776	-	-	1263	-
Mov Cap-2 Maneuver	537	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	816	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	537	1263	-
HCM Lane V/C Ratio	-	-	0.034	0.009	-
HCM Control Delay (s)	-	-	11.9	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	9	195	9	0	163
Future Vol, veh/h	61	9	195	9	0	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	86	86	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	18	227	10	0	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	431	232	0	0	237	0
Stage 1	232	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	581	807	-	-	1330	-
Stage 1	807	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	581	807	-	-	1330	-
Mov Cap-2 Maneuver	581	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	603	1330	-
HCM Lane V/C Ratio	-	-	0.232	-	-
HCM Control Delay (s)	-	-	12.8	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	177	1	0	242
Future Vol, veh/h	2	0	177	1	0	242
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	84	84	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	211	1	0	281

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	493	212	0	0	212	0
Stage 1	212	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	535	828	-	-	1358	-
Stage 1	823	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	535	828	-	-	1358	-
Mov Cap-2 Maneuver	535	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	535	1358	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	-	-	11.8	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	177	19	3	242
Future Vol, veh/h	2	0	177	19	3	242
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	84	84	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	211	23	3	281

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	510	223	0	0	234	0
Stage 1	223	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	523	817	-	-	1333	-
Stage 1	814	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	521	817	-	-	1333	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	762	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	521	1333	-
HCM Lane V/C Ratio	-	-	0.008	0.003	-
HCM Control Delay (s)	-	-	12	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	3	177	1	0	242
Future Vol, veh/h	20	3	177	1	0	242
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	84	84	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	6	211	1	0	281

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	493	212	0	0	212	0
Stage 1	212	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	535	828	-	-	1358	-
Stage 1	823	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	535	828	-	-	1358	-
Mov Cap-2 Maneuver	535	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	561	1358	-
HCM Lane V/C Ratio	-	-	0.082	-	-
HCM Control Delay (s)	-	-	12	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	177	53	9	242
Future Vol, veh/h	2	0	177	53	9	242
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	84	84	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	211	63	10	281

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	544	243	0	0	274	0
Stage 1	243	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	500	796	-	-	1289	-
Stage 1	797	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	496	796	-	-	1289	-
Mov Cap-2 Maneuver	496	-	-	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	751	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	496	1289	-
HCM Lane V/C Ratio	-	-	0.008	0.008	-
HCM Control Delay (s)	-	-	12.3	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.7

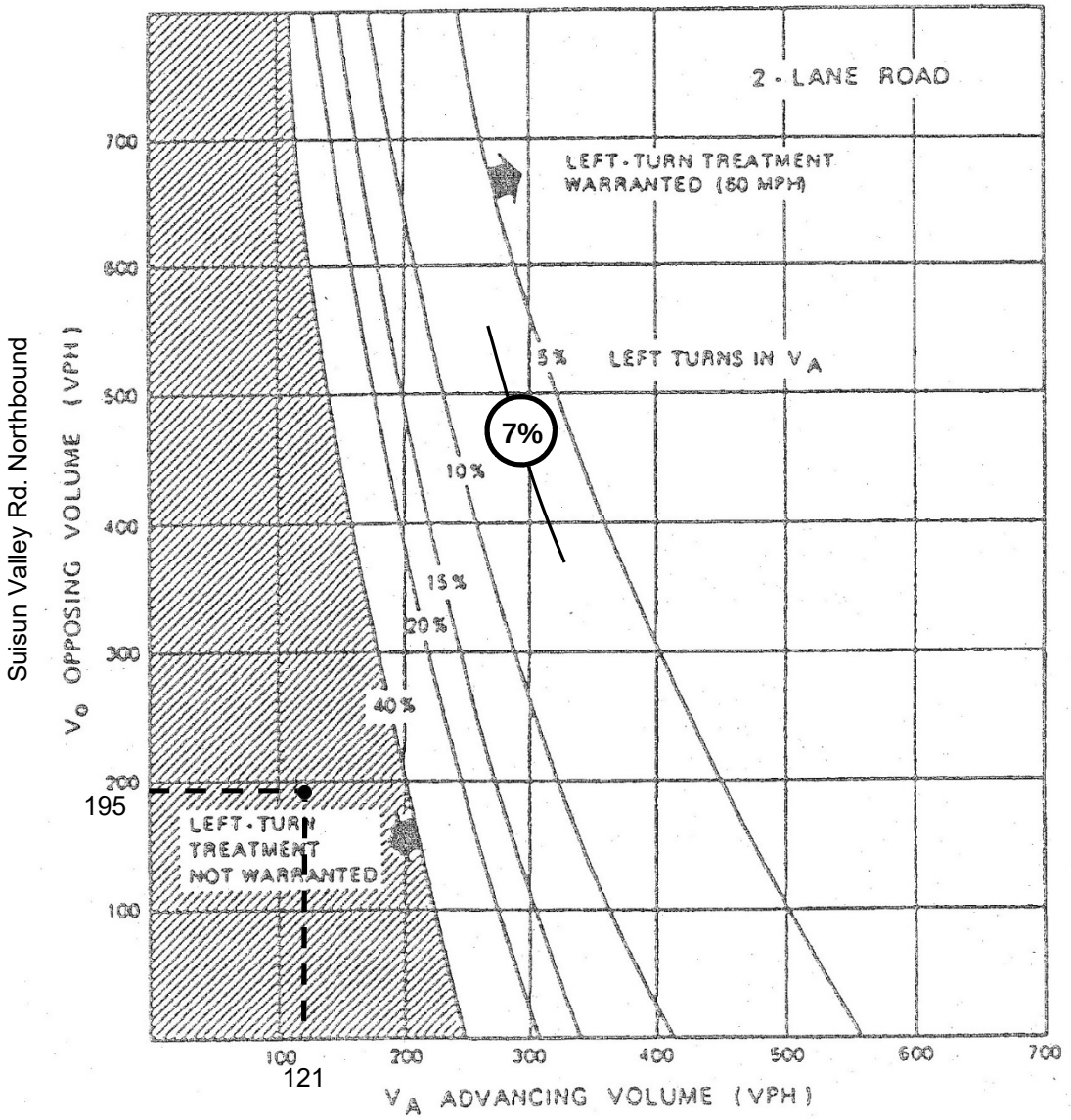
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	9	177	1	0	242
Future Vol, veh/h	54	9	177	1	0	242
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	84	84	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	18	211	1	0	281

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	493	212	0	0	212	0
Stage 1	212	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	535	828	-	-	1358	-
Stage 1	823	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	535	828	-	-	1358	-
Mov Cap-2 Maneuver	535	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	563	1358	-
HCM Lane V/C Ratio	-	-	0.224	-	-
HCM Control Delay (s)	-	-	13.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0	-

LEFT TURN LANE WARRANTS



Suisun Valley Rd. Southbound

Monroe Ranch (Suisun Valley Inn) Event Barn Project

Suisun Valley Rd. / Driveway

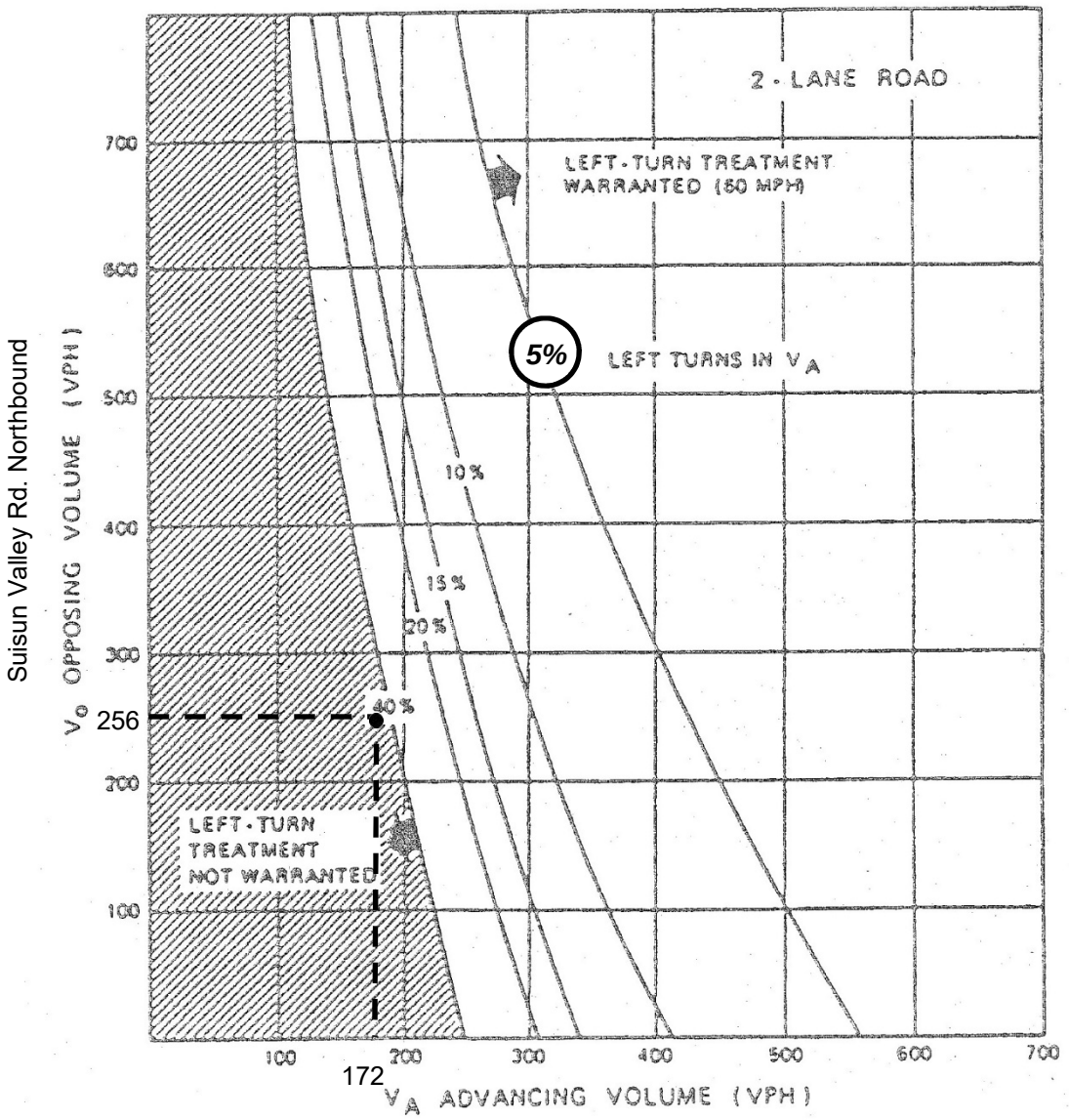
EXISTING + WEEKEND WEDDING 250 GUESTS, BEFORE EVENT

V_A = 121 L.T. % = 9/121 = 7% V_o = 195

LEFT TURN LANE NOT WARRANTED

Source: Transportation Research Board, National Cooperative Highway Research Program Report 279, "Intersection Channelization Design Guide", November, 1985.
Corresponds with AASHTO Guide for Left Turn Lanes.

LEFT TURN LANE WARRANTS



Monroe Ranch (Suisun Valley Inn) Event Barn Project

Suisun Valley Rd. / Driveway

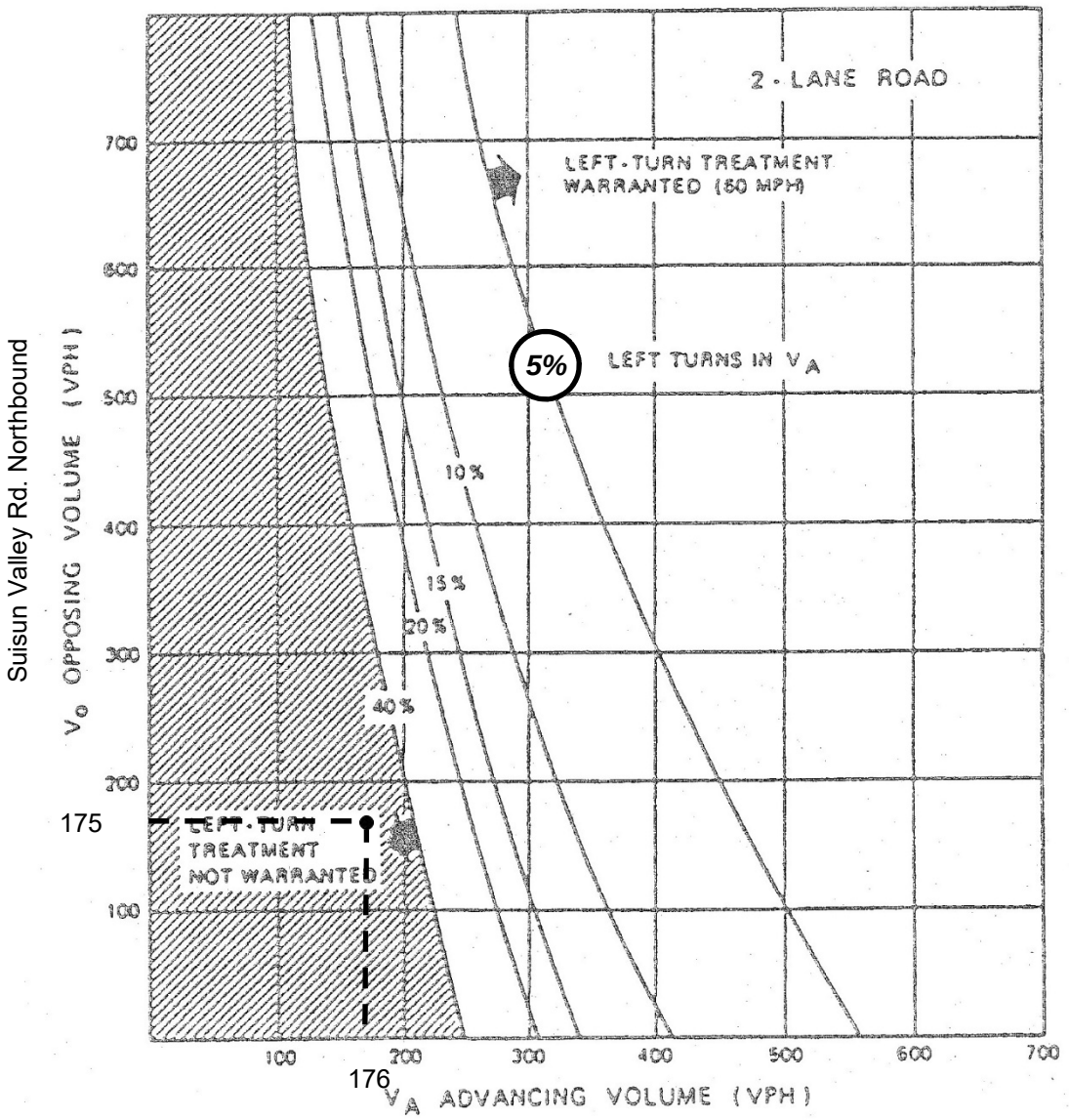
CUMULATIVE + WEEKEND WEDDING 250 GUESTS, BEFORE EVENT

V_A = 172 L.T. % = 9/172 = 5% V_o = 256

LEFT TURN LANE NOT WARRANTED

Source: Transportation Research Board, National Cooperative Highway Research Program Report 279, "Intersection Channelization Design Guide", November, 1985.
Corresponds with AASHTO Guide for Left Turn Lanes.

LEFT TURN LANE WARRANTS



Monroe Ranch (Suisun Valley Inn) Event Barn Project

Suisun Valley Rd. / Driveway

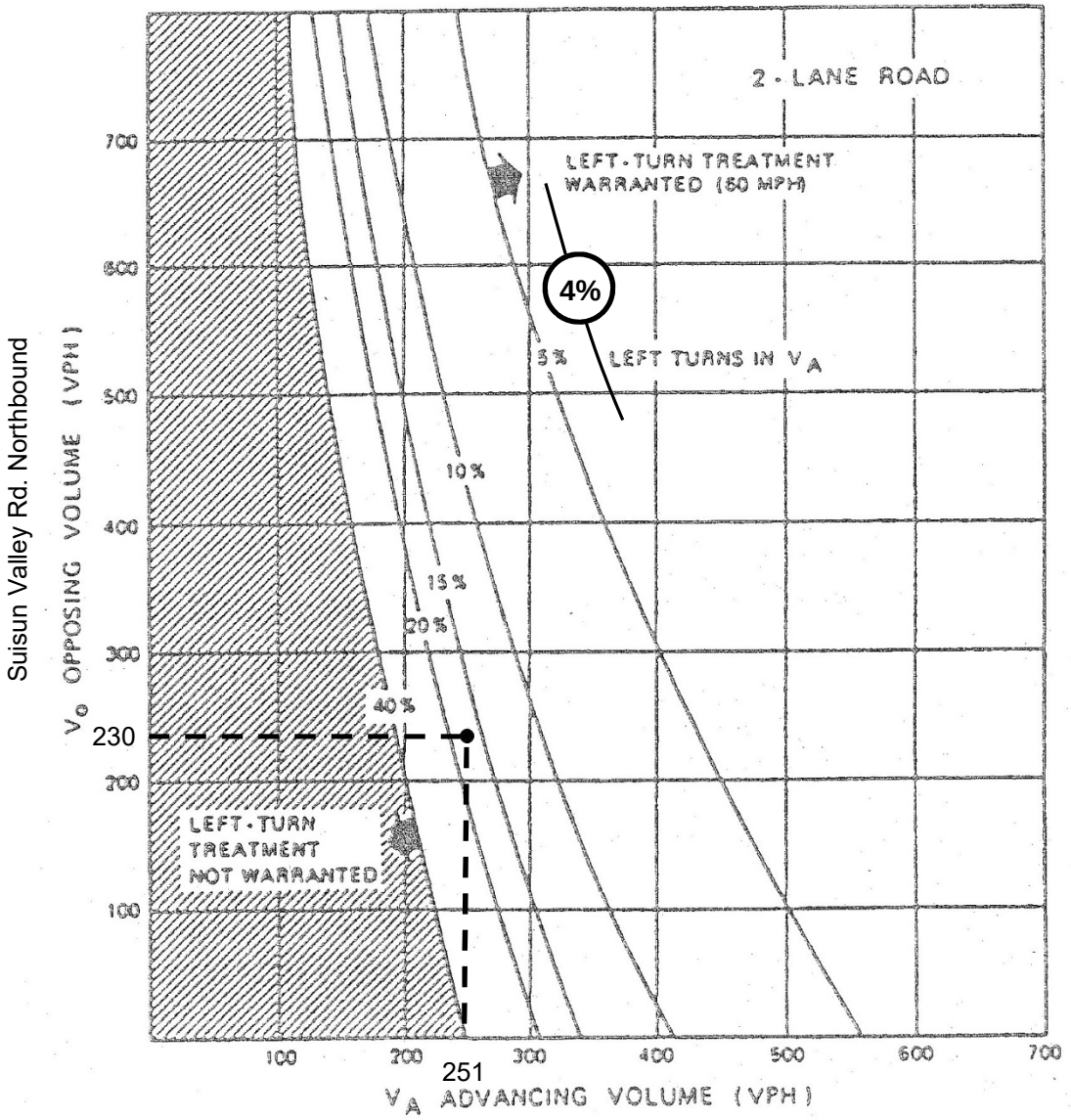
EXISTING + WEEKDAY MAXIMUM SIZE EVENT (61 CARS), BEFORE EVENT

V_A = 176 L.T. % = 9/176 = 5% V_o = 175

LEFT TURN LANE NOT WARRANTED

Source: Transportation Research Board, National Cooperative Highway Research Program Report 279, "Intersection Channelization Design Guide", November, 1985.
Corresponds with AASHTO Guide for Left Turn Lanes.

LEFT TURN LANE WARRANTS



Monroe Ranch (Suisun Valley Inn) Event Barn Project

Suisun Valley Rd. / Driveway

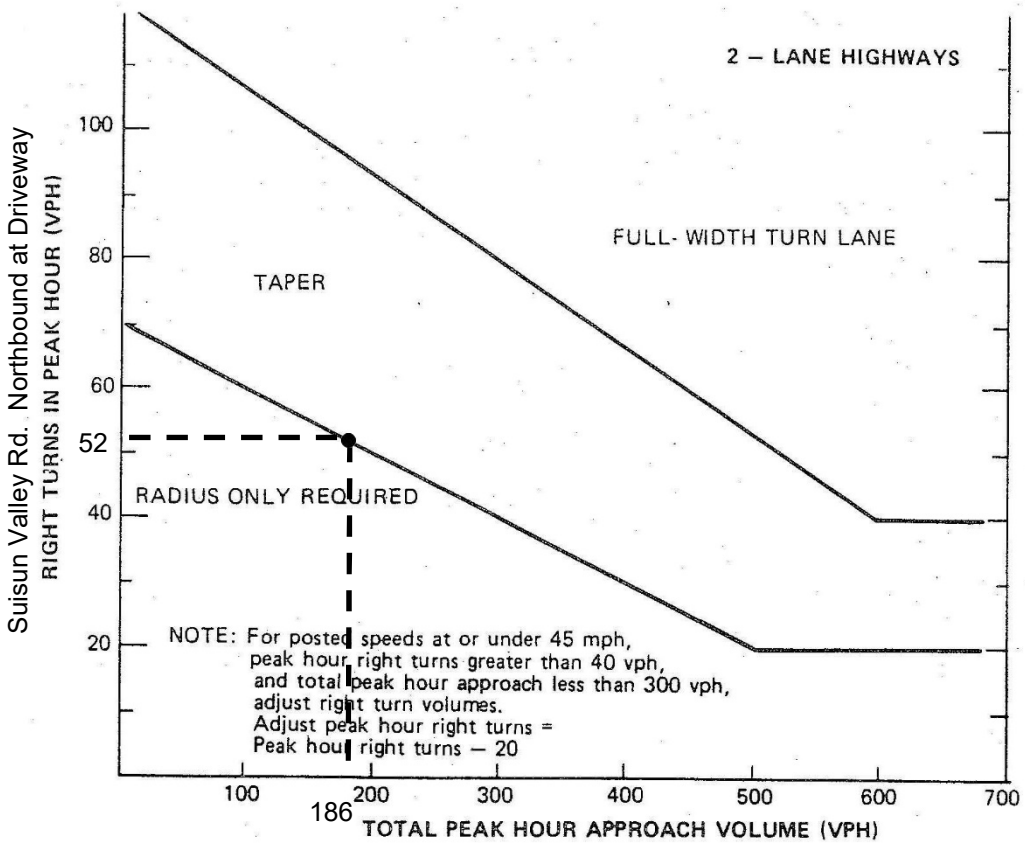
CUMULATIVE + WEEKDAY MAXIMUM SIZE EVENT (61 CARS), BEFORE EVENT

V_A = 251 L.T. % = 9/251 = 4% V_o = 230

LEFT TURN LANE NOT WARRANTED

Source: Transportation Research Board, National Cooperative Highway Research Program Report 279, "Intersection Channelization Design Guide", November, 1985.
Corresponds with AASHTO Guide for Left Turn Lanes.

RIGHT TURN LANE WARRANTS



Suisun Valley Rd. Northbound at Driveway

Monroe Ranch (Suisun Valley Inn) Event Barn Project

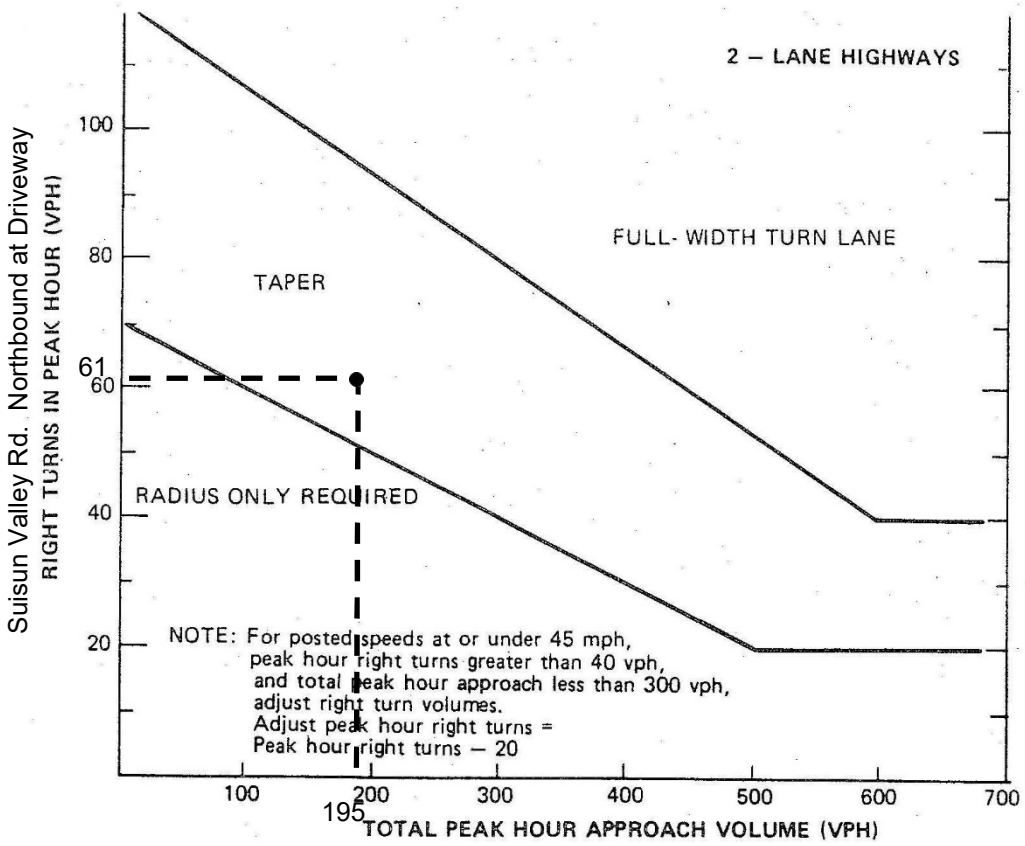
Suisun Valley Rd. / Driveway

EXISTING + WEEKEND WEDDING 150 GUESTS, BEFORE EVENT

RIGHT TURN TAPER MAY BE WARRANTED.

Source: Transportation Research Board, National Cooperative Highway Research Program Report 279, “Intersection Channelization Design Guide”, November, 1985.

RIGHT TURN LANE WARRANTS



Suisun Valley Rd. Northbound at Driveway

Monroe Ranch (Suisun Valley Inn) Event Barn Project

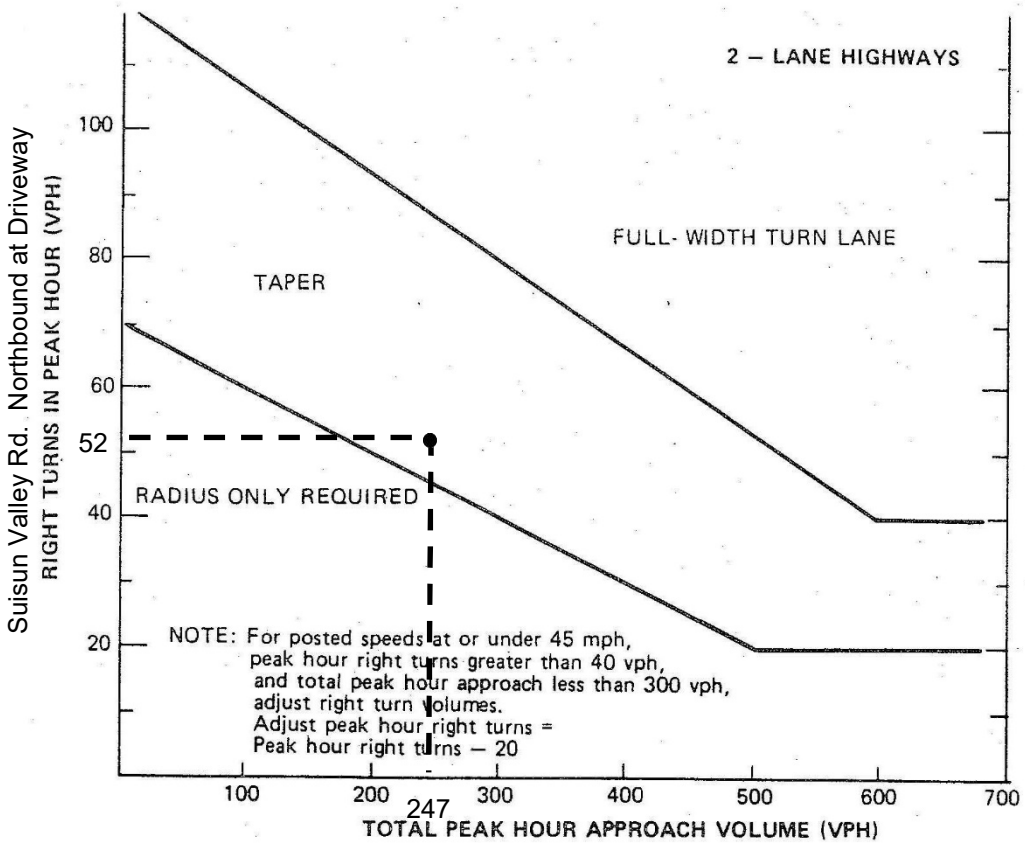
Suisun Valley Rd. / Driveway

EXISTING + WEEKEND WEDDING 250 GUESTS, BEFORE EVENT

RIGHT TURN TAPER MAY BE WARRANTED.

Source: Transportation Research Board, National Cooperative Highway Research Program Report 279, “Intersection Channelization Design Guide”, November, 1985.

RIGHT TURN LANE WARRANTS



Suisun Valley Rd. Northbound at Driveway

Monroe Ranch (Suisun Valley Inn) Event Barn Project

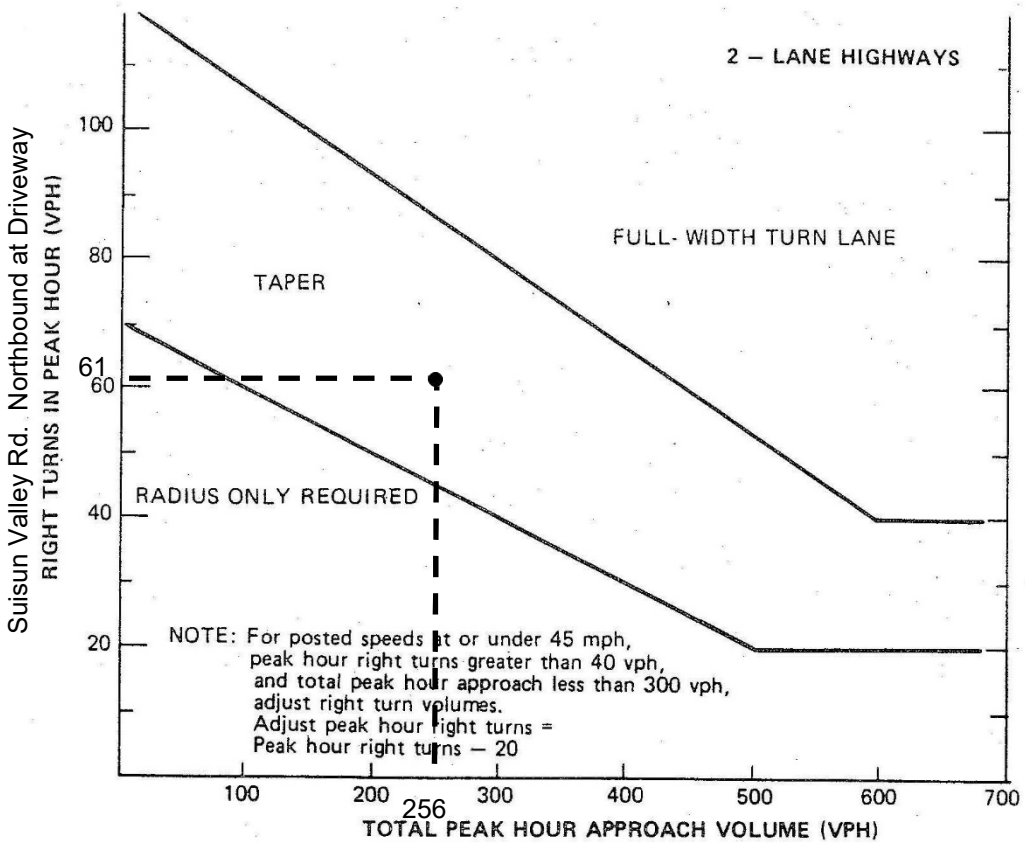
Suisun Valley Rd. / Driveway

CUMULATIVE + WEEKEND WEDDING 150 GUESTS, BEFORE EVENT

RIGHT TURN TAPER MAY BE WARRANTED.

Source: Transportation Research Board, National Cooperative Highway Research Program Report 279, “Intersection Channelization Design Guide”, November, 1985.

RIGHT TURN LANE WARRANTS



Suisun Valley Rd. Northbound at Driveway

Monroe Ranch (Suisun Valley Inn) Event Barn Project

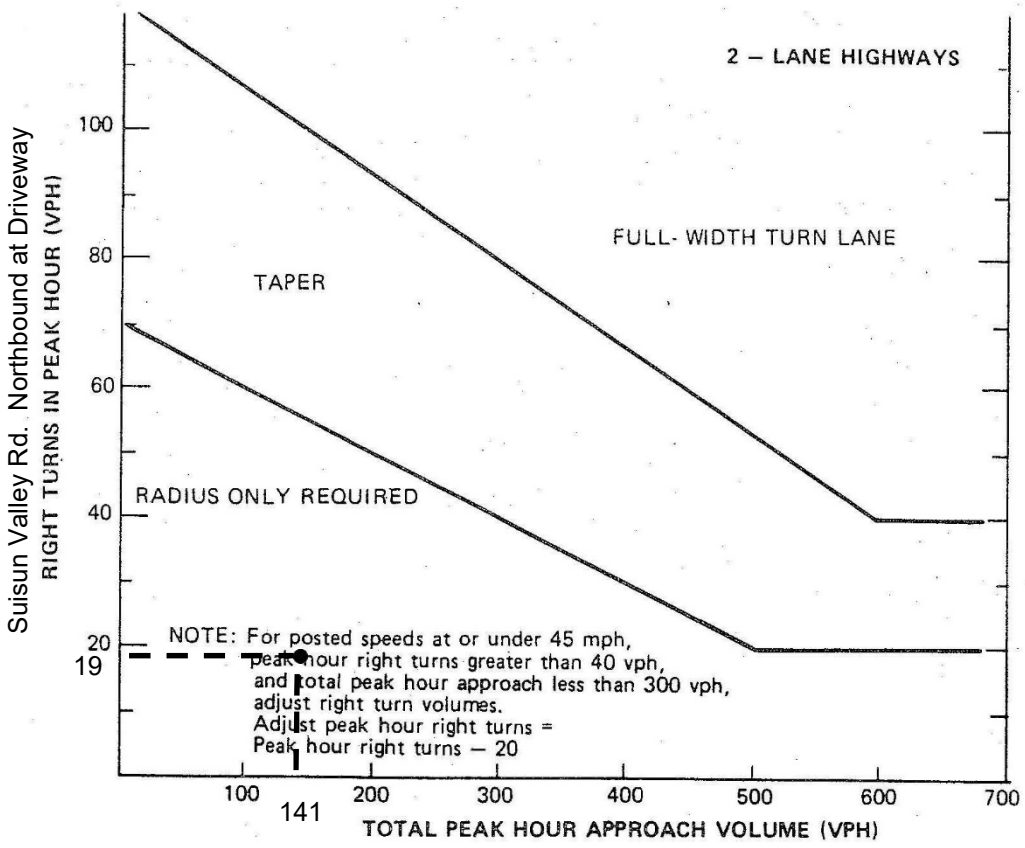
Suisun Valley Rd. / Driveway

CUMULATIVE + WEEKEND WEDDING 250 GUESTS, BEFORE EVENT

RIGHT TURN TAPER MAY BE WARRANTED.

Source: Transportation Research Board, National Cooperative Highway Research Program Report 279, “Intersection Channelization Design Guide”, November, 1985.

RIGHT TURN LANE WARRANTS



Suisun Valley Rd. Northbound at Driveway

Monroe Ranch (Suisun Valley Inn) Event Barn Project

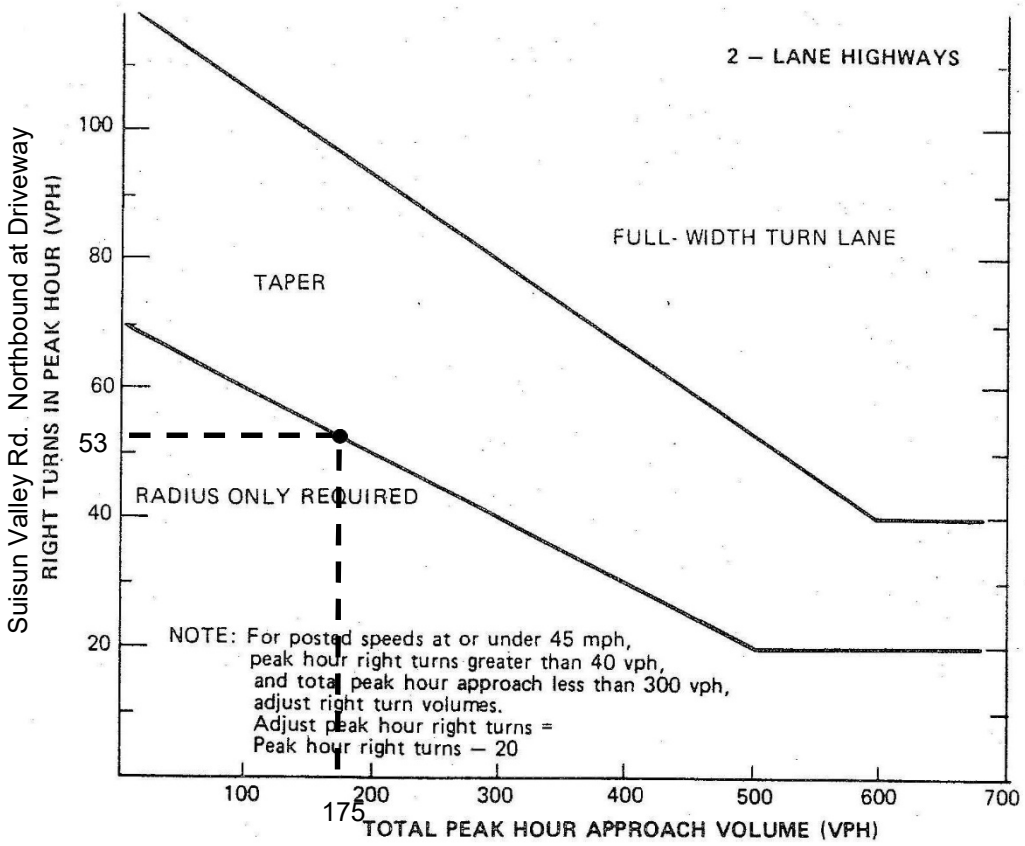
Suisun Valley Rd. / Driveway

EXISTING + WEEKDAY TYPICAL SIZE EVENT (21 CARS), BEFORE EVENT

RIGHT TURN LANE OR TAPER NOT WARRANTED.

Source: Transportation Research Board, National Cooperative Highway Research Program Report 279, “Intersection Channelization Design Guide”, November, 1985.

RIGHT TURN LANE WARRANTS



Suisun Valley Rd. Northbound at Driveway

Monroe Ranch (Suisun Valley Inn) Event Barn Project

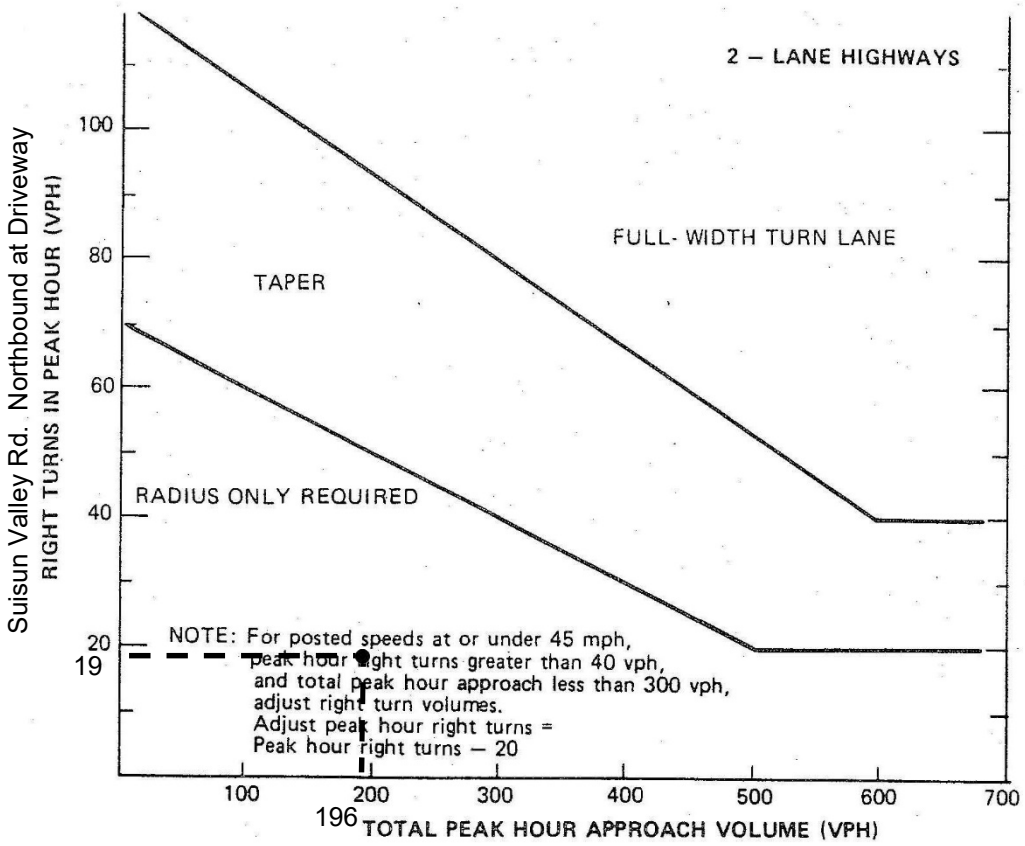
Suisun Valley Rd. / Driveway

EXISTING + WEEKDAY MAXIMUM SIZE EVENT (61 CARS), BEFORE EVENT

RIGHT TURN TAPER MAY BE WARRANTED.

Source: Transportation Research Board, National Cooperative Highway Research Program Report 279, “Intersection Channelization Design Guide”, November, 1985.

RIGHT TURN LANE WARRANTS



Suisun Valley Rd. Northbound at Driveway

Monroe Ranch (Suisun Valley Inn) Event Barn Project

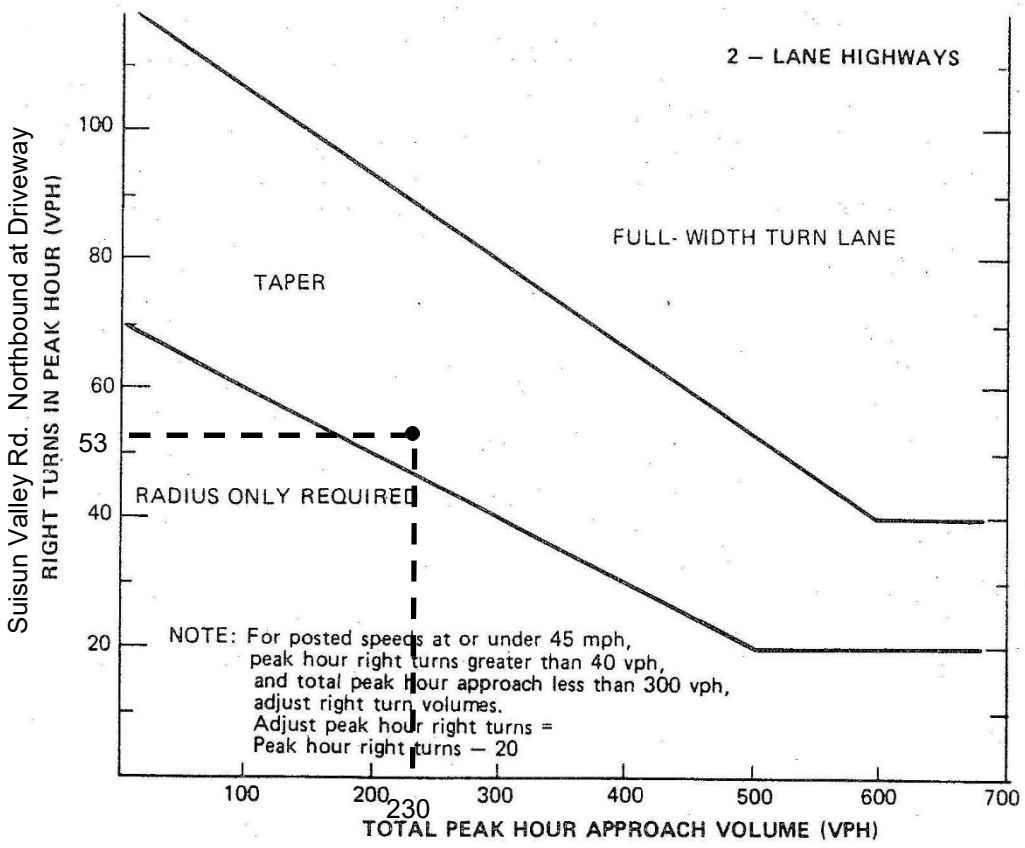
Suisun Valley Rd. / Driveway

CUMULATIVE + WEEKDAY TYPICAL SIZE EVENT (21 CARS), BEFORE EVENT

RIGHT TURN LANE OR TAPER NOT WARRANTED.

Source: Transportation Research Board, National Cooperative Highway Research Program Report 279, “Intersection Channelization Design Guide”, November, 1985.

RIGHT TURN LANE WARRANTS



Suisun Valley Rd. Northbound at Driveway

Monroe Ranch (Suisun Valley Inn) Event Barn Project

Suisun Valley Rd. / Driveway

CUMULATIVE + WEEKDAY MAXIMUM SIZE EVENT (61 CARS), BEFORE EVENT

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